

Traffic Impact Study

AAA Carting Facility

76 US Route 6

Town of Yorktown, Westchester County, New York

PREPARED FOR:

76 Route 6 Holdings, LLC

76 US Route 6

Yorktown Heights, NY 10598

PREPARED BY:

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TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1

 1.1 Project Description..... 1

 1.2 Study Methodology 1

 1.3 Findings..... 2

 1.4 Conclusions 3

2.0 INTRODUCTION 4

 2.1 Project Description..... 4

 2.2 Study Locations 6

3.0 EXISTING CONDITIONS..... 7

 3.1 Roadway Network..... 7

 3.2 Description of Study Intersections 7

 3.3 Traffic Data Collection..... 9

 3.4 Crash History..... 12

 3.1 Public Transportation 13

4.0 FUTURE NO-BUILD CONDITIONS 14

 4.1 Background Traffic Growth..... 14

 4.2 Vicinity Developments..... 14

5.0 PROJECT TRAFFIC..... 18

 5.1 Trip Generation..... 18

 5.2 Trip Distribution and Assignment..... 19

6.0 FUTURE BUILD TRAFFIC CONDITIONS..... 22

7.0 CAPACITY ANALYSIS..... 24

 7.1 Intersection Capacity Analysis 24

8.0 CONCLUSIONS 26

FIGURES

Figure 1 – Project Location	5
Figure 2 – Intersection Geometry.....	8
Figure 3 – Existing Traffic Volumes.....	10
Figure 4 – Existing Pedestrian Volumes.....	11
Figure 5 – Grown Traffic Volumes.....	15
Figure 6 – Vicinity Development Traffic Volumes	16
Figure 7 – No-Build Traffic Volumes.....	17
Figure 8 – Trip Distribution.....	20
Figure 9 – Trip Assignment.....	21
Figure 10 – Build Traffic Volumes	23

TABLES

Table 1 – Crash Summary	12
Table 2 – Project Trip Generations	19
Table 3 – LOS Criteria	24
Table 4 – Intersection Capacity Analysis – AM Peak Hour	25
Table 5 – Intersection Capacity Analysis – PM Peak Hour	25
Table 6 – Sight Distance Summary.....	26

APPENDIX

- Traffic and Pedestrian Counts
- Crash Data Tables
- Trip Generation Calculations
- Synchro Capacity Analyses
- Sight Distance Triangles

1.0 EXECUTIVE SUMMARY

This Traffic Impact Study has been prepared by Kimley-Horn Engineering and Landscape Architecture of New York, P.C. (Kimley-Horn) to document the potential traffic impacts associated with the proposed AAA Carting Facility (the “Project”), to be constructed along US Route 6 in the Town of Yorktown, Westchester County, New York.

1.1 Project Description

The subject property is an undeveloped 18.1-acre parcel located along the westbound side of US Route 6, to the east of Navajo Street. It is proposed to construct a 40,000-SF waste transfer facility and an approximately 70-space truck storage facility on the property. A total of 17 passenger vehicle parking spaces and 20 truck parking spaces are proposed for the waste transfer facility. The truck storage facility is proposed to accommodate vehicles that the Applicant currently parks overnight at a separate location. Access to the parcel will be provided via a new driveway constructed on Navajo Street.

This report was prepared in accordance with the study locations, peak hours, and specific analysis identified by the Town’s traffic consultant.

1.2 Study Methodology

This study evaluates existing traffic conditions, as well as future conditions without the Project (“No-Build”) and with the Project (“Build”). The No-Build condition is the benchmark against which the potential impacts of the proposed Project are compared.

One (1) unsignalized intersection has been identified to be studied and the type of analysis to be conducted are listed below.

Quantitative Analysis

1. US Route 6 & Navajo Street:
 - a. Synchro Intersection Capacity Analysis
 - b. Sight Distance Analysis

Qualitative Analysis

1. US Route 6 & Navajo Street
 - a. Discussion of existing traffic and pedestrian conditions
 - b. Crash Analysis

Vehicle turning movement and pedestrian counts were conducted on a typical weekday in November 2023, when schools were in session, during the weekday AM and PM peak periods when the combined roadway and Project traffic is expected to be highest.

In addition to the intersection counts, Automatic Traffic Recorder (ATR) counts were conducted for a one-week period in November 2023 along US Route 6 near Navajo Street and on Navajo Street itself.

The Existing traffic volumes were grown to the year 2027 and traffic volumes from two proposed vicinity development were added to represent future conditions without the Project (“No-Build”).

The number of trips expected to be generated by the Project during the peak hours were forecast based on data contained in the Institute of Transportation Engineers’ (ITE) publication, *Trip Generation Manual*, 11th Edition and anticipated Project operations. The Project-generated trips were distributed to the study intersections and added to the No-Build volumes to represent future conditions with the Project (“Build”).

Synchro intersection capacity analyses were conducted at the study intersection for the Existing, No-Build, and Build traffic volume conditions and compared to intersection capacities to identify Project impacts.

Qualitative analyses were performed as required.

1.3 Findings

Under Existing conditions, the Navajo Street approach to US Route 6 operates at Level of Service (“LOS”) “D” during the weekday AM peak hour and a LOS “E” during the weekday PM peak hour. The eastbound left-turn movement from US Route 6 onto Navajo Street operates at LOS “B” during both peak hours.

In the future under No-Build conditions (without the proposed Project, but with forecast increases in existing traffic volumes, vicinity development volumes, and the installation of a traffic signal¹), the Navajo Street approach is anticipated to maintain its existing LOS during the weekday AM peak hour and improve to LOS “D” during the weekday PM peak hour. The overall intersection is anticipated to operate at LOS “B” during both peak hours.

Under future Build conditions (with forecast increases in existing traffic volumes, vicinity development volumes, installation of a traffic signal, and Project traffic added), the Navajo Street approach is anticipated to continue to operate at its pre-Project LOS. The overall intersection is anticipated to operate at LOS “B” during both the weekday AM and weekday PM peak hours. Therefore, no off-site mitigation measures are recommended.

The study intersection is anticipated to provide sufficient sight distance and has a good crash history.

¹ Suggested as needed to mitigate the traffic impact of the proposed vicinity development in the traffic study for that particular project.

1.4 Conclusions

Based on the analysis provided herein, it is concluded that traffic generated by the Project will not result in a significant adverse impact on traffic conditions. Modest increases in delay are anticipated at the study intersection, but with no degradation in LOS, and there will be sufficient capacity to accommodate Project traffic. Beyond that, Project traffic impacts will be imperceptible.

2.0 INTRODUCTION

This Traffic Impact Study has been prepared by Kimley-Horn Engineering and Landscape Architecture of New York, P.C. (Kimley-Horn) to document the potential traffic impacts associated with the proposed AAA Carting Facility (the “Project”), to be constructed along US Route 6 in the Town of Yorktown, Westchester County, New York.

2.1 *Project Description*

The subject property is an undeveloped 18.1-acre parcel located along the westbound side of US Route 6, to the east of Navajo Street, as illustrated in **Figure 1**. It is proposed to construct a 40,000-SF waste transfer facility and an approximately 70-space truck storage facility on the property. A total of 17 passenger vehicle parking spaces and 20 truck parking spaces are proposed for the waste transfer facility. The truck storage facility is proposed to accommodate vehicles that the Applicant currently parks overnight at a separate location. Access to the parcel will be provided via a new driveway constructed on Navajo Street.

This study evaluates existing traffic conditions, as well as future conditions without the Project (“No-Build”) and with the Project (“Build”). The No-Build condition is the benchmark against which the potential impacts of the proposed Project are compared.



NOT TO SCALE

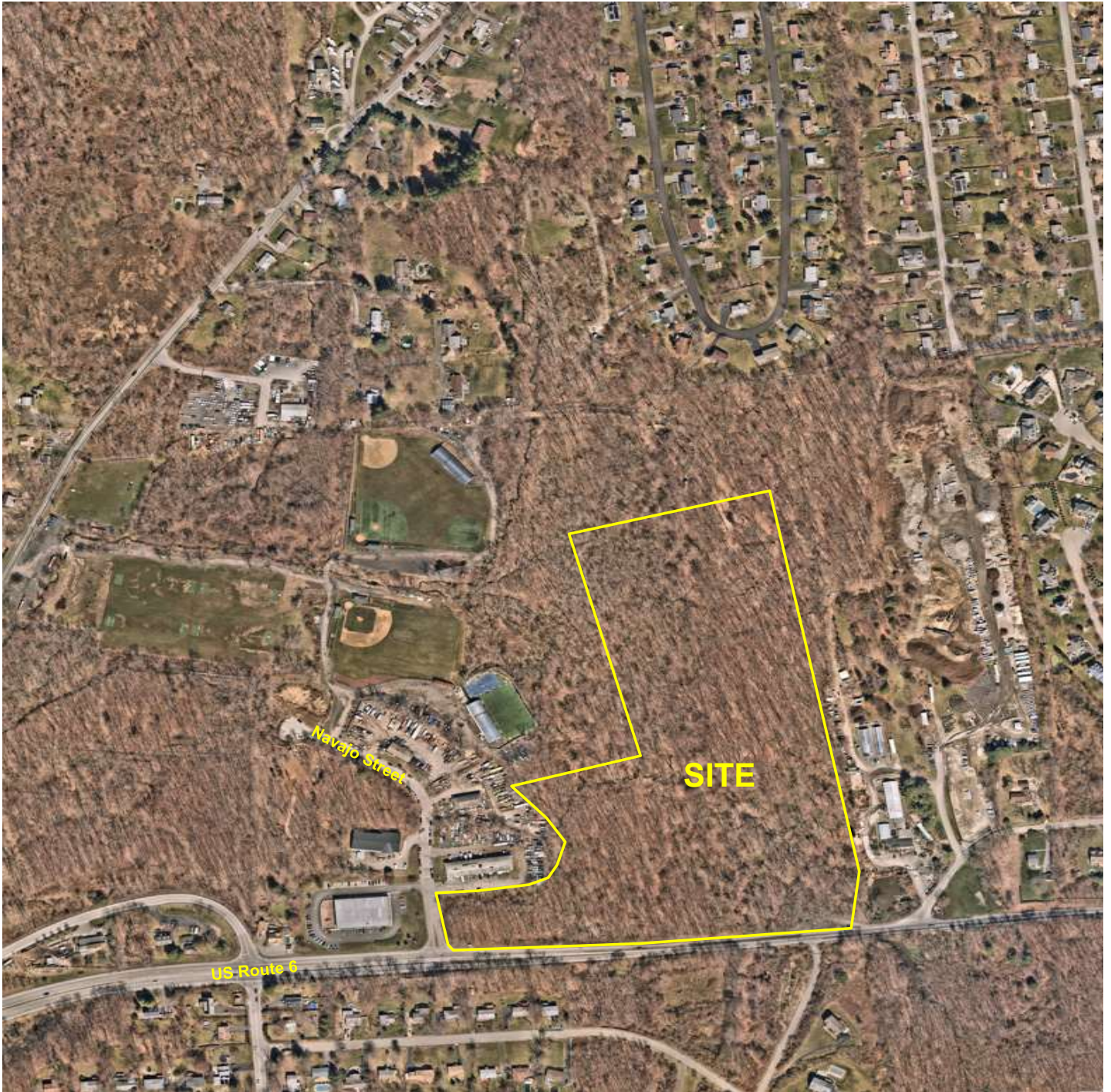


Figure 1
Project Location

2.2 Study Locations

One (1) unsignalized intersection was identified to be studied (also shown on **Figure 1**) and the type of analysis to be conducted are listed below.

Quantitative Analysis

1. US Route 6 & Navajo Street:
 - a. Synchro Intersection Capacity Analysis
 - b. Sight Distance Analysis

Qualitative Analysis

1. US Route 6 & Navajo Street
 - a. Discussion of existing traffic and pedestrian conditions
 - b. Crash Analysis

3.0 EXISTING CONDITIONS

3.1 Roadway Network

Evaluation of the traffic impacts associated with the proposed Project requires a thorough understanding of the existing roadway system in the vicinity of the site. The existing conditions observed in the study area include an inventory of the roadways, speed limits, intersection geometry, traffic control devices, pavement condition, and pavement markings. This information is provided below.

US Route 6 (*Grand Army of the Republic Highway*) is an east-west oriented State highway that is classified by the New York State Department of Transportation (NYSDOT) as an urban “Principal Arterial”. US Route 6 stretches across the southern portion of New York State from the Pennsylvania state line to the Connecticut state line. Within the study area, near Navajo Street, US Route 6 provides three 12-foot-wide travel lanes (one exclusive left-turn lane and two exclusive through lanes) with an approximately 7-foot-wide paved shoulder on the eastbound side of the road and one 15-foot-wide travel lane with an approximately 8-foot-wide paved shoulder on the westbound side of the road. Within the study area, the pavement is in fair condition. Sidewalk is not provided on either side of the roadway. Parking is not permitted on either side of the roadway. US Route 6 is under the jurisdiction of NYSDOT. The posted speed limit is 55 miles per hour (mph) within the study area. NYSDOT reports a 2022 estimated Average Annual Daily Traffic (AADT) volume of 19,599 on US Route 6.

Navajo Street is a north-south oriented Town roadway that is classified by NYSDOT as an urban “Local Roadway”. Navajo Street travels from US Route 6 to its cul-de-sac terminus approximately 1,000 feet northwest of US Route 6. Within the study area, near US Route 6, Navajo Street provides one 18-foot-wide travel lane with no paved shoulder on the southbound side of the road and one 16-foot-wide travel lane with no paved shoulder on the northbound side of the road. Within the study area, the pavement is in good condition. Sidewalk is not provided on either side of the roadway. Parking is not permitted on either side of the roadway. Navajo Street is under the jurisdiction of the Town of Yorktown. There is no posted speed limit. NYSDOT does not report AADT on Navajo Street.

3.2 Description of Study Intersection





The following provides a description of the intersection geometry and traffic controls at the study intersection. This information is also provided graphically on **Figure 2**.

US Route 6 & Navajo Street - Navajo Street forms the southbound approach to this unsignalized “T”-intersection with US Route 6. It provides one Stop-controlled travel lane. US Route 6 forms the eastbound approach and provides three free-flowing travel lanes (one exclusive left-turn lane and two exclusive through lanes). US Route 6 also forms the westbound approach and provides one free-flowing travel lane. There are no crosswalks at the intersection.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
-  AM Peak Hour Traffic
-  PM Peak Hour Traffic

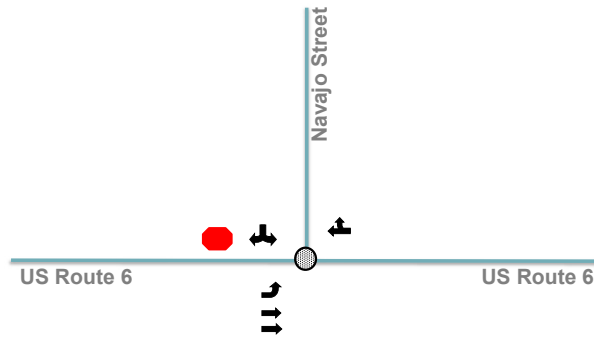


Figure 2
Intersection Geometry

3.3 Traffic Data Collection

Turning movement, pedestrian, and classification traffic counts were conducted on Tuesday, November 14, 2023, during the weekday AM peak period (6:30 a.m. to 9:30 a.m.) and weekday PM peak period (3:30 p.m. to 6:30 p.m.) at the study intersection of US Route 6 & Navajo Street.

In addition to the intersection counts, Automatic Traffic Recorder (ATR) counts were conducted for a one-week period from November 13, 2023, to November 19, 2023, along Navajo Street (north of US Route 6) and from November 14, 2023, to November 20, 2023, along US Route 6 (west of Navajo Street). The data collected included volume, speed, and vehicle classification counts.

The counts were tabulated, and the following peak weekday hours were identified:

- Weekday AM Peak Hour: 7:15 a.m. to 8:15 a.m.
- Weekday PM Peak Hour: 4:45 p.m. to 5:45 p.m.

It was conservatively assumed that the peak hour of Project traffic coincided with the peak hour of the adjacent roadway traffic, even though there will likely be little to no traffic at the Project site after 5:00 p.m. The counted volumes were compared to the ATR counts and the through movements were conservatively adjusted as appropriate.

It is noted, however, that the traffic counts were collected during a time of no activity at the Navajo Fields sports complex. Therefore, the traffic volumes collected during the turning movement counts were adjusted to a typical day during which activity would be expected at the Navajo Fields sports complex. The adjusted 2023 Existing Peak Hour Traffic Volumes for the weekday AM and PM peak hours are provided in **Figure 3** and the existing weekday pedestrian volumes are provided on **Figure 4**.



It is noted that 14% of the vehicles recorded on Navajo Street by the ATR were buses or trucks.

The raw intersection and ATR counts are also provided in the Appendix.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic

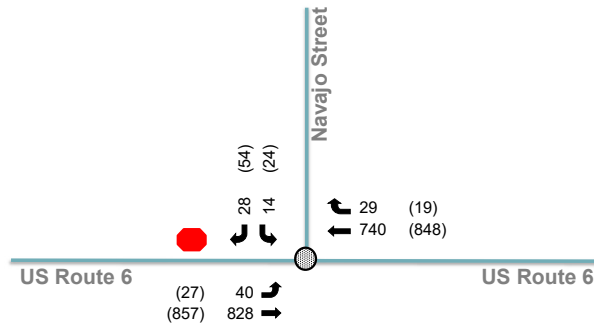


Figure 3
Existing Conditions
Peak Hour Traffic Volumes
AAA Carting Yorktown, NY



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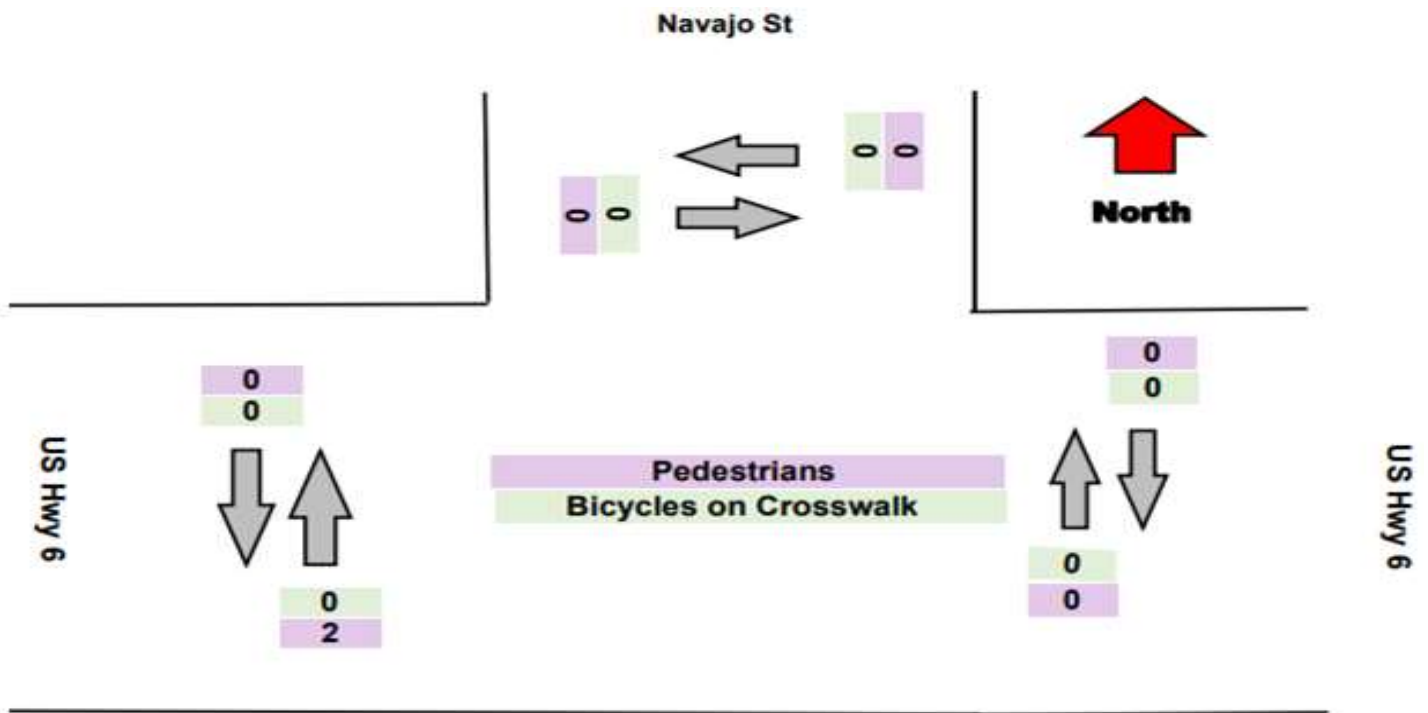


Figure 4
Existing Conditions
Peak Hour Pedestrian Volumes
AAA Carting Yorktown, NY

3.4 Crash History

Historical crash records for the study area were obtained from NYSDOT for the most recent five-year period (from July 31, 2017, through July 31, 2022).

A review of the data indicates that a total of 3 crashes occurred on US Route 6 in the vicinity the study intersection. Of the crashes, one occurred in 2017, one occurred in 2018, and one occurred in 2022. None of the crashes involved turning vehicles. All of the crashes were single-vehicle crashes which resulted in property damage only. Two of the crashes occurred between 8:00 p.m. and 1:00 a.m., when the proposed facility will be closed. Furthermore, one crash occurred on Navajo Street in the vicinity of the study intersection. The crash involved alcohol and occurred when the proposed facility will be closed.

A summary of the crash data is provided in **Table 1**.

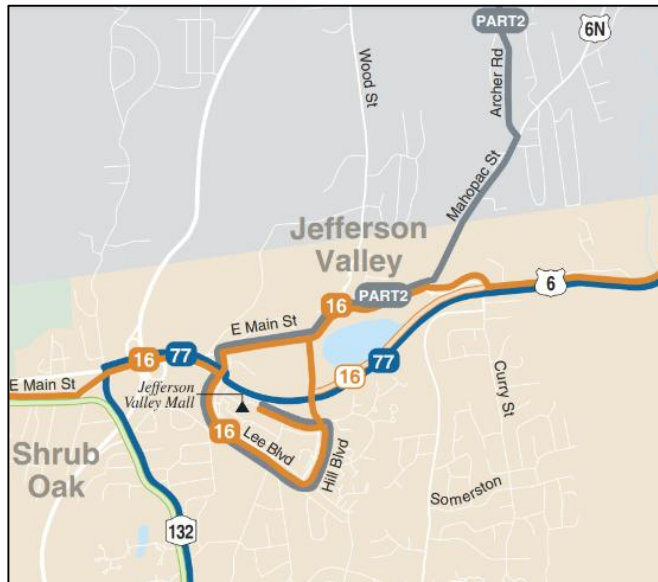
Table 1 – Crash Summary					
7/31/2017 to 7/31/2022					
Location	No. of Crashes	Severity		Crashes involving:	
		Injury	Fatalities	Pedestrians	Bicyclists
US Route 6	3	0	0	0	0
Navajo Street	1	0	0	0	0
TOTAL in Study Area	4	0	0	0	0

Tables indicating a breakdown of the accident types and apparent contributing factors are including in the Appendix.

Automatic Traffic Recorder (ATR) counts conducted for a one-week period from November 13, 2023, to November 19, 2023, along Navajo Street (north of US Route 6) and from November 14, 2023, to November 20, 2023, along US Route 6 (west of Navajo Street), showed that 14% of the vehicles recorded on Navajo Street were buses or trucks, which typically raises safety concerns. However, given that there were only 3 crashes on US Route 6 in the vicinity of the study intersection in the most recent five-year period, all of the crashes were single-vehicle crashes which resulted in property damage only, and two of the crashes occurred between 8:00 p.m. and 1:00 a.m. when the proposed facility will be closed, it can be assumed that the intersection, which already supports a healthy level of truck activity, has been operating safely and should not be adversely impacted by the addition of Project traffic.

3.1 Public Transportation

Bus service in the study area is provided by Westchester County's Bee-Line bus system. The nearest bus routes to the Project site are Route #16 and Route #77. Route #16 operates seven days a week between Peekskill and Mahopac. It runs primarily east-west along US Route 6. Route #77 operates on weekdays only between Carmel and White Plains. It runs primarily north-south along the Taconic State Parkway using US Route 202 and NYS Route 132 to make the connection to US Route 6. The nearest bus stop for both Route #16 and Route #77 is on



US Route 6 westbound immediately east of Navajo Street and on US Route 6 eastbound, 375 feet west of Navajo Street. Route #16 runs 16 eastbound and 17 westbound buses on weekdays, 15 eastbound and 15 westbound buses on Saturdays, and 9 eastbound and 9 westbound buses on Sundays. Route #77 runs 3 northbound/eastbound and 3 southbound/westbound buses on weekdays.

Commuter rail service is not provided in the site vicinity.

4.0 FUTURE NO-BUILD CONDITIONS

The future No-Build conditions are the forecast traffic conditions that are expected to occur without the proposed development in the year 2027, when the full build-out of the Project is anticipated. This includes background traffic growth and traffic associated with any other known planned / approved developments. The derivation of the No-Build traffic volumes is described below.

4.1 Background Traffic Growth

Background traffic growth represents typical traffic growth not associated with any planned development. The Existing Volumes were grown to the year 2027 by 1%, compounded annually, a conservative projection based on NYSDOT historical traffic growth rates for roadways of similar classification in Westchester County. The “Grown” traffic volumes are shown on **Figure 5** for the weekday AM and PM peak hours.

4.2 Vicinity Developments

Based on a review of the Town’s Pending Projects website page², two projects in the vicinity of the site were identified:

- Hidden Valleys/3000 Navajo Road: The proposed development is located at 3000 Navajo Road immediately north of the Project. Hidden Valleys proposes to redevelop the existing sports fields to new sports fields, a 23,000 SF athletic bubble structure, a 5,500 SF club house, a 4,000 SF space for commercial use, and 254 multifamily residential units. Vehicle trips generated by this development were added to the study intersection according to **Figure 6**. Additionally, it is assumed that as part of this development, a traffic signal will be installed at the study intersection³.
- 800 East Main Street Rezone Application: The proposed development is located over a mile and a half west of the Project and proposed to replace approximately 63,617 SF of existing office space with active adult residential community for residents aged 55 and consisting of 250 dwelling units. The site is a significant distance from the Project and is likely to generate fewer trips than the existing office space.

The No-Build traffic volumes, which represent the Grown traffic volumes in **Figure 5** plus the Vicinity Development traffic volumes shown in **Figure 6**, are shown on **Figure 7**.



² <https://www.yorktownny.org/townclerk/pending-projects>

³ Identified in the traffic study for the Hidden Valley project.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic

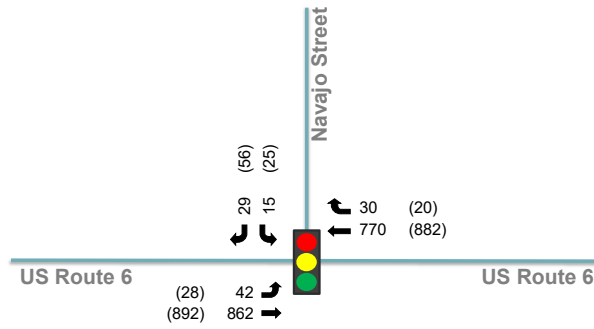




Figure 5
Grown Traffic Volumes



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic

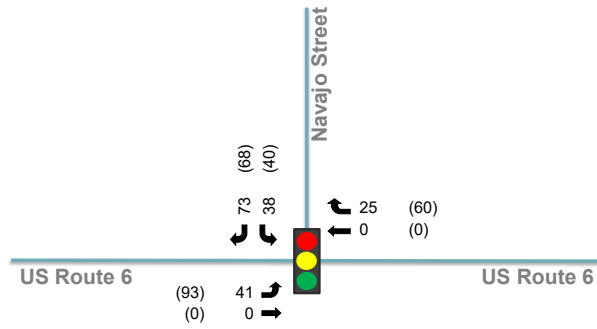




Figure 6
Vicinity Development Traffic Volumes



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic

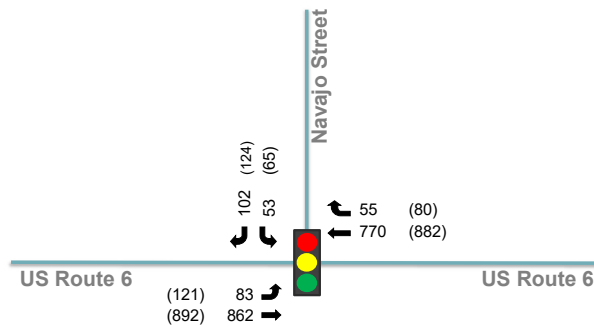


Figure 7
2027 No-Build Conditions
Peak Hour Traffic Volumes
AAA Carting Yorktown, NY

5.0 PROJECT TRAFFIC

Project traffic is the number of vehicle trips forecast to be generated by the proposed development. The Project traffic is calculated and dispersed throughout the road network and onto the study intersection by applying the trip distribution to the trip generation to get the trip assignment.

5.1 Trip Generation

To evaluate the potential traffic impacts of the Project, it is necessary to determine the traffic volumes expected to be generated by the development. It is proposed to construct a 40,000 SF waste transfer facility, which the Applicant has indicated will have 8 employees, and an approximately 70-space truck storage facility on the property. A total of 17 passenger vehicle parking spaces and 20 truck parking spaces are proposed for the waste transfer facility and the truck storage facility is proposed to accommodate the Applicant's other vehicles, which are currently parked overnight at a separate location. Access to the parcel will be provided via a new driveway constructed on Navajo Street.

The trips estimated to be generated by the waste transfer facility were forecast based on data contained in the Institute of Transportation Engineers' (ITE) publication *Trip Generation Manual*, 11th Edition and a comparison with trip generation projections for two other similar facilities. Trip rates for Land Use Codes 110 "General Light Industrial", 130 "Industrial Park", and 140 "Manufacturing" were reviewed (for both employees and square feet). The Land Use Code and independent variable which yielded the highest trip generation estimate during each peak hour was used (Land Use Codes 110 and 140 for the weekday AM and PM peaks, respectively, see Appendix).

Data provided by the Applicant indicates that between 134 vehicles and 141 vehicles enter or exit the existing storage facility on a weekday (71 vehicles on Saturday and 9 vehicles on Sunday). However, this activity is spread out over a period of 21 hours. As indicated in the data, which is included in the Appendix, during the weekday AM peak period, the bulk of this activity (over 80%) occurs before traffic peaks on US Route 6 (from 7:15 a.m. to 8:15 a.m.) and only 4 trips occur during the peak hour⁴. During the weekday PM peak period, slightly less than 80% of activity at the existing facility occurs between 2:00 p.m. and 7:00 p.m. However, only 21 trips occur when traffic is peaking on US Route 6 (from 4:45 p.m. to 5:45 p.m.). Since it is proposed to relocate activities at the existing facility to the proposed development site, 6 trips and 21 trips were added to the site-generated traffic in the weekday AM and PM peak hours, respectively.

Due to the nature of the proposed land use, the Project was not considered for pass-by or internal capture trip generation reductions.

The calculated peak-hour trips based are presented in **Table 2**.

⁴ Six (6) trips typically occur at the existing facility from 8:00 a.m. to 9:00 a.m. on a weekday and, to provide a conservative analysis, this value was used for analysis purposes.

Table 2 – Project Trip Generations						
Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Waste Transfer Facility	23	7	30	9	21	30
Truck Storage	4	2	6	6	15	21
Net New Trips	27	9	36	15	36	51

Source: Kimley-Horn. Trips based on ITE *Trip Generation Manual*, 11th Edition and anticipated operations.

As can be seen from **Table 2**, the Project is conservatively anticipated to generate 36 new vehicular trips during the weekday AM peak hour (7:15 a.m. to 8:15 a.m.) and 51 new vehicular trips during the weekday PM peak hour (4:45 p.m. to 5:45 p.m.).

5.2 Trip Distribution and Assignment

Trip distribution was based on a review of existing traffic patterns and volumes on the study area roadways and at the study intersection. Based on this evaluation, the distribution of Project trips to the adjacent roadway network is generally forecast to be:

- 32% to the east on US Route 6
- 68% to the west on US Route 6
- 40% from the east on US Route 6
- 60% from the west on US Route 6

The arrival and departure patterns for the Project-generated trips are shown on **Figure 8**. The new Project-generated trips for the proposed development, which are summarized in **Figure 9**, were determined by applying the net Project-generated vehicular trips (shown in **Table 2**) to the arrival and departure distribution percentages (shown in **Figure 8**).





As indicated in Figure 9, the Project is proposed to add 33 trips or fewer to US Route 6 to the west of the site and 18 trips or fewer to US Route 6 to the east of the site. To the west of the site, this equates to 1 trip every two minutes. A traffic signal is provided at the closest intersection to the site on the west side of the Project (the intersection of US Route 6 with East Main Street and Curry Street), ensuring that the intersection’s capacity is apportioned appropriately to all movements. Therefore, the addition of 33 trips to this intersection in the peak hour will not have a significant adverse impact on traffic operating conditions at this location. At the intersection closest to the site in the east (US Route 6 with Windsor Road), the Project will add the equivalent of 1 trip every three minutes and these vehicles will be added to the major movements⁵. Therefore, the addition of 18 trips to this intersection in the peak hour will not have a significant adverse impact on traffic operating conditions at this location.

⁵ The movements with the greatest carrying capacity (no new traffic will be added to Windsor Road).



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
-  Inbound Traffic
-  Outbound Traffic

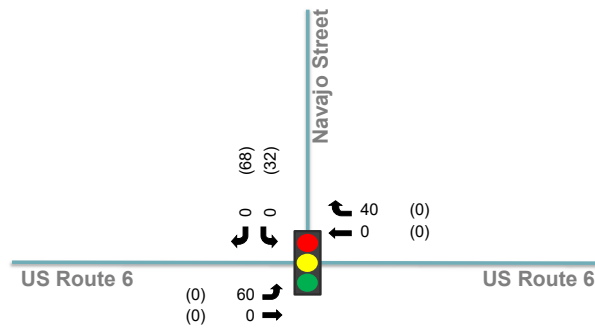




Figure 8
Project-Generated Traffic
Trip Distribution
AAA Carting Yorktown, NY



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic

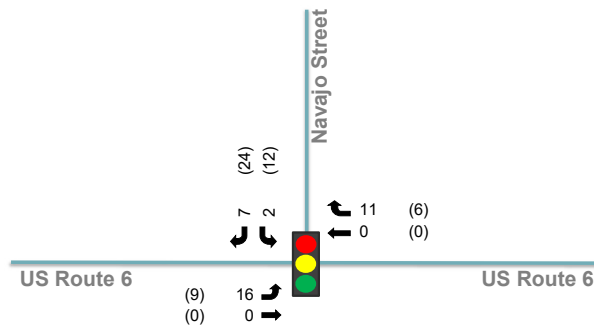


Figure 9
Project-Generated Traffic
Trip Assignment
AAA Carting Yorktown, NY



6.0 FUTURE BUILD TRAFFIC CONDITIONS

The future Build conditions are defined as the forecast traffic conditions on the roadway network in the year 2027, with the proposed Project. The future traffic volumes with the Project were determined by adding the total Project trips shown on **Figure 9**, to the No-Build traffic volumes shown on **Figure 7**, resulting in the 2027 Build traffic volumes shown in **Figure 10**.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX AM Peak Hour Traffic
- (XX) PM Peak Hour Traffic

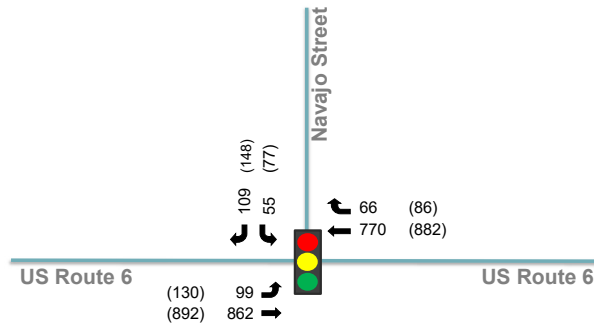


Figure 10
2027 Build Conditions
Peak Hour Traffic Volumes
AAA Carting Yorktown, NY

7.0 CAPACITY ANALYSIS

7.1 Intersection Capacity Analysis

An intersection capacity analysis was conducted with the Existing, No-Build and Build peak-hour traffic volumes (shown on **Figures 3, 7, and 10** respectively) to assess the quality of the traffic flow at the study intersections.

The criteria used to analyze the study intersections is based on the evaluation criteria contained in the Transportation Research Board's *Highway Capacity Manual* ("HCM") 6th Edition. The term "Level of Service" ("LOS") is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from "A" to "F", with LOS "A" representing the best operating conditions and LOS "F" representing the worst operating conditions.

Synchro software (Version 11) was used to model the study intersection based on the parameters mentioned above. Synchro software is widely used by traffic engineering professionals, is approved for use by the NYSDOT, and is consistent with the procedures in the HCM.

The LOS designations are based on delay. For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or site driveway. For the purposes of this analysis, control delay is defined as the total elapsed time that includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The control delay criteria for the range of service levels for signalized and unsignalized intersections are shown in **Table 3**.

Table 3 – LOS Criteria		
Level of Service	Unsignalized Intersection Control Delay Per Vehicle	Signalized Intersection Control Delay Per Vehicle
A	≤ 10.0 seconds	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds	> 10.0 and ≤ 20.0 seconds
C	> 15.0 and ≤ 25.0 seconds	> 20.0 and ≤ 35.0 seconds
D	> 25.0 and ≤ 35.0 seconds	> 35.0 and ≤ 55.0 seconds
E	> 35.0 and ≤ 50.0 seconds	> 55.0 and ≤ 80.0 seconds
F	> 50.0 seconds	> 80.0 seconds

The results of the intersection analysis using the HCM 6 reporting values for the Existing, No-Build, and the Build volume conditions for the peak hours are summarized in **Tables 4 and 5**. Under No-Build and

Build conditions, it was assumed the study intersection would be signalized as a result of the 3000 Navajo Street development. The analysis worksheets are provided in the Appendix.

Table 4 – Intersection Capacity Analysis – AM Peak Hour							
Intersection	Approach	Existing		No-Build		Build	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
US Route 6 & Navajo Street	EB L	10.0	B	20.9	C	24.2	C
	EB T			6.4	A	6.9	A
	WB TR			10.4	B	11.8	B
	SB LR	31.7	D	39.1	D	49.9	D
	Intersection	1.1	A	11.4	B	13.5	B

Notes: LOS = Level of Service. Delay is the average delay per vehicle in seconds.

Table 5 – Intersection Capacity Analysis – PM Peak Hour							
Intersection	Approach	Existing		No-Build		Build	
		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
US Route 6 & Navajo Street	EB L	10.3	B	21.6	C	27.3	C
	EB T			4.3	A	5.1	A
	WB TR			8.8	A	11.1	B
	SB LR	43.9	E	36.6	D	49.9	D
	Intersection	2.0	A	10.1	B	13.6	B

Note: LOS = Level of Service. Delay is the average delay per vehicle in seconds.

A descriptive summary of the Synchro analysis results shown in **Table 4** and **Table 5** is provided below.

US Route 6 & Navajo Street

- Under Existing conditions, the Navajo Street approach to US Route 6 operates at Level of Service (“LOS”) “D” during the weekday AM peak hour and at LOS “E” during the weekday PM peak hour. The eastbound left-turn movement from US Route 6 onto Navajo Street operates at LOS “B” during both peak hours.
- In the future under No-Build conditions (without the proposed Project, but with forecast increases in existing traffic volumes, vicinity development volumes, and the installation of a traffic signal), the Navajo Street approach is anticipated to maintain its existing LOS during the weekday AM peak hour and improve to LOS “D” during the weekday PM peak hour. The overall intersection is anticipated to operate at LOS “B” during both peak hours.
- Under future Build conditions (with forecast increases in existing traffic volumes, vicinity development volumes, installation of a traffic signal, and Project traffic added), the Navajo Street approach is anticipated to continue to operate at its pre-Project LOS. The overall intersection is anticipated to operate at LOS “B” during both the weekday AM and weekday PM peak hours.

8.0 SIGHT DISTANCE ANALYSIS

Available sight distance at the study intersection was compared to American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* (2018). Traveling westbound, the 85th percentile speed is 50 mph, and the roadway grade is -1.5%. Traveling eastbound, the 85th percentile speed is 53 mph, and the roadway grade is 4%. The posted speed limit is 55 mph. Sight distance calculations were based on the posted speed limit, which is slightly higher than the 85th percentile speed limit, an eye height of 3.5 feet for cars and an eye height of 7.5 feet for trucks. Based on these parameters, the required and provided sight distances are summarized in **Table 6**.

Table 6 – Sight Distance Summary					
Sight Distances	Direction	Type	Vehicle	Required	Provided
Left Turn Out	To the Left	Stopping	All	505'	900'
		Intersection	Car	530'	850'
			Box Truck	690'	850'
	Tractor Trailer		850'	850'	
	To the Right	Stopping	All	495'	650'
		Intersection	Car	650'	650'
Box Truck			825'	990'	
Tractor Trailer	990'	990'			
Right Turn Out	To the Left	Stopping	All	505'	900'
		Intersection	Car	530'	850'
			Box Truck	690'	850'
Tractor Trailer	850'	850'			
Left Turn In	To Oncoming Traffic	Stopping	All	505'	900'
		Intersection	Car	445'	900'
			Box Truck	530'	900'
	Tractor Trailer	610'	900'		
From Following Traffic	Stopping	All	495'	650'	

Assuming existing vegetation remains maintained as currently, the intersection is anticipated to provide sufficient site distance. Allowing the vegetation to overgrow could reduce sight distance to 650 feet for outbound traffic looking left, which still exceeds AASHTO guidelines. Sight distance triangles are including in the Appendix.

9.0 CONCLUSIONS

Based on the analysis provided herein, it is concluded that traffic generated by Project will not result in a significant adverse impact on traffic conditions. Modest increases in delay are anticipated at the study intersection, but with no degradation in LOS, and there will be sufficient capacity to accommodate Project traffic. Beyond that, Project traffic impacts will be imperceptible.

Appendix

- Traffic and Pedestrian Counts
 - Crash Data Tables
- Trip Generation Calculations
 - Synchro Analysis Reports
 - Sight Distance Triangles

Traffic and Pedestrian Counts

WB

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: US 6
Segment: 325' W/O Navajo St
Date: 11/13/2023

GPS 41.337263, -73.782825

Start Time	Mon 20-Nov-23	Tue 14-Nov-23	Wed 15-Nov-23	Thu 16-Nov-23	Fri 17-Nov-23	Average Day	Sat 18-Nov-23	Sun 19-Nov-23	Week Average			
12:00 AM	40	26	28	43	25	30	94	110	54			
01:00	17	5	18	19	21	16	45	73	30			
02:00	10	18	11	16	21	16	20	28	19			
03:00	20	27	21	17	18	21	22	22	21			
04:00	91	109	81	97	90	94	42	22	74			
05:00	259	302	289	260	253	276	78	61	207			
06:00	524	525	517	549	518	527	212	117	406			
07:00	713	754	663	752	647	704	344	195	559			
08:00	753	757	727	733	698	729	526	300	624			
09:00	617	601	623	627	651	626	641	499	607			
10:00	627	587	618	621	671	624	785	623	651			
11:00	706	659	665	641	643	652	757	774	690			
12:00 PM	649	654	637	645	676	653	855	791	710			
01:00	746	649	662	677	720	677	841	792	724			
02:00	757	708	718	735	750	728	829	764	751			
03:00	817	731	754	785	811	770	786	704	762			
04:00	859	805	848	820	852	831	746	681	792			
05:00	850	843	847	924	859	868	713	506	782			
06:00	613	621	642	694	682	660	613	448	617			
07:00	421	383	413	453	515	441	426	339	422			
08:00	292	282	313	320	335	312	365	275	315			
09:00	244	198	195	223	339	239	319	168	240			
10:00	170	141	142	153	261	158	221	123	162			
11:00	86	82	79	82	159	93	247	71	112			
Day Total	10881	10467	10511	10886	11215	10745	10527	8486	10331			
% Avg. WkDay	100.0%	97.4%	97.8%	101.3%	104.4%							
% Avg. Week	100.0%	101.3%	101.7%	105.4%	108.6%	104.0%	101.9%	82.1%				
AM Peak	08:00	08:00	08:00	07:00	08:00	-	08:00	-	10:00	11:00	-	-
Vol.	753	757	727	752	698	-	729	-	785	774	-	690
PM Peak	16:00	17:00	16:00	17:00	17:00	-	17:00	-	12:00	13:00	-	16:00
Vol.	859	843	848	924	859	-	868	-	855	792	-	792
	11038											

EB

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: US 6
Segment: 325/ E/O Navajo St
Date: 11/13/2023

GPS: 41.337263, -73.782825

Start Time	Mon 13-Nov-23	Tue 14-Nov-23	Wed 15-Nov-23	Thu 16-Nov-23	Fri 17-Nov-23	Average Day	Sat 18-Nov-23	Sun 19-Nov-23	Week Average					
12:00 AM	33	50	64	47	73	58	119	145	83					
01:00	25	24	27	24	19	24	64	63	37					
02:00	10	10	10	18	14	13	37	42	22					
03:00	18	18	24	20	22	21	30	27	24					
04:00	40	36	39	43	52	42	36	29	39					
05:00	107	98	100	104	97	100	59	38	83					
06:00	332	377	347	334	373	358	173	88	282					
07:00	736	772	843	757	746	780	367	205	615					
08:00	696	678	742	704	741	716	548	386	633					
09:00	580	541	586	616	628	593	640	487	583					
10:00	616	629	619	592	596	609	749	594	630					
11:00	694	643	689	667	694	673	808	699	700					
12:00 PM	714	654	679	724	750	702	799	775	730					
01:00	776	686	716	690	766	714	843	793	749					
02:00	827	806	753	778	766	776	829	790	787					
03:00	859	898	867	861	928	888	743	693	832					
04:00	915	822	841	871	825	840	832	675	811					
05:00	908	849	838	820	882	847	775	632	799					
06:00	735	679	752	713	773	729	695	494	684					
07:00	559	514	493	476	552	509	454	380	478					
08:00	422	362	400	462	451	419	396	273	391					
09:00	271	270	333	324	344	318	333	201	301					
10:00	184	196	178	207	289	200	281	121	200					
11:00	126	87	96	123	202	118	183	96	124					
Day Total	11183	10699	11036	10975	11583	11047	10793	8726	10617					
% Avg. WkDay	99.9%	96.8%	99.9%	99.3%	104.9%									
% Avg. Week	99.9%	100.8%	103.9%	103.4%	109.1%	104.1%	101.7%	82.2%						
AM Peak	07:00	07:00	07:00	07:00	07:00	-	07:00	-	11:00	11:00	-	11:00	-	-
Vol.	736	772	843	757	746	-	780	-	808	699	-	700	-	-
PM Peak	16:00	15:00	15:00	16:00	15:00	-	15:00	-	13:00	13:00	-	15:00	-	-
Vol.	915	898	867	871	928	-	888	-	843	793	-	832	-	-

11398

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: US 6
Segment: 325' E/O Navajo St
Date: 11/13/2023

GPS: 41.337263, -73.782825

EB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
11/13/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	0	2	2	10	15	27	25	25	13	9	2	0	1	0	0	131
23:00	0	0	0	2	2	10	14	26	21	6	3	0	0	0	0	84
Total	0	2	2	12	17	37	39	51	34	15	5	0	1	0	0	215

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/14/23	0	0	0	1	2	3	7	12	11	9	3	2	0	0	0	50
01:00	0	0	0	0	2	6	5	5	2	4	0	0	0	0	0	24
02:00	1	0	0	0	0	2	3	2	1	0	0	1	0	0	0	10
03:00	1	0	0	0	2	5	6	1	2	1	0	0	0	0	0	18
04:00	0	1	2	1	1	10	7	6	6	2	0	0	0	0	0	36
05:00	1	0	3	1	4	15	24	27	13	8	1	1	0	0	0	98
06:00	0	0	0	4	15	65	99	104	47	31	9	2	1	0	0	377
07:00	25	6	10	45	122	205	165	125	56	7	4	1	1	0	0	772
08:00	0	0	17	24	85	200	165	128	34	21	3	0	1	0	0	678
09:00	0	2	2	15	60	128	163	111	45	9	6	0	0	0	0	541
10:00	0	0	7	37	92	188	144	104	45	11	0	1	0	0	0	629
11:00	0	0	1	19	115	198	155	108	35	9	3	0	0	0	0	643
12 PM	0	0	0	13	99	188	178	114	44	13	3	2	0	0	0	654
13:00	6	1	11	28	103	182	173	122	44	13	3	0	0	0	0	686
14:00	6	4	8	52	143	271	202	84	26	7	1	1	1	0	0	806
15:00	4	12	42	67	188	267	182	89	33	9	4	1	0	0	0	898
16:00	14	16	42	80	125	249	188	84	14	8	1	1	0	0	0	822
17:00	3	8	41	97	206	241	156	73	14	5	5	0	0	0	0	849
18:00	1	7	11	39	104	192	191	95	28	5	2	4	0	0	0	679
19:00	0	0	1	18	60	124	140	112	43	9	5	0	1	1	0	514
20:00	0	0	0	1	24	87	112	63	51	18	4	2	0	0	0	362
21:00	0	0	0	4	11	39	68	83	42	15	7	1	0	0	0	270
22:00	0	0	1	0	5	27	43	55	38	16	8	0	2	1	0	196
23:00	0	0	0	0	2	18	17	24	10	10	5	0	1	0	0	87
Total	62	57	199	546	1570	2910	2593	1731	684	240	77	20	8	2	0	10699

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/15/23	0	0	0	1	1	3	9	21	10	8	5	6	0	0	0	64
01:00	0	0	0	0	0	3	5	10	5	3	0	0	1	0	0	27
02:00	0	1	0	0	0	1	3	2	1	2	0	0	0	0	0	10
03:00	0	0	0	0	2	2	5	7	3	3	2	0	0	0	0	24
04:00	0	0	0	0	2	5	6	6	15	4	1	0	0	0	0	39
05:00	0	0	0	2	7	14	20	25	19	11	1	0	1	0	0	100
06:00	0	1	3	6	17	69	80	92	47	21	6	2	1	0	2	347
07:00	6	13	32	50	141	221	178	137	43	18	4	0	0	0	0	843
08:00	0	10	27	36	120	192	169	141	32	12	2	1	0	0	0	742
09:00	0	0	4	13	73	153	174	124	28	13	4	0	0	0	0	586
10:00	0	0	2	25	86	182	174	117	22	9	2	0	0	0	0	619
11:00	0	1	7	33	97	184	195	118	47	6	1	0	0	0	0	689
12 PM	5	12	6	31	107	170	179	116	45	7	1	0	0	0	0	679
13:00	0	0	7	41	113	186	192	124	40	10	1	1	0	0	1	716
14:00	2	7	20	42	137	213	166	118	34	11	3	0	0	0	0	753
15:00	13	16	23	84	173	228	159	105	50	10	5	1	0	0	0	867
16:00	0	3	25	98	153	243	174	100	36	7	0	2	0	0	0	841
17:00	12	20	39	107	169	236	160	70	17	6	1	0	1	0	0	838
18:00	4	10	14	63	166	246	140	73	25	6	1	4	0	0	0	752
19:00	0	0	0	8	55	124	145	100	45	11	1	3	1	0	0	493
20:00	0	0	1	9	32	98	108	90	39	17	4	2	0	0	0	400
21:00	0	0	0	1	10	43	101	110	48	10	6	3	1	0	0	333
22:00	0	0	0	1	3	35	43	54	26	9	6	0	0	0	1	178
23:00	0	0	0	0	1	12	19	29	19	9	5	1	1	0	0	96
Total	42	94	210	651	1665	2863	2604	1889	696	223	62	26	7	0	4	11036

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/16/23	0	0	0	0	0	5	10	6	11	10	2	1	1	1	0	47
01:00	0	0	0	0	1	1	5	9	5	2	1	0	0	0	0	24
02:00	0	0	0	0	0	1	6	1	8	1	0	1	0	0	0	18
03:00	0	0	0	0	0	2	6	7	4	0	1	0	0	0	0	20
04:00	0	0	0	0	3	5	13	8	7	4	1	1	1	0	0	43
05:00	1	0	0	1	4	15	18	41	15	8	1	0	0	0	0	104
06:00	0	0	0	7	13	54	95	94	47	15	5	4	0	0	0	334
07:00	23	5	21	49	159	157	190	116	31	3	2	0	1	0	0	757
08:00	0	3	13	43	96	224	178	101	28	14	1	2	1	0	0	704
09:00	0	0	1	11	70	159	173	126	52	20	2	1	1	0	0	616
10:00	0	0	0	16	88	195	148	99	35	9	1	0	0	1	0	592
11:00	0	2	3	28	122	190	167	105	32	13	4	0	0	1	0	667
12 PM	23	7	21	46	100	194	180	106	37	7	3	0	0	0	0	724
13:00	0	1	5	40	109	175	178	124	42	11	3	2	0	0	0	690
14:00	0	4	14	50	155	239	165	113	21	14	2	0	0	0	1	778
15:00	0	2	26	93	174	241	175	122	24	3	1	0	0	0	0	861
16:00	109	30	56	93	184	202	132	39	18	8	0	0	0	0	0	871
17:00	225	27	47	89	148	158	74	37	10	2	2	0	1	0	0	820
18:00	1	8	16	51	160	213	155	80	23	2	4	0	0	0	0	713
19:00	0	0	2	10	53	144	146	79	27	11	3	1	0	0	0	476
20:00	0	0	1	10	62	121	141	85	24	13	1	1	3	0	0	462
21:00	0	0	0	1	19	63	87	94	39	14	6	0	0	1	0	324
22:00	0	0	0	3	8	25	48	70	31	16	4	1	1	0	0	207
23:00	0	0	0	0	1	12	26	40	21	15	5	2	1	0	0	123
Total	382	89	226	641	1729	2795	2516	1702	592	215	55	17	11	4	1	10975

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/17/23	0	0	0	1	2	9	10	16	21	10	3	1	0	0	0	73
01:00	0	0	0	0	0	1	8	4	5	1	0	0	0	0	0	19
02:00	0	0	0	0	1	1	3	6	2	1	0	0	0	0	0	14
03:00	0	0	0	0	2	2	2	7	5	2	1	1	0	0	0	22
04:00	0	0	0	1	4	10	10	12	8	5	1	1	0	0	0	52
05:00	2	0	0	0	4	6	25	23	21	11	4	1	0	0	0	97
06:00	0	2	8	12	25	64	98	88	57	11	6	1	1	0	0	373
07:00	0	0	14	38	116	197	175	141	43	17	5	0	0	0	0	746
08:00	1	17	31	61	134	179	168	102	35	13	0	0	0	0	0	741
09:00	0	3	4	27	110	165	166	114	31	6	2	0	0	0	0	628
10:00	0	0	0	8	76	173	162	112	54	7	4	0	0	0	0	596
11:00	0	1	5	59	132	179	154	116	33	10	3	0	2	0	0	694
12 PM	0	1	7	36	129	220	208	112	24	9	3	1	0	0	0	750
13:00	0	4	15	42	101	201	194	149	45	12	3	0	0	0	0	766
14:00	1	3	11	53	154	224	164	112	34	7	3	0	0	0	0	766
15:00	18	25	40	86	212	218	187	104	29	6	3	0	0	0	0	928
16:00	47	21	37	93	194	188	135	72	26	10	2	0	0	0	0	825
17:00	25	9	28	105	213	222	164	78	31	4	2	0	1	0	0	882
18:00	15	13	18	59	159	224	174	75	29	4	2	1	0	0	0	773
19:00	0	1	0	14	94	174	137	85	32	10	4	0	0	1	0	552
20:00	0	0	1	13	52	116	146	75	38	6	1	1	2	0	0	451
21:00	0	0	1	9	32	70	86	88	37	18	2	1	0	0	0	344
22:00	0	0	0	2	16	51	89	75	35	16	5	0	0	0	0	289
23:00	0	0	1	2	14	26	45	51	40	17	6	0	0	0	0	202
Total	109	100	221	721	1976	2920	2710	1817	715	213	65	9	6	1	0	11583

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/18/23	0	0	0	0	7	15	39	30	17	9	1	1	0	0	0	119
01:00	0	0	1	0	2	17	17	19	6	1	1	0	0	0	0	64
02:00	0	0	0	0	3	2	13	8	8	2	1	0	0	0	0	37
03:00	0	0	0	1	3	5	11	7	1	2	0	0	0	0	0	30
04:00	0	0	0	1	2	6	15	5	4	3	0	0	0	0	0	36
05:00	0	0	0	1	3	12	23	12	7	1	0	0	0	0	0	59
06:00	0	0	0	3	18	44	44	43	10	9	2	0	0	0	0	173
07:00	0	0	2	15	42	89	97	77	34	5	5	0	1	0	0	367
08:00	0	1	5	20	71	170	149	84	30	13	5	0	0	0	0	548
09:00	0	0	0	13	73	183	203	118	33	16	1	0	0	0	0	640
10:00	1	1	4	19	104	240	223	103	41	7	5	0	0	0	1	749
11:00	0	3	18	83	179	214	156	111	33	11	0	0	0	0	0	808
12 PM	0	0	9	34	127	228	213	134	37	13	4	0	0	0	0	799
13:00	4	3	20	60	184	236	188	108	30	7	2	1	0	0	0	843
14:00	0	0	9	69	117	208	213	151	50	10	1	1	0	0	0	829
15:00	2	6	22	46	131	200	181	103	36	13	3	0	0	0	0	743
16:00	4	12	41	74	177	210	173	92	35	9	4	1	0	0	0	832
17:00	24	9	16	60	146	228	166	93	23	8	1	1	0	0	0	775
18:00	0	0	16	29	112	202	164	115	33	16	6	0	2	0	0	695
19:00	0	0	0	7	43	111	140	106	32	11	4	0	0	0	0	454
20:00	0	0	1	9	38	110	113	78	23	16	6	1	1	0	0	396
21:00	0	0	0	3	18	56	91	93	46	19	5	1	0	1	0	333
22:00	0	0	0	1	12	51	72	77	46	13	5	3	1	0	0	281
23:00	0	1	1	1	6	27	41	63	26	12	3	2	0	0	0	183
Total	35	36	165	549	1618	2864	2745	1830	641	226	65	12	5	1	1	10793

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/19/23	0	0	0	1	4	18	36	45	26	9	2	3	0	1	0	145
01:00	0	0	0	0	5	10	13	17	12	4	1	0	1	0	0	63
02:00	0	0	0	1	2	6	8	8	10	3	2	1	0	0	1	42
03:00	0	0	0	0	0	1	9	6	3	5	2	0	1	0	0	27
04:00	0	0	0	0	5	2	6	8	6	1	0	0	1	0	0	29
05:00	0	0	0	0	2	2	11	11	7	5	0	0	0	0	0	38
06:00	0	0	0	4	4	7	19	24	14	11	3	1	1	0	0	88
07:00	0	0	1	2	7	38	45	52	37	14	4	2	1	1	1	205
08:00	0	0	1	2	18	79	99	101	52	21	9	2	2	0	0	386
09:00	0	0	0	10	48	96	156	109	52	11	4	1	0	0	0	487
10:00	0	0	0	11	51	173	179	119	45	12	2	2	0	0	0	594
11:00	1	7	8	41	91	165	198	138	34	14	2	0	0	0	0	699
12 PM	5	3	11	42	108	256	202	97	42	7	1	0	1	0	0	775
13:00	0	7	12	56	116	197	185	157	46	13	1	2	0	0	1	793
14:00	5	6	12	37	102	221	199	150	43	12	3	0	0	0	0	790
15:00	15	2	5	23	95	180	158	130	65	14	6	0	0	0	0	693
16:00	0	0	8	25	77	175	183	129	53	22	2	1	0	0	0	675
17:00	0	0	0	23	102	180	173	92	46	14	0	1	1	0	0	632
18:00	0	0	0	10	62	128	142	79	46	21	3	1	1	1	0	494
19:00	0	0	0	3	23	80	116	90	42	15	8	2	1	0	0	380
20:00	0	0	0	0	5	37	81	74	53	19	3	0	1	0	0	273
21:00	0	0	0	0	7	24	43	60	44	14	5	0	3	1	0	201
22:00	0	0	0	0	9	12	27	34	20	13	4	2	0	0	0	121
23:00	0	0	0	1	2	9	21	30	18	12	1	1	1	0	0	96
Total	26	25	58	292	945	2096	2309	1760	816	286	68	22	16	4	3	8726

Tri-State Traffic Data, Inc.
TSTData.com

Location:Yorktown
 Road Name:US 6
 Segment:325' E/O Navajo St
 Date:11/13/2023

GPS: 41.337263, -73.782825

EB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/20/23	0	0	0	1	0	1	8	7	9	4	2	1	0	0	0	33
01:00	0	0	0	0	1	1	2	11	6	4	0	0	0	0	0	25
02:00	0	0	1	0	1	2	1	3	1	0	1	0	0	0	0	10
03:00	0	0	0	0	0	1	2	4	6	1	3	1	0	0	0	18
04:00	0	0	0	0	2	10	7	11	5	4	0	1	0	0	0	40
05:00	1	1	1	2	7	16	23	20	18	10	6	2	0	0	0	107
06:00	0	0	0	5	14	63	97	87	41	16	6	2	1	0	0	332
07:00	0	9	29	36	121	179	163	125	54	11	5	2	2	0	0	736
08:00	0	4	14	37	90	196	178	114	50	11	1	0	1	0	0	696
09:00	0	0	0	21	75	162	170	98	42	10	2	0	0	0	0	580
10:00	0	0	3	21	65	192	183	101	41	6	2	1	1	0	0	616
11:00	7	7	10	39	96	198	183	114	31	9	0	0	0	0	0	694
12 PM	0	0	9	34	88	214	201	124	36	7	0	1	0	0	0	714
13:00	20	3	6	43	147	264	168	81	35	7	2	0	0	0	0	776
14:00	0	0	10	55	159	256	205	93	35	8	4	2	0	0	0	827
15:00	32	15	36	79	169	220	173	90	37	5	2	0	0	1	0	859
16:00	21	12	26	88	233	273	159	78	16	7	2	0	0	0	0	915
17:00	18	19	32	101	202	255	174	80	18	8	1	0	0	0	0	908
18:00	6	12	14	43	140	222	153	100	25	13	1	4	1	1	0	735
19:00	0	0	1	6	80	157	163	93	30	20	6	2	1	0	0	559
20:00	0	0	1	2	29	103	123	79	51	20	13	1	0	0	0	422
21:00	0	0	0	1	10	41	87	76	36	15	5	0	0	0	0	271
22:00	0	0	0	0	10	25	41	59	25	18	5	1	0	0	0	184
23:00	0	0	0	1	3	17	29	38	19	14	2	1	1	0	1	126
Total	105	82	193	615	1742	3068	2693	1686	667	228	71	22	8	2	1	11183
Grand Total	761	485	1274	4027	11262	19553	18209	12466	4845	1646	468	128	62	14	10	75210

Stats

- 15th Percentile : 37 MPH
- 50th Percentile : 45 MPH
- 85th Percentile : 53 MPH
- 95th Percentile : 58 MPH

- Mean Speed(Average) : 46 MPH
- 10 MPH Pace Speed : 41-50 MPH
- Number in Pace : 37780
- Percent in Pace : 50.2%
- Number of Vehicles > 55 MPH : 7173
- Percent of Vehicles > 55 MPH : 9.5%

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: US 6
Segment: 325' E/O Navajo St
Date: 11/13/2023

GPS: 41.337263, -73.782825

WB

Start Time	0 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 250	Total
11/13/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	0	1	1	3	4	17	32	19	12	4	1	0	0	0	0	94
23:00	0	0	0	1	6	5	15	21	11	2	1	0	1	0	0	63
Total	0	1	1	4	10	22	47	40	23	6	2	0	1	0	0	157

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

WB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/14/23	0	0	0	0	0	6	6	8	3	1	2	0	0	0	0	26
01:00	0	0	0	0	0	2	1	0	1	1	0	0	0	0	0	5
02:00	0	0	0	0	1	0	5	3	6	1	1	0	0	1	0	18
03:00	0	1	0	0	1	7	6	7	4	0	1	0	0	0	0	27
04:00	0	0	0	1	2	6	20	35	33	10	2	0	0	0	0	109
05:00	0	0	0	1	4	26	79	119	55	11	6	1	0	0	0	302
06:00	0	0	0	2	25	103	207	152	31	5	0	0	0	0	0	525
07:00	0	2	13	34	107	215	248	116	19	0	0	0	0	0	0	754
08:00	0	0	7	13	115	294	220	93	14	1	0	0	0	0	0	757
09:00	0	0	4	13	88	233	199	54	9	1	0	0	0	0	0	601
10:00	0	1	4	19	90	213	181	66	12	1	0	0	0	0	0	587
11:00	0	0	0	20	116	269	191	60	3	0	0	0	0	0	0	659
12 PM	0	0	0	6	58	270	246	67	5	2	0	0	0	0	0	654
13:00	0	0	4	19	104	244	206	65	5	2	0	0	0	0	0	649
14:00	0	0	0	0	100	293	225	73	16	1	0	0	0	0	0	708
15:00	0	0	3	22	128	329	188	50	11	0	0	0	0	0	0	731
16:00	0	0	2	32	204	361	168	38	0	0	0	0	0	0	0	805
17:00	0	8	15	36	192	360	181	45	3	3	0	0	0	0	0	843
18:00	0	0	1	36	74	238	200	58	14	0	0	0	0	0	0	621
19:00	0	7	4	5	28	138	132	58	11	0	0	0	0	0	0	383
20:00	0	0	0	7	14	82	116	47	16	0	0	0	0	0	0	282
21:00	0	0	0	0	8	38	82	49	19	2	0	0	0	0	0	198
22:00	0	0	0	1	1	43	48	31	15	2	0	0	0	0	0	141
23:00	0	0	0	0	5	19	26	18	9	5	0	0	0	0	0	82
Total	0	19	57	267	1465	3789	3181	1312	314	49	12	1	0	1	0	10467

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

WB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/15/23	0	0	0	0	1	3	6	8	9	0	0	0	0	0	1	28
01:00	0	0	0	1	2	2	7	3	2	1	0	0	0	0	0	18
02:00	0	0	0	1	3	1	3	1	0	1	1	0	0	0	0	11
03:00	0	0	0	0	0	2	4	3	7	4	1	0	0	0	0	21
04:00	0	0	0	0	0	2	17	26	27	8	0	1	0	0	0	81
05:00	0	0	0	0	5	21	87	110	54	12	0	0	0	0	0	289
06:00	0	1	4	1	16	99	194	147	49	5	1	0	0	0	0	517
07:00	0	0	1	17	105	204	213	99	20	4	0	0	0	0	0	663
08:00	0	0	0	10	105	301	222	71	17	1	0	0	0	0	0	727
09:00	0	0	4	3	62	216	249	73	13	3	0	0	0	0	0	623
10:00	0	0	0	3	54	251	214	86	10	0	0	0	0	0	0	618
11:00	0	0	0	11	74	303	209	56	10	2	0	0	0	0	0	665
12 PM	0	0	2	4	44	251	233	91	12	0	0	0	0	0	0	637
13:00	0	0	3	16	74	290	208	59	11	1	0	0	0	0	0	662
14:00	0	1	5	9	103	288	220	81	11	0	0	0	0	0	0	718
15:00	0	0	0	53	164	327	160	43	7	0	0	0	0	0	0	754
16:00	0	0	2	75	209	376	159	26	1	0	0	0	0	0	0	848
17:00	0	0	20	59	238	356	141	28	4	0	1	0	0	0	0	847
18:00	0	0	2	54	133	227	163	58	4	0	1	0	0	0	0	642
19:00	0	0	0	2	47	161	129	58	14	1	1	0	0	0	0	413
20:00	0	0	0	0	12	89	127	62	16	7	0	0	0	0	0	313
21:00	0	0	0	3	10	40	89	39	12	2	0	0	0	0	0	195
22:00	0	0	0	0	1	43	47	33	17	0	1	0	0	0	0	142
23:00	0	0	0	1	5	10	28	23	9	2	0	0	1	0	0	79
Total	0	2	43	323	1467	3863	3129	1284	336	54	7	1	1	0	1	10511

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: US 6
Segment: 325' E/O Navajo St
Date: 11/13/2023

GPS: 41.337263, -73.782825

WB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/16/23	0	0	0	0	2	9	11	15	3	2	0	1	0	0	0	43
01:00	0	0	0	1	0	1	6	8	1	2	0	0	0	0	0	19
02:00	0	0	0	0	1	4	3	5	3	0	0	0	0	0	0	16
03:00	0	0	0	0	0	1	5	1	8	2	0	0	0	0	0	17
04:00	0	0	0	1	0	2	14	33	28	12	5	1	1	0	0	97
05:00	0	0	0	0	5	24	71	90	49	17	3	1	0	0	0	260
06:00	0	0	0	2	20	168	191	125	34	9	0	0	0	0	0	549
07:00	0	0	3	13	102	258	232	120	20	1	1	2	0	0	0	752
08:00	0	0	0	12	154	305	199	48	15	0	0	0	0	0	0	733
09:00	0	0	0	3	60	272	196	80	14	1	1	0	0	0	0	627
10:00	0	0	1	16	40	227	257	66	13	1	0	0	0	0	0	621
11:00	0	0	6	9	60	228	240	86	11	0	1	0	0	0	0	641
12 PM	1	0	0	14	88	223	229	71	17	2	0	0	0	0	0	645
13:00	0	0	0	22	101	258	215	74	6	1	0	0	0	0	0	677
14:00	0	0	0	6	54	293	272	92	18	0	0	0	0	0	0	735
15:00	0	0	1	21	162	337	206	50	7	1	0	0	0	0	0	785
16:00	0	2	4	61	262	329	132	26	4	0	0	0	0	0	0	820
17:00	0	0	11	43	253	408	172	36	1	0	0	0	0	0	0	924
18:00	0	0	0	15	124	302	200	46	6	1	0	0	0	0	0	694
19:00	0	0	0	9	60	168	163	46	5	2	0	0	0	0	0	453
20:00	0	0	0	0	16	107	127	54	12	4	0	0	0	0	0	320
21:00	0	0	0	3	10	49	86	62	10	3	0	0	0	0	0	223
22:00	0	0	0	8	5	33	47	42	13	4	1	0	0	0	0	153
23:00	0	0	0	0	3	15	20	26	14	3	1	0	0	0	0	82
Total	1	2	26	259	1582	4021	3294	1302	312	68	13	5	1	0	0	10886

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: US 6
Segment: 325' E/O Navajo St
Date: 11/13/2023

GPS: 41.337263, -73.782825

WB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/17/23	0	0	0	0	0	2	11	8	1	2	1	0	0	0	0	25
01:00	0	0	1	0	0	3	7	6	3	0	1	0	0	0	0	21
02:00	0	0	0	0	0	5	6	5	5	0	0	0	0	0	0	21
03:00	0	0	0	0	0	5	0	1	5	6	1	0	0	0	0	18
04:00	0	0	0	0	0	1	9	30	39	6	2	2	1	0	0	90
05:00	0	0	0	0	0	19	63	94	55	18	2	0	1	1	0	253
06:00	0	0	0	1	24	127	204	120	33	8	1	0	0	0	0	518
07:00	0	0	1	25	80	196	222	93	23	6	0	1	0	0	0	647
08:00	0	0	5	10	133	282	193	66	9	0	0	0	0	0	0	698
09:00	0	0	0	15	122	268	179	56	11	0	0	0	0	0	0	651
10:00	0	0	0	17	95	279	213	59	8	0	0	0	0	0	0	671
11:00	0	0	0	2	86	264	214	71	5	1	0	0	0	0	0	643
12 PM	0	0	1	10	117	285	203	54	6	0	0	0	0	0	0	676
13:00	0	0	0	36	165	281	182	51	3	2	0	0	0	0	0	720
14:00	0	0	2	16	112	322	222	64	12	0	0	0	0	0	0	750
15:00	0	0	6	40	201	343	166	48	6	1	0	0	0	0	0	811
16:00	0	0	8	40	165	379	227	31	2	0	0	0	0	0	0	852
17:00	0	0	3	44	248	347	169	43	5	0	0	0	0	0	0	859
18:00	0	1	9	33	108	283	180	64	4	0	0	0	0	0	0	682
19:00	0	0	0	0	62	225	182	39	7	0	0	0	0	0	0	515
20:00	0	0	0	5	27	91	150	49	12	1	0	0	0	0	0	335
21:00	0	0	0	8	31	113	107	67	11	2	0	0	0	0	0	339
22:00	0	0	0	3	14	81	86	60	16	1	0	0	0	0	0	261
23:00	0	0	0	0	4	33	60	46	8	7	0	0	1	0	0	159
Total	0	1	36	305	1794	4234	3255	1225	289	61	8	3	3	1	0	11215

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

WB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/18/23	0	0	0	1	3	22	28	28	8	2	2	0	0	0	0	94
01:00	0	0	0	1	3	17	18	2	2	2	0	0	0	0	0	45
02:00	0	0	0	0	0	7	7	4	2	0	0	0	0	0	0	20
03:00	0	0	0	0	1	3	11	5	1	1	0	0	0	0	0	22
04:00	0	0	0	2	3	7	8	15	5	2	0	0	0	0	0	42
05:00	0	0	0	0	3	9	10	31	20	4	1	0	0	0	0	78
06:00	0	0	0	0	9	40	81	47	25	9	1	0	0	0	0	212
07:00	0	0	0	0	32	115	123	60	13	1	0	0	0	0	0	344
08:00	0	0	1	5	48	215	161	87	9	0	0	0	0	0	0	526
09:00	0	0	0	19	74	217	238	77	15	1	0	0	0	0	0	641
10:00	9	8	22	17	79	277	291	77	4	1	0	0	0	0	0	785
11:00	0	0	4	9	73	292	280	91	7	1	0	0	0	0	0	757
12 PM	0	0	2	28	107	320	287	100	8	3	0	0	0	0	0	855
13:00	0	0	8	13	73	370	253	106	16	1	0	1	0	0	0	841
14:00	0	0	0	10	75	354	297	87	6	0	0	0	0	0	0	829
15:00	0	0	0	4	90	347	280	61	1	2	1	0	0	0	0	786
16:00	0	0	3	8	136	358	202	33	6	0	0	0	0	0	0	746
17:00	0	0	13	19	144	312	180	42	3	0	0	0	0	0	0	713
18:00	0	0	0	11	73	284	178	55	10	2	0	0	0	0	0	613
19:00	0	0	0	11	49	153	160	45	6	2	0	0	0	0	0	426
20:00	0	0	0	4	48	148	116	38	9	1	1	0	0	0	0	365
21:00	0	0	0	6	21	84	119	68	19	2	0	0	0	0	0	319
22:00	0	0	0	0	7	71	83	48	11	1	0	0	0	0	0	221
23:00	0	0	1	3	27	51	82	59	23	0	0	1	0	0	0	247
Total	9	8	54	171	1178	4073	3493	1266	229	38	6	2	0	0	0	10527

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: US 6
 Segment: 325' E/O Navajo St
 Date: 11/13/2023

GPS: 41.337263, -73.782825

WB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/19/23	0	0	0	2	3	23	32	34	12	3	1	0	0	0	0	110
01:00	0	0	0	0	5	14	18	31	4	1	0	0	0	0	0	73
02:00	0	0	0	0	2	6	5	8	7	0	0	0	0	0	0	28
03:00	0	0	0	0	0	5	3	8	6	0	0	0	0	0	0	22
04:00	0	0	0	0	0	2	1	9	5	1	3	1	0	0	0	22
05:00	0	0	0	0	2	8	14	14	14	7	1	1	0	0	0	61
06:00	0	0	0	0	11	17	33	37	16	2	1	0	0	0	0	117
07:00	0	0	0	2	40	56	57	31	8	1	0	0	0	0	0	195
08:00	0	0	0	0	13	75	113	75	22	2	0	0	0	0	0	300
09:00	0	0	0	2	9	122	215	117	28	4	1	1	0	0	0	499
10:00	0	0	10	11	27	202	254	100	18	0	1	0	0	0	0	623
11:00	0	0	0	0	73	281	333	80	7	0	0	0	0	0	0	774
12 PM	0	0	0	4	87	300	311	74	14	1	0	0	0	0	0	791
13:00	0	0	0	3	63	288	327	99	10	2	0	0	0	0	0	792
14:00	0	0	0	3	76	356	235	81	10	3	0	0	0	0	0	764
15:00	0	0	0	10	97	292	248	47	10	0	0	0	0	0	0	704
16:00	0	0	0	6	74	332	218	48	2	1	0	0	0	0	0	681
17:00	0	0	0	0	49	202	185	62	7	1	0	0	0	0	0	506
18:00	0	1	5	16	37	146	144	88	6	4	1	0	0	0	0	448
19:00	0	0	0	0	14	117	143	52	10	3	0	0	0	0	0	339
20:00	0	0	0	1	26	57	97	69	19	6	0	0	0	0	0	275
21:00	0	0	0	1	13	31	47	57	17	2	0	0	0	0	0	168
22:00	0	0	0	1	9	27	37	33	13	1	2	0	0	0	0	123
23:00	0	0	0	0	2	12	16	23	13	4	1	0	0	0	0	71
Total	0	1	15	62	732	2971	3086	1277	278	49	12	3	0	0	0	8486

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: US 6
Segment: 325' E/O Navajo St
Date: 11/13/2023

GPS: 41.337263, -73.782825

WB

Start Time	0	21	26	31	36	41	46	51	56	61	66	71	76	81	86	Total
	20	25	30	35	40	45	50	55	60	65	70	75	80	85	250	
11/20/23	0	0	0	0	2	7	11	12	4	3	1	0	0	0	0	40
01:00	0	0	0	0	1	1	4	7	3	0	1	0	0	0	0	17
02:00	0	0	0	0	0	1	2	3	1	1	2	0	0	0	0	10
03:00	0	0	0	0	2	4	2	5	4	2	1	0	0	0	0	20
04:00	0	0	0	0	0	3	14	30	25	8	9	2	0	0	0	91
05:00	0	0	0	3	5	39	56	79	56	16	4	1	0	0	0	259
06:00	0	0	0	2	14	84	221	162	34	7	0	0	0	0	0	524
07:00	0	0	5	8	64	231	273	111	20	1	0	0	0	0	0	713
08:00	0	0	5	9	86	287	255	96	11	2	1	1	0	0	0	753
09:00	0	0	1	4	56	217	247	80	12	0	0	0	0	0	0	617
10:00	0	0	2	12	77	226	220	81	9	0	0	0	0	0	0	627
11:00	0	1	1	14	101	255	250	78	6	0	0	0	0	0	0	706
12 PM	0	0	4	19	56	236	237	84	12	1	0	0	0	0	0	649
13:00	0	0	11	11	80	283	280	66	12	2	0	1	0	0	0	746
14:00	0	0	0	2	89	323	255	79	5	4	0	0	0	0	0	757
15:00	0	0	0	7	120	393	239	49	9	0	0	0	0	0	0	817
16:00	0	0	0	42	248	362	153	50	4	0	0	0	0	0	0	859
17:00	0	0	11	45	196	386	175	32	5	0	0	0	0	0	0	850
18:00	0	0	0	11	72	239	219	65	6	1	0	0	0	0	0	613
19:00	0	0	0	3	38	145	160	59	14	2	0	0	0	0	0	421
20:00	0	0	0	7	19	88	98	74	6	0	0	0	0	0	0	292
21:00	0	0	0	5	11	68	90	51	17	1	1	0	0	0	0	244
22:00	0	0	0	0	8	48	64	37	11	2	0	0	0	0	0	170
23:00	0	0	0	1	4	17	18	27	11	6	1	1	0	0	0	86
Total	0	1	40	205	1349	3943	3543	1417	297	59	21	6	0	0	0	10881
Grand Total	10	35	272	1596	9577	26916	23028	9123	2078	384	81	21	6	2	1	73130

Stats

- 15th Percentile : 39 MPH
- 50th Percentile : 44 MPH
- 85th Percentile : 50 MPH
- 95th Percentile : 54 MPH

- Mean Speed(Average) : 45 MPH
- 10 MPH Pace Speed : 41-50 MPH
- Number in Pace : 49944
- Percent in Pace : 68.3%
- Number of Vehicles > 55 MPH : 2573
- Percent of Vehicles > 55 MPH : 3.5%

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

Nov Counts, Typical Day
AM 8-9, 50 SB 77 NB Typical day
PM 4-5, 60 NB 80 SB Typical Day

GPS: 41.337698, -73.784142

Start Time	13-Nov-23		14-Nov-23		15-Nov-23		16-Nov-23		17-Nov-23		18-Nov-23		19-Nov-23		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	0	0	0	1	1	2	0	0	1	0	0	0	0	0
01:00	*	*	2	6	2	2	0	0	0	0	1	1	0	0	1	2
02:00	*	*	1	2	2	3	0	0	0	0	0	0	0	0	0	1
03:00	*	*	0	0	0	0	0	0	1	1	0	0	0	0	0	0
04:00	*	*	5	4	1	0	1	0	1	0	0	0	0	0	1	1
05:00	*	*	2	1	2	2	3	2	2	1	0	0	0	2	2	2
06:00	*	*	22	7	27	9	22	3	22	5	0	1	0	0	16	4
07:00	*	*	62	39	47	33	53	37	49	38	15	3	6	1	39	25
08:00	*	*	72	49	71	46	77	50	81	44	30	19	5	8	56	36
09:00	*	*	53	33	43	33	58	35	49	41	19	15	5	4	38	27
10:00	*	*	36	44	28	27	34	45	34	33	21	21	6	5	26	29
11:00	*	*	33	34	42	39	34	43	32	36	20	18	10	5	28	29
12:00 PM	*	*	37	39	30	34	30	29	26	39	23	24	5	5	25	28
01:00	*	*	34	38	23	23	34	26	41	30	23	25	4	8	26	25
02:00	*	*	29	37	29	25	31	42	30	40	11	21	8	7	23	29
03:00	*	*	40	53	45	55	44	55	35	49	10	10	4	3	30	38
04:00	*	*	55	67	58	79	71	74	50	88	8	13	6	8	41	55
05:00	*	*	32	68	35	63	51	85	27	33	11	14	2	2	26	44
06:00	*	*	12	24	16	24	43	53	7	18	1	11	4	4	14	22
07:00	*	*	9	10	3	20	16	14	18	15	2	1	3	4	8	11
08:00	*	*	4	9	0	8	3	29	19	15	6	4	0	0	5	11
09:00	*	*	2	9	1	3	0	2	16	15	1	1	1	1	4	5
10:00	0	0	0	0	2	1	1	1	16	9	1	1	2	0	3	2
11:00	2	1	1	1	1	0	0	0	1	30	2	3	0	3	1	5
Total Day	2	1	543	574	508	530	607	627	557	580	206	206	71	72	413	431
AM Peak	-	-	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	10:00	11:00	08:00	08:00	08:00
Vol.	-	-	72	49	71	46	77	50	81	44	30	21	10	8	56	36
PM Peak	23:00	23:00	16:00	17:00	16:00	16:00	16:00	17:00	16:00	16:00	12:00	13:00	14:00	13:00	16:00	16:00
Vol.	2	1	55	68	58	79	71	85	50	88	23	25	8	8	41	55

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

Start Time	20-Nov-23		21-Nov-23		22-Nov-23		23-Nov-23		24-Nov-23		25-Nov-23		26-Nov-23		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	0	0	0	*	*	*	*	*	*	*	*	*	*	0	0
01:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*	0	0
02:00	1	1	*	*	*	*	*	*	*	*	*	*	*	*	1	1
03:00	1	0	*	*	*	*	*	*	*	*	*	*	*	*	1	0
04:00	0	1	*	*	*	*	*	*	*	*	*	*	*	*	0	1
05:00	4	3	*	*	*	*	*	*	*	*	*	*	*	*	4	3
06:00	23	3	*	*	*	*	*	*	*	*	*	*	*	*	23	3
07:00	55	35	*	*	*	*	*	*	*	*	*	*	*	*	55	35
08:00	81	62	*	*	*	*	*	*	*	*	*	*	*	*	81	62
09:00	41	33	*	*	*	*	*	*	*	*	*	*	*	*	41	33
10:00	35	34	*	*	*	*	*	*	*	*	*	*	*	*	35	34
11:00	37	28	*	*	*	*	*	*	*	*	*	*	*	*	37	28
12:00 PM	18	29	*	*	*	*	*	*	*	*	*	*	*	*	18	29
01:00	35	39	*	*	*	*	*	*	*	*	*	*	*	*	35	39
02:00	30	36	*	*	*	*	*	*	*	*	*	*	*	*	30	36
03:00	32	41	*	*	*	*	*	*	*	*	*	*	*	*	32	41
04:00	49	69	*	*	*	*	*	*	*	*	*	*	*	*	49	69
05:00	31	64	*	*	*	*	*	*	*	*	*	*	*	*	31	64
06:00	11	14	*	*	*	*	*	*	*	*	*	*	*	*	11	14
07:00	6	7	*	*	*	*	*	*	*	*	*	*	*	*	6	7
08:00	7	13	*	*	*	*	*	*	*	*	*	*	*	*	7	13
09:00	2	4	*	*	*	*	*	*	*	*	*	*	*	*	2	4
10:00	0	0	*	*	*	*	*	*	*	*	*	*	*	*	0	0
11:00	1	3	*	*	*	*	*	*	*	*	*	*	*	*	1	3
Total	500	519	0	0	0	0	0	0	0	0	0	0	0	500	519	
Day	1019		0	0	0	0	0	0	0	0	0	0	0	1019		
AM Peak	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00
Vol.	81	62	-	-	-	-	-	-	-	-	-	-	-	-	81	62
PM Peak	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	16:00	16:00
Vol.	49	69	-	-	-	-	-	-	-	-	-	-	-	-	49	69

Comb. Total	1022	1117	1038	1234	1137	412	143	1863
ADT	ADT 870	AADT 870						

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: Navajo St
 Segment: 194' N/O US 6
 Date: 11/13/2023

GPS: 41.337698, -73.784142

NB														
Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/13/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		23:00	23:00											23:00
		1	1											2

Tri-State Traffic Data, Inc.
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Location: Yorktown
 Road Name: Navajo St
 Segment: 194' N/O US 6
 Date: 11/13/2023

GPS: 41.337698, -73.784142

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/14/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	1	1	0	0	0	0	0	0	5
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	17	3	0	1	1	0	0	0	0	0	0	0	22
07:00	1	44	12	0	1	4	0	0	0	0	0	0	0	62
08:00	0	50	10	1	4	4	3	0	0	0	0	0	0	72
09:00	0	36	8	1	4	3	1	0	0	0	0	0	0	53
10:00	0	29	5	0	0	0	2	0	0	0	0	0	0	36
11:00	0	22	6	2	0	3	0	0	0	0	0	0	0	33
12 PM	0	23	9	0	0	3	2	0	0	0	0	0	0	37
13:00	0	22	4	1	2	4	1	0	0	0	0	0	0	34
14:00	0	21	4	1	1	1	1	0	0	0	0	0	0	29
15:00	0	26	4	1	4	2	1	0	2	0	0	0	0	40
16:00	0	33	12	0	4	5	1	0	0	0	0	0	0	55
17:00	0	20	6	1	3	0	2	0	0	0	0	0	0	32
18:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12
19:00	0	7	0	0	2	0	0	0	0	0	0	0	0	9
20:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4
21:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	368	87	10	29	31	15	0	2	0	0	0	0	543
Percent	0.2%	67.8%	16.0%	1.8%	5.3%	5.7%	2.8%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	07:00	11:00	08:00	07:00	08:00							08:00
Vol.	1	50	12	2	4	4	3							72
PM Peak		16:00	16:00	13:00	15:00	16:00	12:00		15:00					16:00
Vol.		33	12	1	4	5	2		2					55

Tri-State Traffic Data, Inc.
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Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/15/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
06:00	0	20	4	1	1	1	0	0	0	0	0	0	0	27
07:00	0	33	9	0	1	2	2	0	0	0	0	0	0	47
08:00	0	53	9	0	1	5	3	0	0	0	0	0	0	71
09:00	2	30	4	1	3	2	1	0	0	0	0	0	0	43
10:00	0	17	9	1	1	0	0	0	0	0	0	0	0	28
11:00	1	30	3	1	0	5	1	1	0	0	0	0	0	42
12 PM	0	19	7	1	1	1	1	0	0	0	0	0	0	30
13:00	0	17	2	1	2	0	0	0	0	0	0	0	1	23
14:00	0	19	4	1	1	4	0	0	0	0	0	0	0	29
15:00	3	24	9	0	2	4	3	0	0	0	0	0	0	45
16:00	0	35	11	2	3	2	5	0	0	0	0	0	0	58
17:00	1	25	3	0	4	1	1	0	0	0	0	0	0	35
18:00	0	9	2	1	2	1	1	0	0	0	0	0	0	16
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	7	339	79	10	23	30	18	1	0	0	0	0	1	508
Percent	1.4%	66.7%	15.6%	2.0%	4.5%	5.9%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	09:00	08:00	07:00	06:00	09:00	08:00	08:00	11:00						08:00
Vol.	2	53	9	1	3	5	3	1						71
PM Peak	15:00	16:00	16:00	16:00	17:00	14:00	16:00						13:00	16:00
Vol.	3	35	11	2	4	4	5					1		58

Tri-State Traffic Data, Inc.
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Location: Yorktown
 Road Name: Navajo St
 Segment: 194' N/O US 6
 Date: 11/13/2023

GPS: 41.337698, -73.784142

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/16/23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	17	4	0	0	1	0	0	0	0	0	0	0	22
07:00	0	35	5	0	3	9	1	0	0	0	0	0	0	53
08:00	0	54	4	0	2	6	10	0	0	1	0	0	0	77
09:00	0	33	12	2	1	7	3	0	0	0	0	0	0	58
10:00	0	24	9	0	0	1	0	0	0	0	0	0	0	34
11:00	0	26	3	1	1	2	1	0	0	0	0	0	0	34
12 PM	0	20	5	0	0	1	3	0	1	0	0	0	0	30
13:00	0	22	5	0	4	3	0	0	0	0	0	0	0	34
14:00	1	21	4	0	1	3	1	0	0	0	0	0	0	31
15:00	1	23	7	1	3	6	3	0	0	0	0	0	0	44
16:00	2	45	10	0	3	7	3	0	1	0	0	0	0	71
17:00	0	37	10	0	4	0	0	0	0	0	0	0	0	51
18:00	0	34	9	0	0	0	0	0	0	0	0	0	0	43
19:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	414	89	4	22	46	25	0	2	1	0	0	0	607
Percent	0.7%	68.2%	14.7%	0.7%	3.6%	7.6%	4.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	
AM Peak		08:00	09:00	09:00	07:00	07:00	08:00			08:00				08:00
Vol.		54	12	2	3	9	10			1				77
PM Peak	16:00	16:00	16:00	15:00	13:00	16:00	12:00		12:00					16:00
Vol.	2	45	10	1	4	7	3		1					71

Tri-State Traffic Data, Inc.
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Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/17/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	14	5	0	1	0	2	0	0	0	0	0	0	22
07:00	0	34	8	0	4	3	0	0	0	0	0	0	0	49
08:00	2	54	10	0	1	8	6	0	0	0	0	0	0	81
09:00	0	37	5	0	2	4	1	0	0	0	0	0	0	49
10:00	0	22	8	1	1	0	2	0	0	0	0	0	0	34
11:00	0	20	5	1	1	3	2	0	0	0	0	0	0	32
12 PM	1	15	6	0	1	3	0	0	0	0	0	0	0	26
13:00	0	26	4	1	2	3	5	0	0	0	0	0	0	41
14:00	1	23	0	0	3	1	2	0	0	0	0	0	0	30
15:00	1	18	7	0	3	4	2	0	0	0	0	0	0	35
16:00	1	34	5	1	3	2	4	0	0	0	0	0	0	50
17:00	0	20	4	0	3	0	0	0	0	0	0	0	0	27
18:00	1	5	1	0	0	0	0	0	0	0	0	0	0	7
19:00	0	16	1	0	1	0	0	0	0	0	0	0	0	18
20:00	0	17	1	1	0	0	0	0	0	0	0	0	0	19
21:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
22:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	7	389	73	5	26	31	26	0	0	0	0	0	0	557
Percent	1.3%	69.8%	13.1%	0.9%	4.7%	5.6%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	10:00	07:00	08:00	08:00							08:00
Vol.	2	54	10	1	4	8	6							81
PM Peak	12:00	16:00	15:00	13:00	14:00	15:00	13:00							16:00
Vol.	1	34	7	1	3	4	5							50

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: Navajo St
 Segment: 194' N/O US 6
 Date: 11/13/2023

GPS: 41.337698, -73.784142

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/18/23	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
08:00	1	14	7	0	5	3	0	0	0	0	0	0	0	30
09:00	0	13	4	0	1	1	0	0	0	0	0	0	0	19
10:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21
11:00	0	10	7	0	3	0	0	0	0	0	0	0	0	20
12 PM	0	12	10	1	0	0	0	0	0	0	0	0	0	23
13:00	0	14	5	1	2	1	0	0	0	0	0	0	0	23
14:00	0	7	3	0	0	1	0	0	0	0	0	0	0	11
15:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10
16:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
17:00	1	7	2	0	1	0	0	0	0	0	0	0	0	11
18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	129	52	2	15	6	0	0	0	0	0	0	0	206
Percent	1.0%	62.6%	25.2%	1.0%	7.3%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	08:00		08:00	08:00								08:00
Vol.	1	15	7		5	3								30
PM Peak	17:00	13:00	12:00	12:00	13:00	13:00								12:00
Vol.	1	14	10	1	2	1								23

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/19/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	4	1	0	0	0	1	0	0	0	0	0	0	6
08:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
09:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
10:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
11:00	0	4	2	0	3	1	0	0	0	0	0	0	0	10
12 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
13:00	0	1	2	1	0	0	0	0	0	0	0	0	0	4
14:00	0	3	4	0	1	0	0	0	0	0	0	0	0	8
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
16:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
17:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
18:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	37	23	1	8	1	1	0	0	0	0	0	0	71
Percent	0.0%	52.1%	32.4%	1.4%	11.3%	1.4%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		10:00	08:00		11:00	11:00	07:00							11:00
PM Peak Vol.		15:00	14:00	13:00	12:00									14:00

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/20/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	14	8	0	0	1	0	0	0	0	0	0	0	23
07:00	0	31	11	0	2	7	4	0	0	0	0	0	0	55
08:00	0	59	5	0	6	5	6	0	0	0	0	0	0	81
09:00	0	22	6	0	4	5	4	0	0	0	0	0	0	41
10:00	0	28	6	1	0	0	0	0	0	0	0	0	0	35
11:00	0	27	4	0	2	3	1	0	0	0	0	0	0	37
12 PM	0	14	2	0	1	1	0	0	0	0	0	0	0	18
13:00	1	19	7	1	2	3	1	0	1	0	0	0	0	35
14:00	0	24	2	1	1	1	1	0	0	0	0	0	0	30
15:00	1	15	9	0	5	2	0	0	0	0	0	0	0	32
16:00	1	27	7	0	5	5	4	0	0	0	0	0	0	49
17:00	0	15	5	2	2	4	3	0	0	0	0	0	0	31
18:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
19:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
20:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	322	76	6	31	37	24	0	1	0	0	0	0	500
Percent	0.6%	64.4%	15.2%	1.2%	6.2%	7.4%	4.8%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	07:00	10:00	08:00	07:00	08:00							08:00
Vol.		59	11	1	6	7	6							81
PM Peak	13:00	16:00	15:00	17:00	15:00	16:00	16:00		13:00					16:00
Vol.	1	27	9	2	5	5	4		1					49
Grand Total	24	1999	480	38	154	182	109	1	5	1	0	0	1	2994
Percent	0.8%	66.8%	16.0%	1.3%	5.1%	6.1%	3.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: Navajo St
 Segment: 194' N/O US 6
 Date: 11/13/2023

GPS: 41.337698, -73.784142

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/13/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		23:00												23:00
Vol.		1												1

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/14/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	1	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	1	3	0	2	0	0	0	1	0	0	0	0	7
07:00	1	21	11	1	3	2	0	0	0	0	0	0	0	39
08:00	0	35	7	2	5	0	0	0	0	0	0	0	0	49
09:00	0	24	6	1	2	0	0	0	0	0	0	0	0	33
10:00	2	31	7	1	2	1	0	0	0	0	0	0	0	44
11:00	1	26	4	1	2	0	0	0	0	0	0	0	0	34
12 PM	0	32	5	0	1	1	0	0	0	0	0	0	0	39
13:00	0	30	4	1	3	0	0	0	0	0	0	0	0	38
14:00	0	29	4	1	2	0	0	1	0	0	0	0	0	37
15:00	2	42	9	0	0	0	0	0	0	0	0	0	0	53
16:00	0	57	8	1	0	0	1	0	0	0	0	0	0	67
17:00	0	60	6	0	2	0	0	0	0	0	0	0	0	68
18:00	0	16	5	0	3	0	0	0	0	0	0	0	0	24
19:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10
20:00	0	6	2	0	0	0	1	0	0	0	0	0	0	9
21:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	6	434	83	12	30	4	2	1	2	0	0	0	0	574
Percent	1.0%	75.6%	14.5%	2.1%	5.2%	0.7%	0.3%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	08:00	08:00	07:00			02:00					08:00
Vol.	2	35	11	2	5	2			1					49
PM Peak	15:00	17:00	15:00	13:00	13:00	12:00	16:00	14:00						17:00
Vol.	2	60	9	1	3	1	1	1						68

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/15/23	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
02:00	1	0	1	0	0	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	3	1	1	1	0	0	1	0	0	0	0	9
07:00	0	17	14	0	1	0	1	0	0	0	0	0	0	33
08:00	1	35	7	1	1	0	0	1	0	0	0	0	0	46
09:00	2	23	7	1	0	0	0	0	0	0	0	0	0	33
10:00	2	19	5	0	1	0	0	0	0	0	0	0	0	27
11:00	3	25	4	3	3	1	0	0	0	0	0	0	0	39
12 PM	0	26	5	1	2	0	0	0	0	0	0	0	0	34
13:00	0	18	4	1	0	0	0	0	0	0	0	0	0	23
14:00	0	18	4	1	2	0	0	0	0	0	0	0	0	25
15:00	0	43	7	4	1	0	0	0	0	0	0	0	0	55
16:00	1	66	9	1	2	0	0	0	0	0	0	0	0	79
17:00	0	59	4	0	0	0	0	0	0	0	0	0	0	63
18:00	1	19	1	0	3	0	0	0	0	0	0	0	0	24
19:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20
20:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	399	79	14	20	4	1	1	1	0	0	0	0	530
Percent	2.1%	75.3%	14.9%	2.6%	3.8%	0.8%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	11:00	11:00	01:00	07:00	08:00	06:00					08:00
Vol.	3	35	14	3	3	1	1	1	1					46
PM Peak	16:00	16:00	16:00	15:00	18:00									16:00
Vol.	1	66	9	4	3									79

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/16/23	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	1	1	0	0	1	0	0	0	0	3
07:00	0	20	13	0	4	0	0	0	0	0	0	0	0	37
08:00	1	36	6	1	3	1	2	0	0	0	0	0	0	50
09:00	2	24	6	2	1	0	0	0	0	0	0	0	0	35
10:00	0	35	8	1	1	0	0	0	0	0	0	0	0	45
11:00	0	30	8	3	1	1	0	0	0	0	0	0	0	43
12 PM	0	23	3	1	2	0	0	0	0	0	0	0	0	29
13:00	1	16	7	1	0	0	1	0	0	0	0	0	0	26
14:00	2	37	1	0	2	0	0	0	0	0	0	0	0	42
15:00	1	43	9	0	2	0	0	0	0	0	0	0	0	55
16:00	1	64	7	0	2	0	0	0	0	0	0	0	0	74
17:00	0	71	11	1	2	0	0	0	0	0	0	0	0	85
18:00	0	42	9	0	2	0	0	0	0	0	0	0	0	53
19:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
20:00	1	22	5	0	1	0	0	0	0	0	0	0	0	29
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	479	97	11	24	3	3	0	1	0	0	0	0	627
Percent	1.4%	76.4%	15.5%	1.8%	3.8%	0.5%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	07:00	11:00	07:00	06:00	08:00		06:00					08:00
Vol.	2	36	13	3	4	1	2		1					50
PM Peak	14:00	17:00	17:00	12:00	12:00		13:00							17:00
Vol.	2	71	11	1	2		1							85

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/17/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
07:00	1	20	13	0	3	1	0	0	0	0	0	0	0	38
08:00	0	32	6	1	5	0	0	0	0	0	0	0	0	44
09:00	0	29	9	2	1	0	0	0	0	0	0	0	0	41
10:00	2	26	5	0	0	0	0	0	0	0	0	0	0	33
11:00	2	27	4	2	1	0	0	0	0	0	0	0	0	36
12 PM	0	34	4	0	1	0	0	0	0	0	0	0	0	39
13:00	2	23	2	1	2	0	0	0	0	0	0	0	0	30
14:00	0	35	3	1	1	0	0	0	0	0	0	0	0	40
15:00	1	39	5	1	3	0	0	0	0	0	0	0	0	49
16:00	2	74	7	1	3	1	0	0	0	0	0	0	0	88
17:00	3	26	2	0	2	0	0	0	0	0	0	0	0	33
18:00	0	9	6	0	3	0	0	0	0	0	0	0	0	18
19:00	1	12	2	0	0	0	0	0	0	0	0	0	0	15
20:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
21:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30
Total	14	450	77	10	26	3	0	0	0	0	0	0	0	580
Percent	2.4%	77.6%	13.3%	1.7%	4.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	07:00	09:00	08:00	03:00								08:00
Vol.	2	32	13	2	5	1								44
PM Peak	17:00	16:00	16:00	13:00	15:00	16:00								16:00
Vol.	3	74	7	1	3	1								88

Tri-State Traffic Data, Inc.
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Location: Yorktown
 Road Name: Navajo St
 Segment: 194' N/O US 6
 Date: 11/13/2023

GPS: 41.337698, -73.784142

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/18/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:00	1	9	5	1	2	1	0	0	0	0	0	0	0	19
09:00	2	11	1	0	1	0	0	0	0	0	0	0	0	15
10:00	0	8	8	1	2	1	1	0	0	0	0	0	0	21
11:00	0	14	3	0	1	0	0	0	0	0	0	0	0	18
12 PM	0	14	8	1	1	0	0	0	0	0	0	0	0	24
13:00	0	22	1	0	1	0	1	0	0	0	0	0	0	25
14:00	0	13	6	0	2	0	0	0	0	0	0	0	0	21
15:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
16:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
17:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
18:00	0	5	4	0	2	0	0	0	0	0	0	0	0	11
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	1	1	0	0	0	1	0	0	0	0	0	0	0	3
Total	4	137	43	4	13	3	2	0	0	0	0	0	0	206
Percent	1.9%	66.5%	20.9%	1.9%	6.3%	1.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	10:00	06:00	08:00	08:00	10:00							10:00
Vol.	2	14	8	1	2	1	1							21
PM Peak	23:00	13:00	12:00	12:00	14:00	23:00	13:00							13:00
Vol.	1	22	8	1	2	1	1							25

Tri-State Traffic Data, Inc.
TSTData.com

Location: Yorktown
 Road Name: Navajo St
 Segment: 194' N/O US 6
 Date: 11/13/2023

GPS: 41.337698, -73.784142

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/19/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	2	4	0	2	0	0	0	0	0	0	0	0	8
09:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
10:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
11:00	0	2	1	1	1	0	0	0	0	0	0	0	0	5
12 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
13:00	2	4	1	1	0	0	0	0	0	0	0	0	0	8
14:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:00	2	5	1	0	0	0	0	0	0	0	0	0	0	8
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
19:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3
Total	4	41	17	2	8	0	0	0	0	0	0	0	0	72
Percent	5.6%	56.9%	23.6%	2.8%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		05:00	08:00	11:00	08:00									08:00
Vol.		4	4	1	2									8
PM Peak	13:00	16:00	14:00	13:00	12:00									13:00
Vol.	2	5	3	1	1									8

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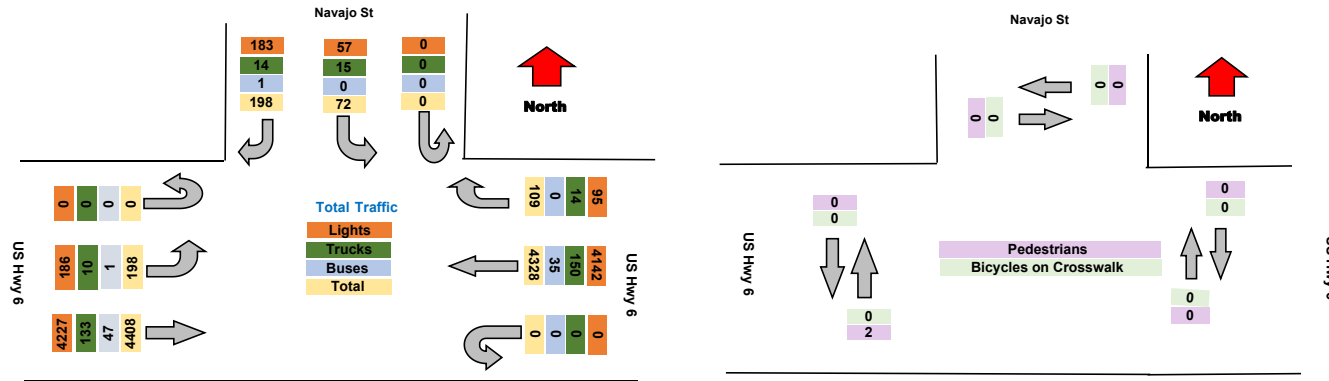
Location: Yorktown
Road Name: Navajo St
Segment: 194' N/O US 6
Date: 11/13/2023

GPS: 41.337698, -73.784142

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
11/20/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	0	0	0	0	2	0	0	0	0	0	0	0	3
06:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:00	1	14	16	0	3	0	0	0	1	0	0	0	0	35
08:00	1	47	7	2	4	1	0	0	0	0	0	0	0	62
09:00	0	22	7	1	3	0	0	0	0	0	0	0	0	33
10:00	1	27	6	0	0	0	0	0	0	0	0	0	0	34
11:00	0	25	0	1	2	0	0	0	0	0	0	0	0	28
12 PM	1	24	2	1	1	0	0	0	0	0	0	0	0	29
13:00	0	33	3	1	1	0	1	0	0	0	0	0	0	39
14:00	0	30	1	2	3	0	0	0	0	0	0	0	0	36
15:00	0	32	6	1	2	0	0	0	0	0	0	0	0	41
16:00	0	58	7	0	4	0	0	0	0	0	0	0	0	69
17:00	2	49	10	0	3	0	0	0	0	0	0	0	0	64
18:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
19:00	0	5	1	1	0	0	0	0	0	0	0	0	0	7
20:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Total	7	393	75	10	28	4	1	0	1	0	0	0	0	519
Percent	1.3%	75.7%	14.5%	1.9%	5.4%	0.8%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	07:00	08:00	08:00	05:00			07:00					08:00
Vol.	1	47	16	2	4	2			1					62
PM Peak	17:00	16:00	17:00	14:00	16:00		13:00							16:00
Vol.	2	58	10	2	4		1							69
Grand Total	55	2334	471	63	149	21	9	2	5	0	0	0	0	3109
Percent	1.8%	75.1%	15.1%	2.0%	4.8%	0.7%	0.3%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	

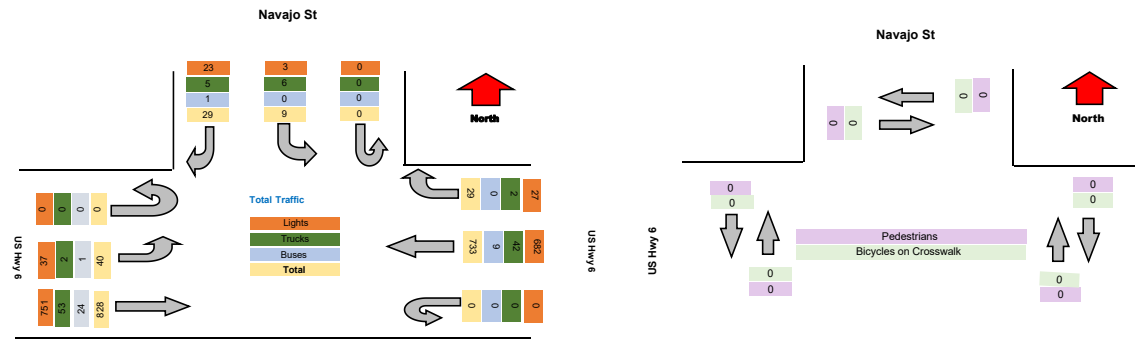
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00

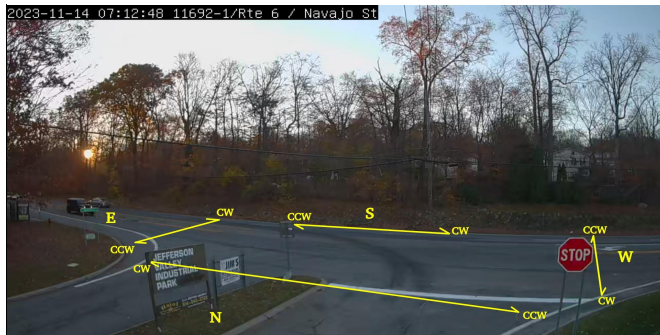
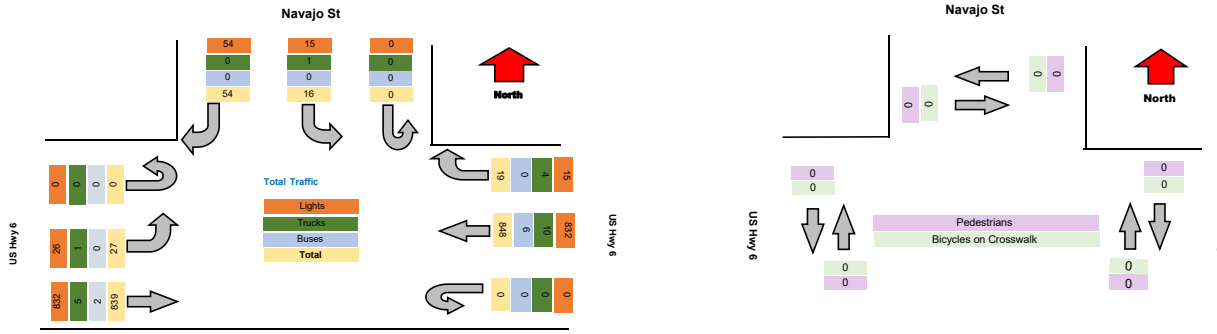
Leg Direction	Navajo St						US Hwy 6						US Hwy 6						Total
	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00	12	1	0	13	0	0	6	198	0	204	0	0	176	7	0	183	0	0	400
7:30:00	3	3	0	6	0	0	4	138	0	142	0	0	243	3	0	246	0	0	394
7:45:00	6	1	0	7	0	0	11	203	0	214	0	0	222	13	0	235	0	0	456
8:00:00	8	4	0	12	0	0	8	194	0	202	0	0	187	17	0	204	0	0	418
Grand Total	29	9	0	38	0	0	29	733	0	762	0	0	828	40	0	868	0	0	1668
% Approach	76.3%	23.7%	0.0%	0.0%	0.0%	0.0%	3.8%	96.2%	0.0%	0.0%	0.0%	0.0%	95.4%	4.6%	0.0%	0.0%	0.0%	0.0%	
% Total	1.7%	0.5%	0.0%	2.3%	0.0%	0.0%	1.7%	43.9%	0.0%	45.7%	0.0%	0.0%	49.6%	2.4%	0.0%	52.0%	0.0%	0.0%	
PHF	0.604	0.563	0.000	0.731	0.000	0.000	0.659	0.903	0.000	0.890	0.000	0.000	0.852	0.588	0.000	0.882	0.000	0.000	0.914
Lights	23	3	0	26	0	0	27	682	0	709	0	0	751	37	0	788	0	0	1523
% Lights	79.3%	33.3%	0.0%	68.4%	0.0%	0.0%	93.1%	93.0%	0.0%	93.0%	0.0%	0.0%	90.7%	92.5%	0.0%	90.8%	0.0%	0.0%	91.3%
Trucks	5	6	0	11	0	0	2	42	0	44	0	0	53	2	0	55	0	0	110
% Trucks	17.2%	66.7%	0.0%	28.9%	0.0%	0.0%	6.9%	5.7%	0.0%	5.8%	0.0%	0.0%	6.4%	5.0%	0.0%	6.3%	0.0%	0.0%	6.6%
Buses	1	0	0	1	0	0	0	9	0	9	0	0	24	1	0	25	0	0	35
% Buses	3.4%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	1.2%	0.0%	1.2%	0.0%	0.0%	2.9%	2.5%	0.0%	2.9%	0.0%	0.0%	2.1%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

16:45:00

Leg	Navajo St						US Hwy 6						Total					
	Southbound			Westbound			Eastbound											
Direction	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW
16:45:00	12	8	0	20	0	0	6	213	0	219	0	0	183	8	0	191	0	0
17:00:00	21	3	0	24	0	0	4	241	0	245	0	0	223	7	0	230	0	0
17:15:00	7	0	0	7	0	0	8	207	0	215	0	0	199	4	0	203	0	0
17:30:00	14	5	0	19	0	0	1	187	0	188	0	0	234	8	0	242	0	0
Grand Total	54	16	0	70	0	0	19	849	0	867	0	0	839	27	0	866	0	0
% Approach	77.1%	22.9%	0.0%	0.0%	0.0%	0.0%	2.2%	97.8%	0.0%	0.0%	0.0%	0.0%	96.9%	3.1%	0.0%	0.0%	0.0%	0.0%
% Total	3.0%	0.9%	0.0%	3.9%	0.0%	0.0%	1.1%	47.0%	0.0%	48.1%	0.0%	0.0%	46.5%	1.5%	0.0%	48.0%	0.0%	0.0%
PHF	0.643	0.500	0.000	0.729	0.000	0.000	0.594	0.880	0.000	0.885	0.000	0.000	0.896	0.844	0.000	0.895	0.000	0.000
Lights	54	15	0	69	0	0	15	832	0	847	0	0	832	26	0	858	0	0
% Lights	100.0%	93.8%	0.0%	98.6%	0.0%	0.0%	78.9%	98.1%	0.0%	97.7%	0.0%	0.0%	99.2%	96.3%	0.0%	99.1%	0.0%	0.0%
Trucks	0	1	0	1	0	0	4	10	0	14	0	0	5	1	0	6	0	0
% Trucks	0.0%	6.3%	0.0%	1.4%	0.0%	0.0%	21.1%	1.2%	0.0%	1.6%	0.0%	0.0%	0.6%	3.7%	0.0%	0.7%	0.0%	0.0%
Buses	0	0	0	0	0	0	0	6	0	6	0	0	2	0	0	2	0	0
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.7%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Cars

Leg Direction Start Time	Navajo St Southbound					US Hwy 6 Westbound					US Hwy 6 Eastbound					
	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW	
2023-11-14 06:30:00	0	0	0	0	0	0	0	128	0	0	0	123	2	0	0	0
2023-11-14 06:45:00	0	1	0	0	0	0	5	146	0	0	0	111	8	0	0	0
2023-11-14 07:00:00	7	4	0	0	0	0	3	170	0	0	0	127	13	0	0	0
2023-11-14 07:15:00	9	0	0	0	0	0	6	183	0	0	0	156	6	0	0	0
2023-11-14 07:30:00	2	2	0	0	0	0	4	131	0	0	0	231	3	0	0	0
2023-11-14 07:45:00	5	0	0	0	0	0	10	188	0	0	0	201	13	0	0	0
2023-11-14 08:00:00	7	1	0	0	0	0	7	180	0	0	0	163	15	0	0	0
2023-11-14 08:15:00	5	4	0	0	0	0	2	188	0	0	0	153	12	0	0	0
2023-11-14 08:30:00	3	3	0	0	0	0	6	174	0	0	0	135	11	0	0	0
2023-11-14 08:45:00	11	3	0	0	0	0	6	147	0	0	0	139	10	0	0	0
2023-11-14 09:00:00	4	0	0	0	0	0	6	139	0	0	0	153	15	0	0	0
2023-11-14 09:15:00	0	5	0	0	0	0	3	129	0	0	0	104	9	0	0	0
2023-11-14 15:30:00	8	5	0	0	0	0	4	152	0	0	0	233	7	0	0	0
2023-11-14 15:45:00	15	0	0	0	0	0	5	193	0	0	0	224	5	0	0	0
2023-11-14 16:00:00	16	3	0	0	0	0	1	178	0	0	0	236	12	0	0	0
2023-11-14 16:15:00	11	1	0	0	0	0	3	167	0	0	0	199	6	0	0	0
2023-11-14 16:30:00	7	2	0	0	0	0	2	207	0	0	0	179	8	0	0	0
2023-11-14 16:45:00	12	8	0	0	0	0	4	208	0	0	0	180	8	0	0	0
2023-11-14 17:00:00	21	3	0	0	0	0	3	239	0	0	0	222	7	0	0	0
2023-11-14 17:15:00	7	0	0	0	0	0	7	202	0	0	0	197	4	0	0	0
2023-11-14 17:30:00	14	4	0	0	0	0	1	183	0	0	0	233	7	0	0	0
2023-11-14 17:45:00	10	1	0	0	0	0	2	191	0	0	0	177	2	0	0	0
2023-11-14 18:00:00	5	5	0	0	0	0	2	172	0	0	0	186	2	0	0	0
2023-11-14 18:15:00	4	2	0	0	0	0	3	147	0	0	0	165	1	0	0	0
Total	183	57	0	0	0	0	95	4142	0	0	0	4227	186	0	0	0

Single-Unit Trucks

Leg Direction Start Time	Navajo St					US Hwy 6					US Hwy 6				
	Southbound					Westbound					Eastbound				
	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2023-11-14 06:30:00	1	0	0	0	0	0	0	3	0	0	0	3	0	0	0
2023-11-14 06:45:00	1	0	0	0	0	0	0	2	0	0	0	5	0	0	0
2023-11-14 07:00:00	1	0	0	0	0	0	1	9	0	0	0	3	0	0	0
2023-11-14 07:15:00	2	1	0	0	0	0	0	12	0	0	0	14	0	0	0
2023-11-14 07:30:00	1	1	0	0	0	0	0	7	0	0	0	6	0	0	0
2023-11-14 07:45:00	1	1	0	0	0	0	1	11	0	0	0	14	0	0	0
2023-11-14 08:00:00	1	3	0	0	0	0	1	9	0	0	0	13	2	0	0
2023-11-14 08:15:00	1	2	0	0	0	0	1	14	0	0	0	12	0	0	0
2023-11-14 08:30:00	1	1	0	0	0	0	0	8	0	0	0	9	0	0	0
2023-11-14 08:45:00	2	0	0	0	0	0	1	9	0	0	0	11	0	0	0
2023-11-14 09:00:00	0	1	0	0	0	0	1	9	0	0	0	5	0	0	0
2023-11-14 09:15:00	0	0	0	0	0	0	0	6	0	0	0	2	2	0	0
2023-11-14 15:30:00	1	0	0	0	0	0	2	4	0	0	0	2	1	0	0
2023-11-14 15:45:00	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0
2023-11-14 16:00:00	0	0	0	0	0	0	0	3	0	0	0	6	1	0	0
2023-11-14 16:15:00	0	1	0	0	0	0	1	11	0	0	0	7	2	0	0
2023-11-14 16:30:00	0	1	0	0	0	0	1	6	0	0	0	2	1	0	0
2023-11-14 16:45:00	0	0	0	0	0	0	2	4	0	0	0	3	0	0	0
2023-11-14 17:00:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
2023-11-14 17:15:00	0	0	0	0	0	0	1	2	0	0	0	2	0	0	0
2023-11-14 17:30:00	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0
2023-11-14 17:45:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 18:00:00	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
2023-11-14 18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	15	0	0	0	0	14	138	0	0	0	123	10	0	0

Articulated Trucks

Leg Direction Start Time	Navajo St Southbound					US Hwy 6 Westbound					US Hwy 6 Eastbound				
	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2023-11-14 06:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 06:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 07:00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2023-11-14 07:15:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
2023-11-14 07:30:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2023-11-14 07:45:00	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
2023-11-14 08:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:45:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2023-11-14 09:00:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
2023-11-14 09:15:00	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
2023-11-14 15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2023-11-14 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	12	0	0	0	10	0	0	0

Buses

Leg Direction Start Time	Navajo St Southbound					US Hwy 6 Westbound					US Hwy 6 Eastbound				
	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2023-11-14 06:30:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 06:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 07:00:00	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0
2023-11-14 07:15:00	1	0	0	0	0	0	0	2	0	0	0	5	1	0	0
2023-11-14 07:30:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
2023-11-14 07:45:00	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0
2023-11-14 08:00:00	0	0	0	0	0	0	0	4	0	0	0	11	0	0	0
2023-11-14 08:15:00	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0
2023-11-14 08:30:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
2023-11-14 08:45:00	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0
2023-11-14 09:00:00	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0
2023-11-14 09:15:00	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0
2023-11-14 15:30:00	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
2023-11-14 15:45:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
2023-11-14 16:00:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 16:15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:45:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2023-11-14 17:00:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
2023-11-14 17:15:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
2023-11-14 17:30:00	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
2023-11-14 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 18:00:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2023-11-14 18:15:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Total	1	0	0	0	0	0	0	35	0	0	0	47	1	0	0

Pedestrians

Leg Direction Start Time	Navajo St					US Hwy 6 Westbound					US Hwy 6 Eastbound					
	Southbound		U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Eastbound		U-Turn	Peds CW	Peds CCW
	Right	Left										Thru	Left			
2023-11-14 06:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2023-11-14 06:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 09:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 09:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 15:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Bicycles on Road

Leg Direction Start Time	Navajo St					US Hwy 6					US Hwy 6				
	Southbound					Westbound					Eastbound				
	Right	Left	U-Turn	Peds CW	Peds CCW	Right	Thru	U-Turn	Peds CW	Peds CCW	Thru	Left	U-Turn	Peds CW	Peds CCW
2023-11-14 06:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 06:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 07:00:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2023-11-14 07:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 07:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 08:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 09:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 09:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 15:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 15:45:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
2023-11-14 16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023-11-14 18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0

Total Volume Class Breakdown

Leg Direction	Navajo St Southbound				US Hwy 6 Westbound				US Hwy 6 Eastbound				Int Total						
	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW		Thru	Left	U-Turn	App Total	Peds CW	Peds CCW
2023-11-14 06:30:00	1	0	0	1	0	0	0	133	0	133	0	0	126	2	0	128	2	0	262
2023-11-14 06:45:00	2	1	0	3	0	0	5	149	0	154	0	0	116	8	0	124	0	0	281
2023-11-14 07:00:00	8	4	0	12	0	0	4	183	0	187	0	0	132	14	0	146	0	0	345
2023-11-14 07:15:00	12	1	0	13	0	0	6	198	0	204	0	0	176	7	0	183	0	0	400
2023-11-14 07:30:00	3	3	0	6	0	0	4	138	0	142	0	0	243	3	0	246	0	0	394
2023-11-14 07:45:00	6	1	0	7	0	0	11	203	0	214	0	0	222	13	0	235	0	0	456
2023-11-14 08:00:00	8	4	0	12	0	0	8	194	0	202	0	0	187	17	0	204	0	0	418
2023-11-14 08:15:00	6	6	0	12	0	0	3	206	0	209	0	0	167	12	0	179	0	0	400
2023-11-14 08:30:00	4	4	0	8	0	0	6	182	0	188	0	0	146	11	0	157	0	0	353
2023-11-14 08:45:00	13	3	0	16	0	0	7	160	0	167	0	0	153	10	0	163	0	0	346
2023-11-14 09:00:00	4	1	0	5	0	0	7	152	0	159	0	0	161	15	0	176	0	0	340
2023-11-14 09:15:00	0	5	0	5	0	0	3	140	0	143	0	0	109	11	0	120	0	0	268
2023-11-14 15:30:00	9	5	0	14	0	0	6	157	0	163	0	0	237	8	0	245	0	0	422
2023-11-14 15:45:00	15	0	0	15	0	0	5	199	0	204	0	0	233	5	0	238	0	0	457
2023-11-14 16:00:00	16	3	0	19	0	0	1	182	0	183	0	0	243	13	0	256	0	0	455
2023-11-14 16:15:00	11	2	0	13	0	0	4	179	0	183	0	0	208	8	0	214	0	0	410
2023-11-14 16:30:00	7	3	0	10	0	0	3	214	0	217	0	0	181	9	0	190	0	0	417
2023-11-14 16:45:00	12	8	0	20	0	0	6	213	0	219	0	0	183	8	0	191	0	0	430
2023-11-14 17:00:00	21	3	0	24	0	0	4	241	0	245	0	0	223	7	0	230	0	0	499
2023-11-14 17:15:00	7	0	0	7	0	0	8	207	0	215	0	0	199	4	0	203	0	0	425
2023-11-14 17:30:00	14	5	0	19	0	0	1	187	0	188	0	0	234	8	0	242	0	0	449
2023-11-14 17:45:00	10	2	0	12	0	0	2	192	0	194	0	0	177	2	0	179	0	0	365
2023-11-14 18:00:00	5	6	0	11	0	0	2	172	0	174	0	0	186	2	0	190	0	0	375
2023-11-14 18:15:00	4	2	0	6	0	0	3	147	0	150	0	0	166	1	0	167	0	0	323
Grand Total	198	72	0	270	0	0	109	4328	0	4437	0	0	4408	198	0	4606	2	0	9313
% Approach	73.3%	26.7%	0.0%					2.5%	97.5%	0.0%			95.7%	4.3%	0.0%				
% Total	2.1%	0.8%	0.0%	2.9%				1.2%	46.5%	0.0%	47.6%		47.3%	2.1%	0.0%	49.5%			
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%			0.0%
Cars	183	57	0	240	0	0	95	4142	0	4237	0	0	4227	186	0	4413	0	0	8890
% Cars	92.4%	79.2%	0.0%	88.9%				87.2%	95.7%	0.0%	95.5%		95.9%	93.9%	0.0%	95.8%			95.5%
Single-Unit Trucks	13	15	0	28	0	0	14	138	0	152	0	0	123	10	0	133	0	0	313
% Single-Unit Trucks	6.6%	20.8%	0.0%	10.4%				12.8%	3.2%	0.0%	3.4%		2.8%	5.1%	0.0%	2.9%			3.4%
Articulated Trucks	1	0	0	1	0	0	0	12	0	12	0	0	10	0	0	10	0	0	23
% Articulated Trucks	0.5%	0.0%	0.0%	0.4%				0.0%	0.3%	0.0%	0.3%		0.2%	0.0%	0.0%	0.2%			0.2%
Buses	1	0	0	1	0	0	0	35	0	35	0	0	47	1	0	48	0	0	84
% Buses	0.5%	0.0%	0.0%	0.4%				0.0%	0.8%	0.0%	0.8%		1.1%	0.5%	0.0%	1.0%			0.9%
Bicycles on Road	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	0	3
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%		0.0%	0.5%	0.0%	0.0%			0.0%
RTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% RTOR	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%			0.0%	0.5%	0.0%	0.0%			0.0%
Pedestrians					0	0											2	0	
% Pedestrians					0.0%	0.0%											100.0%	0.0%	
Bicycles on Crosswalk					0	0											0	0	
% Bicycles on Crosswalk					0.0%	0.0%											0.0%	0.0%	

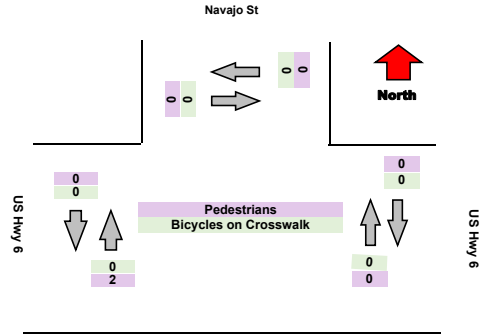
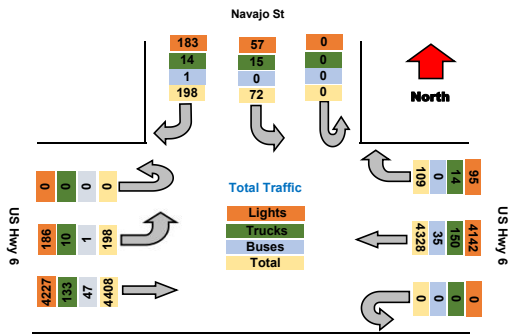
AM Peak Class Breakdown

Leg Direction Start Time	Navajo St Southbound				US Hwy 6 Westbound				US Hwy 6 Eastbound				Int Total						
	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW		Thru	Left	U-Turn	App Total	Peds CW	Peds CCW
2023-11-14 07:15:00	12	1	0	13	0	0	6	198	0	204	0	0	176	7	0	183	0	0	400
2023-11-14 07:30:00	3	3	0	6	0	0	4	138	0	142	0	0	243	3	0	246	0	0	394
2023-11-14 07:45:00	6	1	0	7	0	0	11	203	0	214	0	0	222	13	0	235	0	0	466
2023-11-14 08:00:00	8	4	0	12	0	0	8	194	0	202	0	0	187	17	0	204	0	0	418
Grand Total	29	9	0	38	0	0	29	733	0	762	0	0	828	40	0	868	0	0	1688
% Approach	76.3%	23.7%	0.0%	2.3%			3.8%	96.2%	0.0%	45.7%			85.4%	4.6%	0.0%	52.0%			0.914
% Total	1.7%	0.5%	0.0%	2.3%			1.7%	43.9%	0.0%	45.7%			49.6%	2.4%	0.0%	52.0%			0.914
PHF	0.604	0.563	0.000	0.731			0.699	0.903	0.000	0.890			0.852	0.588	0.000	0.882			0
Motorcycles	0	0	0	0			0	0	0	0			0	0	0	0			0
% Motorcycles	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%
Cars	23	3	0	26			27	682	0	709			751	37	0	788			1623
% Cars	79.3%	33.3%	0.0%	68.4%			93.1%	93.0%	0.0%	93.0%			90.7%	92.5%	0.0%	90.9%			91.3%
Single-Unit Trucks	5	6	0	11			2	39	0	41			47	2	0	49			101
% Single-Unit Trucks	17.2%	66.7%	0.0%	28.9%			6.9%	5.3%	0.0%	5.4%			5.7%	5.0%	0.0%	5.6%			6.1%
Articulated Trucks	0	0	0	0			0	3	0	3			6	0	0	6			9
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%			0.0%	0.4%	0.0%	0.4%			0.7%	0.0%	0.0%	0.7%			0.5%
Buses	1	0	0	1			0	9	0	9			24	1	0	25			35
% Buses	3.4%	0.0%	0.0%	2.6%			0.0%	1.2%	0.0%	1.2%			2.9%	2.5%	0.0%	2.9%			2.1%
Bicycles on Road	0	0	0	0			0	0	0	0			0	0	0	0			0
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%
Pedestrians					0	0					0	0					0	0	0
% Pedestrians					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%	0.0%
Bicycles on Crosswalk					0	0					0	0					0	0	0
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%	0.0%

PM Peak Class Breakdown

Leg Direction Start Time	Navajo St Southbound			US Hwy 6 Westbound						US Hwy 6 Eastbound									
	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2023-11-14 16:45:00	12	8	0	20	0	0	6	213	0	219	0	0	183	8	0	191	0	0	430
2023-11-14 17:00:00	21	3	0	24	0	0	4	241	0	245	0	0	223	7	0	230	0	0	499
2023-11-14 17:15:00	7	0	0	7	0	0	8	207	0	215	0	0	199	4	0	203	0	0	425
2023-11-14 17:30:00	14	5	0	19	0	0	1	187	0	188	0	0	234	8	0	242	0	0	449
Grand Total	54	16	0	70	0	0	19	848	0	867	0	0	839	27	0	866	0	0	1803
% Approach	77.1%	22.0%	0.0%	3.9%			2.2%	97.8%	0.0%	48.1%			86.9%	3.1%	0.0%	48.0%			0.0%
% Total	3.0%	0.0%	0.0%	3.9%			1.1%	47.0%	0.0%	48.1%			46.5%	1.5%	0.0%	48.0%			0.0%
PHF	0.643	0.500	0.000	0.728			0.584	0.880	0.000	0.885			0.896	0.844	0.000	0.895			0.800
Motorcycles	0	0	0	0			0	0	0	0			0	0	0	0			0
% Motorcycles	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%
Cars	54	15	0	69			15	832	0	847			832	26	0	858			1774
% Cars	100.0%	93.8%	0.0%	98.6%			78.2%	98.1%	0.0%	97.7%			99.2%	96.3%	0.0%	98.1%			98.4%
Single-Unit Trucks	0	1	0	1			4	9	0	13			5	1	0	6			20
% Single-Unit Trucks	0.0%	6.3%	0.0%	1.4%			21.1%	1.1%	0.0%	1.5%			0.6%	3.7%	0.0%	0.7%			1.1%
Articulated Trucks	0	0	0	0			0	1	0	1			0	0	0	0			1
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%			0.0%	0.1%	0.0%	0.1%			0.0%	0.0%	0.0%	0.0%			0.1%
Buses	0	0	0	0			0	6	0	6			2	0	0	2			8
% Buses	0.0%	0.0%	0.0%	0.0%			0.0%	0.7%	0.0%	0.7%			0.2%	0.0%	0.0%	0.2%			0.4%
Bicycles on Road	0	0	0	0			0	0	0	0			0	0	0	0			0
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%	0.0%	0.0%	0.0%			0.0%
Pedestrians					0	0					0	0					0	0	
% Pedestrians					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%	
Bicycles on Crosswalk					0	0					0	0					0	0	
% Bicycles on Crosswalk					0.0%	0.0%					0.0%	0.0%					0.0%	0.0%	

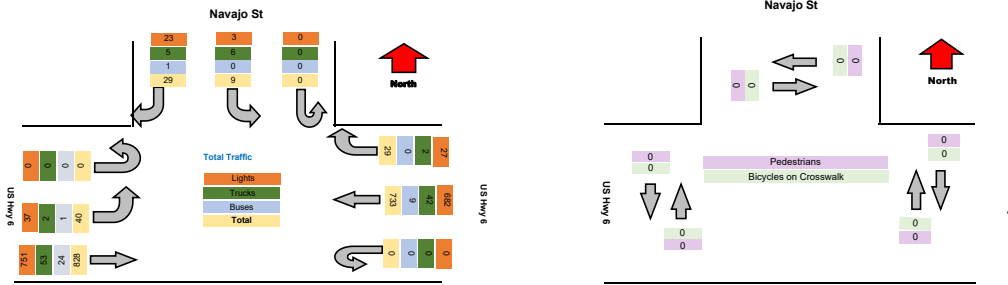
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00

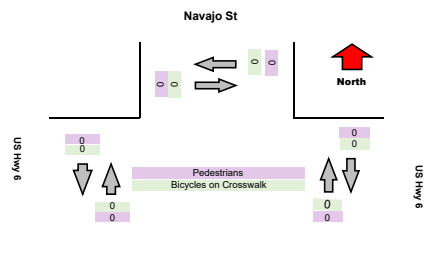
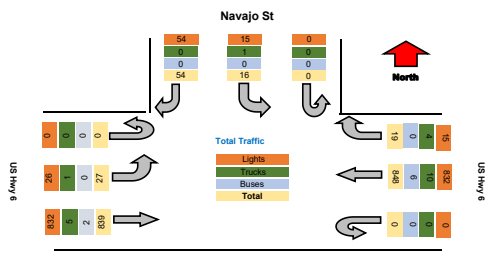
Leg Direction	Navajo St Southbound						US Hwy 6 Westbound						US Hwy 6 Eastbound						Total
	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00	12	1	0	13	0	0	6	198	0	204	0	0	176	7	0	183	0	0	400
7:30:00	3	3	0	6	0	0	4	138	0	142	0	0	243	3	0	246	0	0	394
7:45:00	6	1	0	7	0	0	11	203	0	214	0	0	222	13	0	235	0	0	456
8:00:00	8	4	0	12	0	0	8	194	0	202	0	0	187	17	0	204	0	0	418
Grand Total	29	9	0	38	0	0	29	733	0	762	0	0	828	40	0	868	0	0	1668
% Approach	76.3%	23.7%	0.0%	0.0%	0.0%	0.0%	3.8%	96.2%	0.0%	0.0%	0.0%	0.0%	95.4%	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	1.7%	0.5%	0.0%	2.3%	0.0%	0.0%	1.7%	43.9%	0.0%	45.1%	0.0%	0.0%	49.6%	2.4%	0.0%	52.0%	0.0%	0.0%	0.0%
PHF	0.604	0.563	0.000	0.731	0.000	0.000	0.659	0.903	0.000	0.890	0.000	0.000	0.852	0.588	0.000	0.882	0.000	0.000	0.914
Lights	23	3	0	26	0	0	27	682	0	709	0	0	751	37	0	788	0	0	1523
% Lights	79.3%	33.3%	0.0%	68.4%	0.0%	0.0%	93.1%	93.0%	0.0%	93.0%	0.0%	0.0%	90.7%	92.5%	0.0%	90.8%	0.0%	0.0%	91.3%
Trucks	5	6	0	11	0	0	2	42	0	44	0	0	53	2	0	55	0	0	110
% Trucks	17.2%	66.7%	0.0%	28.9%	0.0%	0.0%	6.9%	5.7%	0.0%	5.8%	0.0%	0.0%	6.4%	5.0%	0.0%	6.3%	0.0%	0.0%	6.6%
Buses	1	0	0	1	0	0	0	9	0	9	0	0	24	1	0	25	0	0	35
% Buses	3.4%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	1.2%	0.0%	1.2%	0.0%	0.0%	2.9%	2.5%	0.0%	2.9%	0.0%	0.0%	2.1%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

16:45:00

Leg Direction	Navajo St						US Hwy 6						US Hwy 6						Total
	Southbound						Westbound						Eastbound						
Start Time	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
16:45:00	12	8	0	20	0	0	6	213	0	219	0	0	183	8	0	191	0	0	430
17:00:00	21	3	0	24	0	0	4	241	0	245	0	0	223	7	0	230	0	0	499
17:15:00	7	0	0	7	0	0	8	207	0	215	0	0	199	4	0	203	0	0	425
17:30:00	14	5	0	19	0	0	1	187	0	188	0	0	234	8	0	242	0	0	449
Grand Total	54	16	0	70	0	0	19	848	0	867	0	0	839	27	0	866	0	0	1803
% Approach	77.1%	22.9%	0.0%	0.0%	0.0%	0.0%	2.2%	97.8%	0.0%	0.0%	0.0%	0.0%	96.9%	3.1%	0.0%	0.0%	0.0%	0.0%	
% Total	3.0%	0.9%	0.0%	3.9%	0.0%	0.0%	1.1%	47.0%	0.0%	48.1%	0.0%	0.0%	46.5%	1.5%	0.0%	48.0%	0.0%	0.0%	
PHF	0.643	0.500	0.000	0.729	0.000	0.000	0.594	0.880	0.000	0.885	0.000	0.000	0.896	0.844	0.000	0.895	0.000	0.000	0.903
Lights	54	16	0	69	0	0	15	832	0	847	0	0	832	26	0	858	0	0	1774
% Lights	100.0%	93.8%	0.0%	98.6%	0.0%	0.0%	78.9%	98.1%	0.0%	97.7%	0.0%	0.0%	99.2%	96.3%	0.0%	99.1%	0.0%	0.0%	98.4%
Trucks	0	1	0	1	0	0	4	10	0	14	0	0	5	1	0	6	0	0	21
% Trucks	0.0%	6.3%	0.0%	1.4%	0.0%	0.0%	21.1%	1.2%	0.0%	1.6%	0.0%	0.0%	0.6%	3.7%	0.0%	0.7%	0.0%	0.0%	1.2%
Buses	0	0	0	0	0	0	0	6	0	6	0	0	2	0	0	2	0	0	8
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.7%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.4%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Summary

Project	Kimley Horn
Project Code	11692
Site Name	Rte 6 & Navajo St
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2023/11/14, Tuesday
Location	Rte 6 & Navajo St
Latitude and Longitude	41.107247, -74.070189

	Start	End	PHF
AM Peak	2023/11/14 07:15:00	2023/11/14 08:15:00	0.9172
PM Peak	2023/11/14 16:45:00	2023/11/14 17:45:00	0.9083

42 69
70 46

Turning Movement Data

Leg Direction	Navajo St						US Hwy 6						US Hwy 6						Total	15-Min
	Southbound			Westbound			Eastbound			Eastbound										
Start Time	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total	
6:30:00 AM	1	0	0	1	0	0	0	133	0	133	0	0	126	2	0	128	2	0	262	
6:45:00 AM	2	1	0	3	0	0	5	149	0	154	0	0	116	8	0	124	0	0	281	
7:00:00 AM	8	4	0	12	0	0	4	183	0	187	0	0	132	14	0	146	0	0	345	
7:15:00 AM	12	1	0	13	0	0	6	198	0	204	0	0	176	7	0	183	0	0	400	
7:30:00 AM	3	3	0	6	0	0	4	138	0	142	0	0	243	3	0	246	0	0	394	
7:45:00 AM	6	1	0	7	0	0	11	203	0	214	0	0	222	13	0	235	0	0	456	
8:00:00 AM	8	4	0	12	0	0	8	199	0	207	0	0	187	17	0	204	0	0	423	
8:15:00 AM	6	6	0	12	0	0	3	206	0	209	0	0	167	12	0	179	0	0	400	
8:30:00 AM	4	4	0	8	0	0	6	182	0	188	0	0	146	11	0	157	0	0	353	
8:45:00 AM	13	3	0	16	0	0	7	160	0	167	0	0	153	10	0	163	0	0	346	
9:00:00 AM	4	1	0	5	0	0	7	152	0	159	0	0	161	15	0	176	0	0	340	
9:15:00 AM	0	5	0	5	0	0	3	140	0	143	0	0	109	11	0	120	0	0	268	
Use																				
7:15-8:15 AM	29	9	0				29	738	0				828	40	0					
7:30-8:30 AM	23	14	0				26	746	0				819	45	0					
HV% 7:15-8:15 AM	21%	67%	0%				7%	7%	0%				9%	8%	0%					
HV% 7:30-8:30 AM	17%	50%	0%				12%	7%	0%				9%	4%	0%					
Use	30	12					29	740					828	40					1679	
3:30:00 PM	9	5	0	14	0	0	6	157	0	163	0	0	237	8	0	245	0	0	422	
3:45:00 PM	15	0	0	15	0	0	5	199	0	204	0	0	233	5	0	238	0	0	457	
4:00:00 PM	16	3	0	19	0	0	1	182	0	183	0	0	243	13	0	256	0	0	458	
4:15:00 PM	11	2	0	13	0	0	4	179	0	183	0	0	206	8	0	214	0	0	410	
4:30:00 PM	7	3	0	10	0	0	3	214	0	217	0	0	181	9	0	190	0	0	417	
4:45:00 PM	12	8	0	20	0	0	6	213	0	219	0	0	193	8	0	201	0	0	440	
5:00:00 PM	21	3	0	24	0	0	4	241	0	245	0	0	223	7	0	230	0	0	499	
5:15:00 PM	7	0	0	7	0	0	8	207	0	215	0	0	199	4	0	203	0	0	425	
5:30:00 PM	14	5	0	19	0	0	1	187	0	188	0	0	234	8	0	242	0	0	449	
5:45:00 PM	10	2	0	12	0	0	2	192	0	194	0	0	177	2	0	179	0	0	385	
6:00:00 PM	5	6	0	11	0	0	2	172	0	174	0	0	188	2	0	190	0	0	375	
6:15:00 PM	4	2	0	6	0	0	3	147	0	150	0	0	166	1	0	167	0	0	323	
11:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Use	54	16	0				19	848	0				849	27	0				1813	
HV% 4:45-5:45 PM	0%	6%	0%				21%	2%	0%				1%	4%	0%				1821	

AM PHF
0.917 7:15-8:15 AM
0.917 7:30-8:30 AM

	East TMC	West TMC	East West ATR
0.92 PHF	837	767	772
	767	1604	678
	868	864	757
	767	1633	780
	1635		760

Use 7:15 to 8:15 as peak hour from ATR is 7:00 to 8:00

1679 0.92 PHF 840 770
1.0036 1610 1.045

PM PHF
0.908 4:45-5:45 PM

	East TMC	West TMC	East West ATR
0.91 PHF	873	867	849
	867	1740	805
	884	884	860
	902	1786	822
	1775	1.0000	815

1.0044

Summary

Total
1526
1435
1540

1692
1627
1775

Crash Data Tables

Crash Summary 01/01/2017 to 12/31/2022					
Location	No. of Crashes	Severity		Crashes involving:	
		Injury	Fatalities	Pedestrians	Bicyclists
US 6 & Navajo Street	3	0	0	0	0

Crash Summary by Year 01/01/2017 to 12/31/2022							
Location	No. of Crashes						
	Total	2017	2018	2019	2020	2021	2022
US 6 & Navajo Street	3	1	1	0	0	0	1

Crash Summary by Crash Type 01/01/2019 to 12/31/2022									
Location	No. of Crashes								
	Total	Overtaking	Left-Turn	Right-Turn	Rear End	Right Angle	Head On	Sideswipe	Other/ Unknown
US 6 & Navajo Street	3	0	0	0	0	0	0	0	3

Notes:

3 on Rt 6 in the vicinity of its intersection with Navajo Street (within 150 feet either direction) in 6 years (all 3 property damage only).

2 accidents occurred between 8 p.m. and 1 AM when the proposed facility will be closed. Both were single vehicle accidents (one a collision with a deer and the other improper). The third accident occurred at 3:07 pm on a Tuesday, and was also a single-vehicle accident (collision with a tree associated with Debris in the roadway).

1 Accident on Navajo Street, 100 feet north of Rt 6 (alcohol involvement at 9:05 p.m.)

Trip Generation Calculations

Waste Transfer Facility Trip Generation				
ITE LUC	40 ksf Building		8 employees	
	AM	PM	AM	PM
110	30	26	4	4
130	14	14	8	12
140	27	30	3	2

Compared trip generation for all 3 uses (LUC 110 Highest)
 Compared trip gen for similar WTF facilities (both facilities seem to be a lot bigger, based either on building SF or employees - or both)
 Used Highest Value

Peak Hour Trip Projections

	AM			PM			
	In	Out	Total	In	Out	Total	
Waste Transfer Facility		23	7	30	9	21	30
Relocated Truck Storage		4	2	6	6	15	21
Total Trips		27	9	36	16	35	51

Notes:

Waste Transfer Facility Trips based on the Higher of LUC 110, 130 and 140 as well as trip projections of 2 similar facilities
 Relocated Truck Storage trips based on counts provided by operator.

	Traffic Count - Cars							Traffic Count - Trucks							Traffic Count - Combined							Weekday Average	Study Intersection Traffic	
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
12 AM - 1 AM																								
1 AM - 2 AM							3														6		0	
2 AM - 3 AM	4	3	3	3	3	2		3	2	2	2	2	1								3		5	
3 AM - 4 AM	4	4	4	5	4	2		4	4	4	5	4	2								8		8	
4 AM - 5 AM	3	3	3	3	3	3		3	3	3	3	3	2								5		6	
5 AM - 6 AM	14	15	15	14	14	5		9	9	9	9	9									5		23	
6 AM - 7 AM	6	6	6	6	6	4		6	6	6	6	6	4								8		12	629
7 AM - 8 AM	1	1	1	3	1	2					1										2		2	1673
8 AM - 9 AM	5	6	6	6	5	3				1			2								5		6	1439
9 AM - 10 AM	2	1				1		1	1				1								2		1	1252
10 AM - 11 AM	2	2	2	2	2	1															1		2	
11 AM - 12 PM		1	2	2	2	1				2	2	1	1								3		2	
12 PM - 1 PM		3	2	2	3	5			3	1	2	3	1								6		4	
1 PM - 2 PM	2	2	1	3	1	7			1		2	1	4								2		11	
2 PM - 3 PM	13	6	2	4	8	5		13	6	2	4	7	4								15		9	1530
3 PM - 4 PM	2	4	4	2	2			1	3	3	1	1									3		0	1692
4 PM - 5 PM	5	8	11	12	8	1			3	5	7	3	1								2		2	1775
5 PM - 6 PM	10	12	14	13	13			5	7	9	8	8									21		0	1860
6 PM - 7 PM	8	4	3	1	2			7	3	2		1									3		0	1407
7 PM - 8 PM			2		1					1		1									2			
8 PM - 9 PM																								
9 PM - 10 PM	1	1	1	2	2			1	1	1	1	1									3		3	
10 PM - 11 PM	3	2	4	3	2			1	1	2	2	1											6	
11 PM - 12 AM		2							1															
Total	85	86	86	86	82	45	6	54	54	53	55	52	26	3	297	139	140	139	141	134	71	9	139	773

Busy Hour of passing Street
Peak Hour of passing Street
Used for Traffic Study



TRAFFIC IMPACT STUDY
FOR
HUGHES ENERGY, LLC
MUNICIPAL SOLID WASTE PROCESSING FACILITY
ROXBURY, NY

Prepared For:

Hughes Energy, LLC
56 Briar Hill Drive
Yonkers, New York 10710

Prepared By:

Sterling Environmental Engineering, P.C.
24 Wade Road
Latham, New York 12110

March 17, 2021

“Serving our clients and the environment since 1993”

2.0 SUMMARY OF IMPACTS

The Facility will receive an average of 565 tons per day of MSW that is anticipated to be delivered primarily with transfer trailers with a trailer length of 53 feet and load capacity of 22 tons. Separate vehicle traffic will be required to remove produced fuel pellets, remove extracted recyclables, and to deliver fuel. Anticipated one-way daily traffic counts include the following:

➤ Employee Vehicles	44 cars/day
➤ MSW Delivery	26 semi-trailer/day
➤ Fuel Pellet Distribution	16 semi-trailer/day
➤ Recyclable and Residue Removal	14 roll-off truck/day
➤ <u>Fuel Delivery</u>	<u>1 tanker/day</u>
Total Daily Vehicle Count	101 vehicles/day

Employee vehicle traffic will be concentrated around shift changes with employees coming from the immediate surrounding municipalities via NY-23. Truck traffic supplying MSW to the processing facility can be controlled through negotiated contract terms for even spacing throughout the daytime work hours of 7 AM to 4 PM. An even truck spacing is desirable for MSW delivery to provide a steady volume of feed material into the fuel pellet manufacturing process. Total semi-trailer traffic includes MSW delivery and fuel pellet distribution up to 42 vehicles per day, which corresponds to an average volume of 4 to 5 semi-trailers per hour during daytime work hours. Total daily commercial traffic excluding employee cars is 57 vehicles, which corresponds to an average of 6 to 7 commercial vehicles per hour.

2.1 Design Hour Volume

The peak traffic is anticipated to occur at the beginning and end of the daytime work shift (7:30 AM to 3:30 PM) when both employee vehicles and commercial vehicles will arrive at the Facility. Each shift is anticipated to have approximately 10 – 15 employees and each is assumed to arrive in their own personal vehicle. Commercial vehicles are anticipated to arrive evenly spaced at a frequency up to 7 trucks per hour. Only employee vehicles will access the Facility for the overnight shift change. Therefore, the peak design hours are as follow:

Peak Hour	One-Way Traffic Volume
7:00 to 8:00 AM	22 vehicles
3:00 to 4:00 PM	22 vehicles

May 7, 2018
Updated August 9, 2018

Mr. Dennis Soriano
Rensselaer Resource Recovery, LLC
80 Red Schoolhouse Road
Chestnut Ridge, NY 10977

RE: Updated Traffic Evaluation, Rensselaer Engineered Fuel Facility, Riverside Avenue, City of Rensselaer, Rensselaer County, NY; CM Project No. 118-088

Dear Mr. Soriano:

Creighton Manning Engineering, LLP (CM) has completed a traffic evaluation for the proposed *Rensselaer Engineered Fuel Facility*, located on Riverside Avenue in the City of Rensselaer, New York, as shown on Figure 1. The purpose of this analysis is to document the existing traffic conditions in the area, estimate site generated traffic, and determine the future operating conditions with and without the proposed project. This evaluation is based on information provided in the "Overall Site Plan," prepared by Hart Engineering last revised July 31, 2018 included under Attachment A. This letter is an update to the original letter dated May 7, 2018 and includes revisions as a response to traffic comments received from GPI in a review letter dated July 16, 2018 (included under Attachment B).

A. Introduction and Background

The proposed *Rensselaer Engineered Fuel Facility* will process approximately 150,000 tons of municipal solid waste (MSW) per year. The facility will utilize a High Efficiency Biological Treatment technology to convert MSW to an engineered Solid Recovered Fuel (SRF). Use of the SFR reduces demand on landfills, furthers recycling, and serves as a viable supplement or alternative to coal thereby reducing Greenhouse Gas Emissions. The incoming MSW will be delivered by garbage/packer trucks while the SRF product and other residual recyclables will be exported from the plant via tractor trailers. The plant will operate year round, with daily operating hours of approximately 6:00 a.m. to 4:00 p.m. Monday through Friday and 7:00 a.m. to 2:00 p.m. on Saturday. It is estimated that the plant will begin operation in 2020, subject to the granting of all the necessary approvals and permits.

Access to the site will be provided on Riverside Avenue via two access driveways. Riverside Avenue currently extends north from the Irwin Stewart Port Expressway and forms a sharp right angle turn south of the site. It is proposed that Riverside Avenue remain as is and that the Plant Driveway located on the south side of the facility intersect Riverside Avenue thus creating a T-intersection for all tractor trailers and garbage/packer trucks as shown on the concept plan included under Attachment A. A secondary driveway for employees and passenger cars will be constructed approximately 700-feet south of the southern *AMRI Complex* driveway. It is noted that an existing driveway on Riverside Avenue associated with the previous land use will be eliminated. Truck deliveries through the *Fort Crailo* neighborhood will continue to be prohibited.

B. Existing Conditions

The study evaluated the NY Route 9J/Irwin Stewart Port Expressway (ISPE)/South Street intersection, which is the main entrance to the port and from which all site generated trucks

D. Traffic Forecasts

Background Volumes

To forecast traffic volumes, it is necessary to understand trends in background growth rates, other developments proposed in the area, and the additional traffic generated by the proposed project. The City of Rensselaer Planning and Building Department and the Town of East Greenbush Planning and Zoning Department were contacted to determine if there were any other proposed development projects underway near the project site. The only project approved in the project area that will impact future traffic volumes is the *Sun Oil Road Asphalt Plant* project located in the southeast quadrant of the American Oil/Sun Oil Road intersection within the Port of Rensselaer.

It is noted that the *New Castle Asphalt* plant located in the Port of Rensselaer is currently offline for the winter season. Information provided in a traffic study prepared for the *New Castle Asphalt* plant indicates that the plant is expected to generate 68 total trips (34 entering and 34 exiting) during the AM peak hour and 10 total trips (five entering and five exiting) during the PM peak hour when the plant is operational. Traffic volumes associated with the *New Castle Asphalt* plant were assigned to the study area intersections and included in the No-Build traffic volumes as described below.

The proposed project is expected to open in 2020. Information provided by the Capital District Transportation Committee (CDTC) indicates that traffic volumes in the study area have increased by approximately one percent per year over the last several years; therefore, the Existing traffic volumes were increased by one percent per year to represent general growth in the study area to the 2020 design year. The 2020 No-Build traffic volumes, representing future traffic volumes in the study area prior to construction of the proposed project, are illustrated on Figure 3.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from the project site. The Institute of Transportation Engineers (ITE) *Trip Generation, 10th edition*, is the industry standard for determining trip generation for proposed land uses. Since the project site is a unique land use not included in *Trip Generation*, ITE recommends the use of site specific trip generation data. For the *Rensselaer Engineered Fuel Facility*, site specific operational data provided by the applicant was used to determine the daily and peak hour trip generation of the project.

The *Rensselaer Engineered Fuel Facility* will be operational year round, six days a week (Monday through Saturday); with inbound and outbound material deliveries taking place Monday through Friday. The facility will also accept deliveries for a reduced time period on Saturday and will use the remainder of the day to catch-up on any waste that is delivered during the week but has not been processed. During peak operating conditions, inbound and outbound materials (refuse, recycling, and product) will be carried by approximately 70 garbage/packer trucks and approximately 15 tractor trailers daily from 6:00 a.m. to 4:00 p.m. It is expected that the majority of morning truck traffic be generated between 9:00 and 11:00 a.m. while the majority of afternoon truck traffic would be generated between 2:00 and 4:00 p.m. which will not coincide with the typical weekday commuter peak periods evaluated in this study. Trucking information provided by the Applicant based on experience at other similar facilities indicates that the remaining trucks would be distributed fairly evenly over the course of a typical day. It is noted that the arrival time to the plant will be dictated by the various

garbage companies that supply refuse to the site and their proximity to the facility. It is acknowledged that the garbage provider trucks may leave their site at a specific time in the morning to begin their routes; however, garbage pick-up times in different communities vary with routes finishing at different times throughout the day. For example, garbage trucks in the Cities of Rensselaer/Troy/Albany may become full more quickly and drop refuse off at the *Rensselaer Engineered Fuel Facility* before trucks from surrounding towns which have to travel farther (time and distance) before becoming full. The distribution provided in the analysis is not evenly spread out throughout the day and reflects bunching of garbage trucks during certain peak times to provide a worst-case assessment.

This analysis assumes that all processing materials arrive from outside the port by truck. No inbound or outbound deliveries are expected on Sunday. No other major deliveries are expected, with the exception of ancillary items (office supplies, package delivery, maintenance calls, etc.). Processing of the waste material will begin at 7:00 a.m. and end at 4:00 p.m.

It is expected that the site will have approximately 16 employees that generally use a personal car with the majority arriving prior to 6:00 a.m. and leaving after 4:30 p.m. Plant employees will manage the daily operations of the *Rensselaer Engineered Fuel Facility* which include waste processing, truck loading, raw material loading, and quality control functions. The arrival of plant employees will not coincide with the typical morning weekday commuter peak period evaluated in this study. The worst-case weekday afternoon peak hour operating condition would be associated with the plant employees that leave after 4:30 p.m.

The hourly inbound and outbound truck delivery for the project site and employee traffic was estimated based on the typical delivery timeframes and work schedules as noted in Table 2.

Table 2– Trip Generation Summary

Time	Employee/Passenger Cars			Garbage Trucks			Tractor Trailers			Total Trips		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
5:00 a.m.	14	0	14	0	0	0	0	0	0	14	0	14
6:00 a.m.	2	0	2	2	2	4	0	0	0	4	2	6
7:00 a.m.	0	0	0	4	4	8	1	1	2	5	5	10
8:00 a.m.	1	1	2	6	6	12	2	2	4	9	9	18
9:00 a.m.	1	1	2	11	11	22	2	2	4	14	14	28
10:00 a.m.	0	0	0	11	11	22	2	2	4	13	13	26
11:00 a.m.	1	1	2	6	6	12	2	2	4	9	9	18
12:00 a.m.	2	2	4	2	2	4	0	0	0	4	4	8
1:00 p.m.	0	0	0	6	6	12	2	2	4	8	8	16
2:00 p.m.	0	0	0	11	11	22	2	2	4	13	13	26
3:00 p.m.	1	1	2	11	11	22	2	2	4	14	14	28
4:00 p.m.	0	14	14	0	0	0	0	0	0	0	14	14
5:00 p.m.	0	2	2	0	0	0	0	0	0	0	2	2

Total Project Site Trip Generation

As previously noted, the arrival of employees will not coincide with the typical morning commuter peak period evaluated in this study. In addition, the peak arrival and departure times for garbage trucks and tractor trailers delivering product to the *Rensselaer Engineered*

Fuel Facility will not coincide with the peak hours of adjacent street traffic. Chart 1 summarizes the total hourly trip generation for the project site and shows that the morning peak hour of the project will occur between 9:00 and 10:00 a.m. while the afternoon peak hour of the project will occur between 3:00 and 4:00 p.m. which does not coincide with typical peak hours of adjacent street traffic on US Route 9&20 as shown on Chart 1 and Chart 2.

Chart 1 – Total Daily Trip Generation of the Project Site

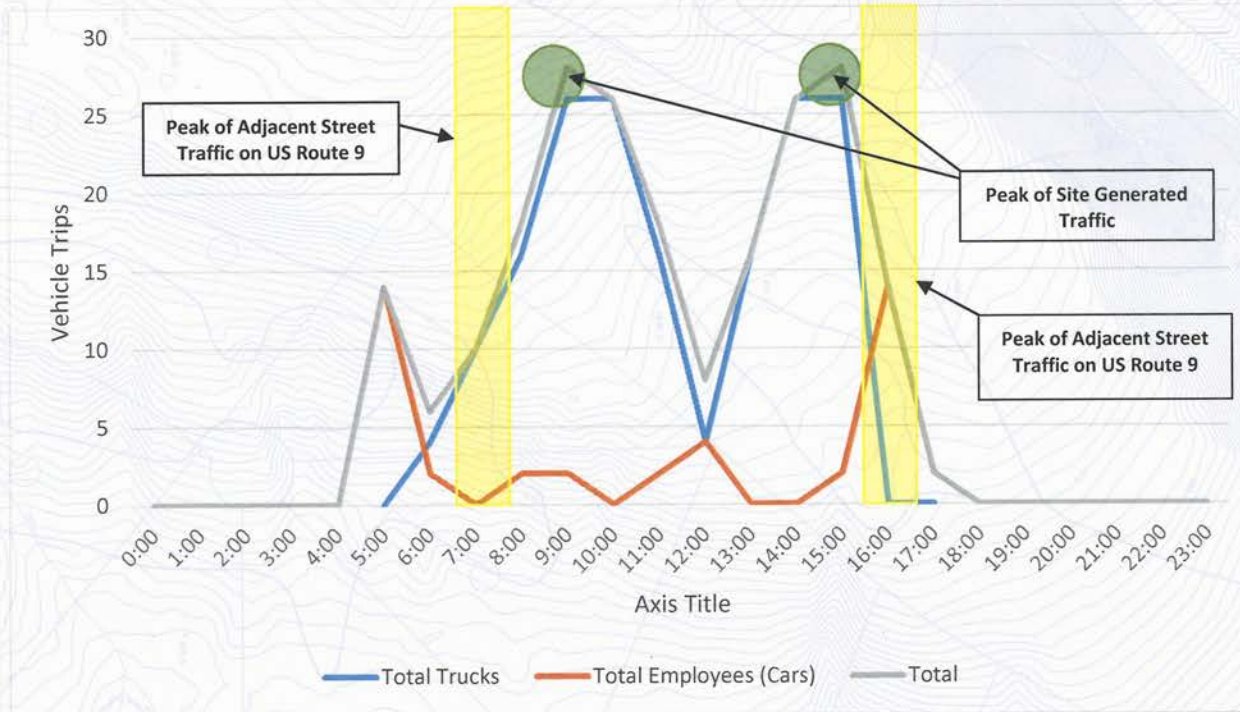
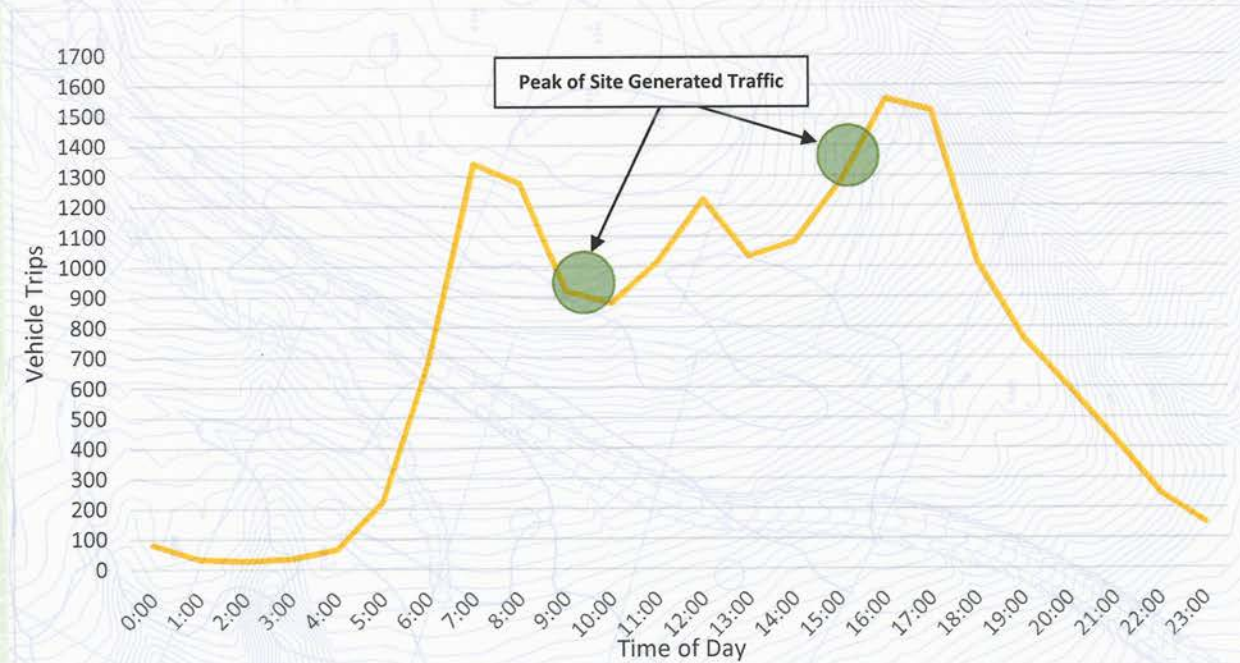


Chart 2 – Traffic on US Route 9&20



Synchro Analysis Reports

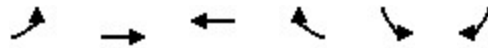
Existing, No-Build and Build

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	828	740	29	14	28
Future Vol, veh/h	40	828	740	29	14	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	9	7	7	67	21
Mvmt Flow	43	900	804	32	15	30
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	836	0	-	0	1356	820
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	536	-
Critical Hdwy	4.22	-	-	-	7.605	6.515
Critical Hdwy Stg 1	-	-	-	-	6.405	-
Critical Hdwy Stg 2	-	-	-	-	6.805	-
Follow-up Hdwy	2.276	-	-	-	4.1365	3.4995
Pot Cap-1 Maneuver	764	-	-	-	98	338
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	423	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	764	-	-	-	93	338
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	423	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.5	0	31.7			
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	764	-	-	-	180	
HCM Lane V/C Ratio	0.057	-	-	-	0.254	
HCM Control Delay (s)	10	-	-	-	31.7	
HCM Lane LOS	A	-	-	-	D	
HCM 95th %tile Q(veh)	0.2	-	-	-	1	

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	857	848	19	24	54
Future Vol, veh/h	27	857	848	19	24	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	155	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	1	2	21	16	54
Mvmt Flow	30	942	932	21	26	59
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	953	0	-	0	1474	943
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	531	-
Critical Hdwy	4.16	-	-	-	6.84	7.01
Critical Hdwy Stg 1	-	-	-	-	5.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	2.238	-	-	-	3.652	3.813
Pot Cap-1 Maneuver	709	-	-	-	115	238
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	709	-	-	-	110	238
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	523	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.3	0	43.9			
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	709	-	-	-	175	
HCM Lane V/C Ratio	0.042	-	-	-	0.49	
HCM Control Delay (s)	10.3	-	-	-	43.9	
HCM Lane LOS	B	-	-	-	E	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.4	

HCM 6th Signalized Intersection Summary
 3: US 6 & Navajo Street

AAA Carting
 No Build AM (Signalized)



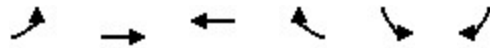
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	862	770	55	53	102
Future Volume (veh/h)	83	862	770	55	53	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1781	1767	1868	1868	943	1652
Adj Flow Rate, veh/h	90	937	837	60	58	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	9	7	7	67	21
Cap, veh/h	272	2099	1077	77	67	128
Arrive On Green	0.63	0.63	0.63	0.63	0.24	0.24
Sat Flow, veh/h	591	3445	1722	123	284	543
Grp Volume(v), veh/h	90	937	0	897	170	0
Grp Sat Flow(s),veh/h/ln	591	1678	0	1846	831	0
Q Serve(g_s), s	8.4	9.3	0.0	22.8	12.7	0.0
Cycle Q Clear(g_c), s	31.3	9.3	0.0	22.8	12.7	0.0
Prop In Lane	1.00			0.07	0.34	0.65
Lane Grp Cap(c), veh/h	272	2099	0	1154	195	0
V/C Ratio(X)	0.33	0.45	0.00	0.78	0.87	0.00
Avail Cap(c_a), veh/h	421	2944	0	1619	316	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.2	6.3	0.0	8.8	23.7	0.0
Incr Delay (d2), s/veh	0.7	0.1	0.0	1.6	15.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.8	0.0	5.2	3.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.9	6.4	0.0	10.4	39.1	0.0
LnGrp LOS	C	A		B	D	
Approach Vol, veh/h		1027	897		170	
Approach Delay, s/veh		7.7	10.4		39.1	
Approach LOS		A	B		D	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				44.8	19.6	44.8
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				56.5	24.5	56.5
Max Q Clear Time (g_c+I1), s				33.3	14.7	24.8
Green Ext Time (p_c), s				7.0	0.5	6.8
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			11.4			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 3: US 6 & Navajo Street

AAA Carting
 No Build PM (Signalized)



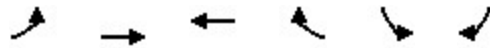
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	892	882	80	65	124
Future Volume (veh/h)	121	892	882	80	65	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1885	1945	1652	1729	1144
Adj Flow Rate, veh/h	133	980	969	88	71	136
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	1	2	21	16	54
Cap, veh/h	284	2536	1244	113	87	166
Arrive On Green	0.71	0.71	0.71	0.71	0.17	0.17
Sat Flow, veh/h	525	3676	1757	160	520	996
Grp Volume(v), veh/h	133	980	0	1057	208	0
Grp Sat Flow(s),veh/h/ln	525	1791	0	1916	1524	0
Q Serve(g_s), s	15.8	7.9	0.0	25.8	9.5	0.0
Cycle Q Clear(g_c), s	41.6	7.9	0.0	25.8	9.5	0.0
Prop In Lane	1.00			0.08	0.34	0.65
Lane Grp Cap(c), veh/h	284	2536	0	1357	254	0
V/C Ratio(X)	0.47	0.39	0.00	0.78	0.82	0.00
Avail Cap(c_a), veh/h	362	3070	0	1643	414	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	4.2	0.0	6.8	28.9	0.0
Incr Delay (d2), s/veh	1.2	0.1	0.0	2.0	7.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.2	0.0	5.0	3.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	21.6	4.3	0.0	8.8	36.6	0.0
LnGrp LOS	C	A		A	D	
Approach Vol, veh/h		1113	1057		208	
Approach Delay, s/veh		6.4	8.8		36.6	
Approach LOS		A	A		D	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				55.3	16.5	55.3
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				61.5	19.5	61.5
Max Q Clear Time (g_c+I1), s				43.6	11.5	27.8
Green Ext Time (p_c), s				7.2	0.5	9.3
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			10.1			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
 3: US 6 & Navajo Street

AAA Carting
 Build AM (Signalized)



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	862	770	66	55	109
Future Volume (veh/h)	99	862	770	66	55	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1781	1767	1868	1868	943	1652
Adj Flow Rate, veh/h	108	937	837	72	60	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	9	7	7	67	21
Cap, veh/h	262	2130	1076	93	67	132
Arrive On Green	0.63	0.63	0.63	0.63	0.24	0.24
Sat Flow, veh/h	585	3445	1696	146	278	548
Grp Volume(v), veh/h	108	937	0	909	179	0
Grp Sat Flow(s),veh/h/ln	585	1678	0	1842	831	0
Q Serve(g_s), s	11.9	10.3	0.0	25.9	15.1	0.0
Cycle Q Clear(g_c), s	37.7	10.3	0.0	25.9	15.1	0.0
Prop In Lane	1.00			0.08	0.34	0.66
Lane Grp Cap(c), veh/h	262	2130	0	1169	201	0
V/C Ratio(X)	0.41	0.44	0.00	0.78	0.89	0.00
Avail Cap(c_a), veh/h	346	2613	0	1434	280	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.2	6.7	0.0	9.6	26.6	0.0
Incr Delay (d2), s/veh	1.0	0.1	0.0	2.2	23.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.2	0.0	6.8	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.2	6.9	0.0	11.8	49.9	0.0
LnGrp LOS	C	A		B	D	
Approach Vol, veh/h		1045	909		179	
Approach Delay, s/veh		8.7	11.8		49.9	
Approach LOS		A	B		D	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				50.5	22.0	50.5
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				56.5	24.5	56.5
Max Q Clear Time (g_c+I1), s				39.7	17.1	27.9
Green Ext Time (p_c), s				6.3	0.4	6.8
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			13.5			
HCM 6th LOS			B			

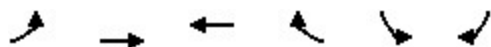
Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary

3: US 6 & Navajo Street

AAA Carting
Build PM (Signalized)



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	892	882	86	77	148
Future Volume (veh/h)	130	892	882	86	77	148
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1885	1945	1652	1729	1144
Adj Flow Rate, veh/h	143	980	969	95	85	163
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	1	2	21	16	54
Cap, veh/h	260	2517	1225	120	98	187
Arrive On Green	0.70	0.70	0.70	0.70	0.19	0.19
Sat Flow, veh/h	522	3676	1743	171	520	998
Grp Volume(v), veh/h	143	980	0	1064	249	0
Grp Sat Flow(s),veh/h/ln	522	1791	0	1914	1524	0
Q Serve(g_s), s	20.8	9.2	0.0	30.6	13.1	0.0
Cycle Q Clear(g_c), s	51.4	9.2	0.0	30.6	13.1	0.0
Prop In Lane	1.00			0.09	0.34	0.65
Lane Grp Cap(c), veh/h	260	2517	0	1345	286	0
V/C Ratio(X)	0.55	0.39	0.00	0.79	0.87	0.00
Avail Cap(c_a), veh/h	283	2677	0	1431	361	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.4	5.0	0.0	8.2	32.4	0.0
Incr Delay (d2), s/veh	1.9	0.1	0.0	2.9	17.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.9	0.0	7.8	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.3	5.1	0.0	11.1	49.9	0.0
LnGrp LOS	C	A		B	D	
Approach Vol, veh/h		1123	1064		249	
Approach Delay, s/veh		7.9	11.1		49.9	
Approach LOS		A	B		D	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				62.3	20.0	62.3
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				61.5	19.5	61.5
Max Q Clear Time (g_c+I1), s				53.4	15.1	32.6
Green Ext Time (p_c), s				4.4	0.4	9.0
Intersection Summary						
HCM 6th Ctrl Delay, s/veh			13.6			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.

Sight Distance Triangles

SD Left/East

850', provided that the roadside vegetation is maintained as it is today otherwise it could be reduced to 650 feet (still well above the 495' stopping sight distance requirement).



SD Right/West

990'

