



Brent Cross
Village of Cayuga Heights
Marcham Hall
836 Hanshaw Road
Ithaca, NY 14850

September 13, 2016

Dear Brent, Members of the Planning Board and Members of the Zoning Board,

Enclosed please find updated materials for the Corners Community Center Medical Office Building project under consideration for site plan approval by the Village.

The Planning Board requested adding sidewalk to connect the southernmost driveway along Upland Road to the project core. The attached, updated pedestrian circulation diagram, illustrated plan and technical plans show this implemented change.

In response to the question regarding what ways Cayuga Medical Associates (the proposed tenant of the space) could do to encourage a reduction in single occupancy vehicle use, they respectfully submit the following action plan:

- Provide bicycle racks on site for patients and employees
- A commitment to police their employees for proper parking (in the farthest away spaces)
- A commitment to assist the landlord in policing all parking
- Discuss the bus stops with TCAT to ensure they provide the best options
- Discuss the project with Gadabout to ensure the best service for patients
- Encourage employees to use public transit, car pool and drop off

An updated SEAF and traffic report which address additional inquiry from the August meeting are also attached. In response to your inquiry on Part II of the SEAF (which is completed by the agency, not our office), questions 7a and 7b should be checked "no".

Thank you for your continued attention and review of this project. We understand Fisher Associates will be reviewing the traffic report. If you or Fisher have any questions or require further information, please do not hesitate to call. At your September 26th meeting, we are hoping to receive action on the following items: Continuance and closure of the Public Hearing & SEQR Determination.

Sincerely,

A handwritten signature in black ink, appearing to read "Kimberly Michaels". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Kimberly Michaels
Principal

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information				
Name of Action or Project: Corners Community Center, Inc. Medical Office Building				
Project Location (describe, and attach a location map): Corners Community Center, 903 Hanshaw Road, Village of Cayuga Heights, NY				
Brief Description of Proposed Action: The proposed project includes removal of two existing buildings, construction of a new building and sitework. The proposed 28,200 SF Medical Office Building is designed to fulfill the programmatic needs of Cayuga Medical Associates while maintaining visual continuity with the surrounding architecture. The proposed sitework is designed to provide universal access to the proposed building while also establishing a Main Street aesthetic in Corners Community Center.				
Name of Applicant or Sponsor: Kimberly Michaels, Trowbridge Wolf Michaels Landscape Architects LLP for Corners Community Center		Telephone: (607) 277-1400		
		E-Mail: kam@twm.la		
Address: 1001 West Seneca Street, Suite 201				
City/PO: Ithaca		State: NY	Zip Code: 14850	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO	YES
			<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval: Village of Cayuga Heights Site Plan Review; Zoning Variance; Village of Cayuga Heights Zoning Board of Appeals; NYSDEC SPDES GP-0-15-002 Stormwater Discharges from Construction Activity; New York State Department of Health (Certificate of Need)			NO	YES
			<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.a. Total acreage of the site of the proposed action?		_____ 7.2 acres		
b. Total acreage to be physically disturbed?		_____ 2.5 acres		
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		_____ 7.2 acres		
4. Check all land uses that occur on, adjoining and near the proposed action.				
<input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)				
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input checked="" type="checkbox"/> Other (specify): <u>Community Services</u>				
<input type="checkbox"/> Parkland				
[ie. VCH Village Hall categorized as Community Services by Tompkins Cty.]				

<p>18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)?</p> <p>If Yes, explain purpose and size: _____</p> <p>Permanent stormwater management practices will include a Bioretention Filter and dry Detention Basin. _____</p>	<p>NO</p> <p><input type="checkbox"/></p>	<p>YES</p> <p><input checked="" type="checkbox"/></p>
<p>19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?</p> <p>If Yes, describe: _____</p>	<p>NO</p> <p><input checked="" type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>
<p>20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?</p> <p>If Yes, describe: _____</p>	<p>NO</p> <p><input checked="" type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>
<p>I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</p> <p>Applicant/sponsor name: <u>Kimberly Michaels</u> Date: <u>September 26, 2016</u></p> <p>Signature: _____</p>		



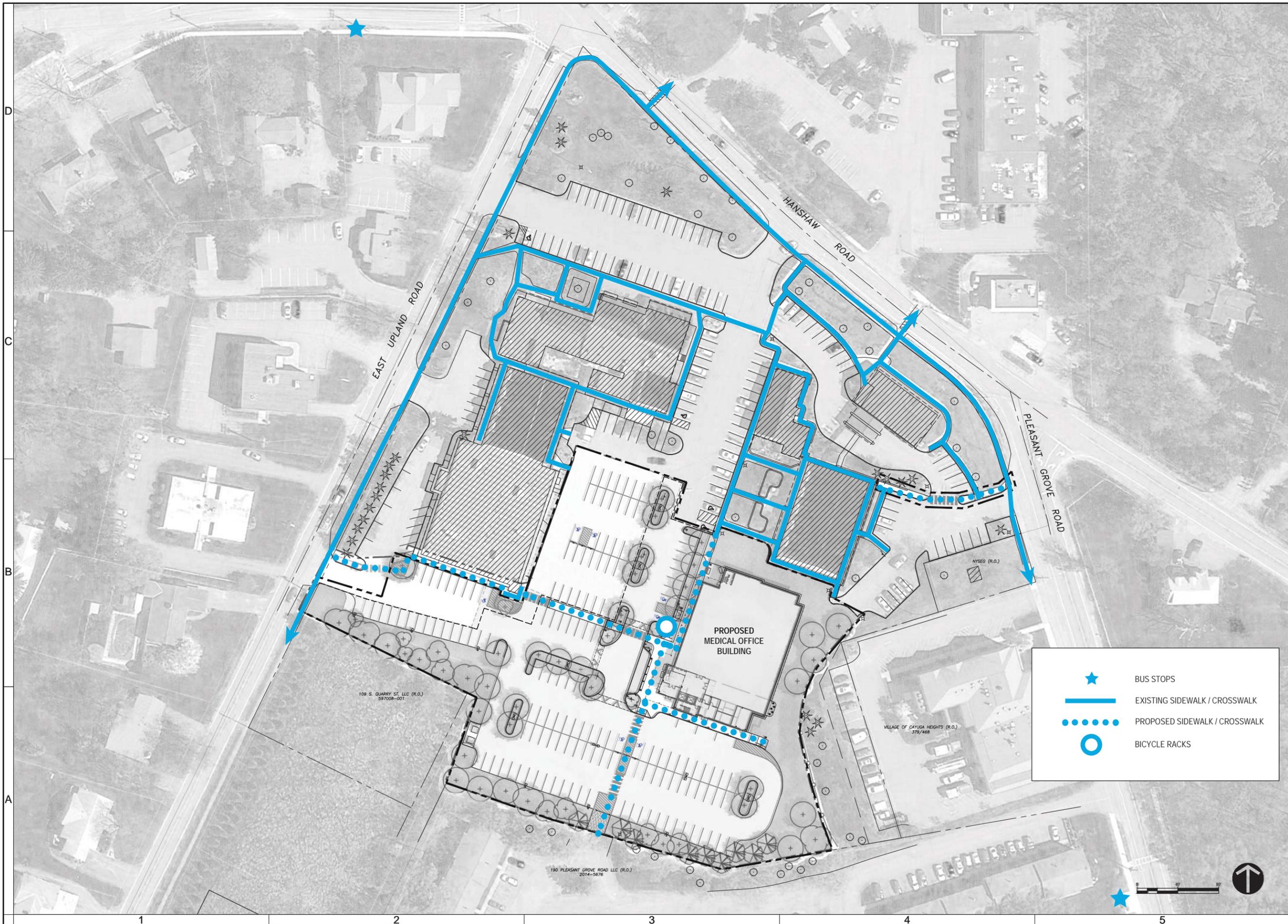
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Corners Community Center, Inc.
MEDICAL OFFICE BUILDING
Village of Cayuga Heights, New York

DATE:	09/13/2016
PROJECT:	15039
DRAWN BY:	ZDR/JLF
CHECKED:	KAM

ILLUSTRATED
SITE PLAN



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Village of Cayuga Heights, New York

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PEDESTRIAN
CIRCULATION

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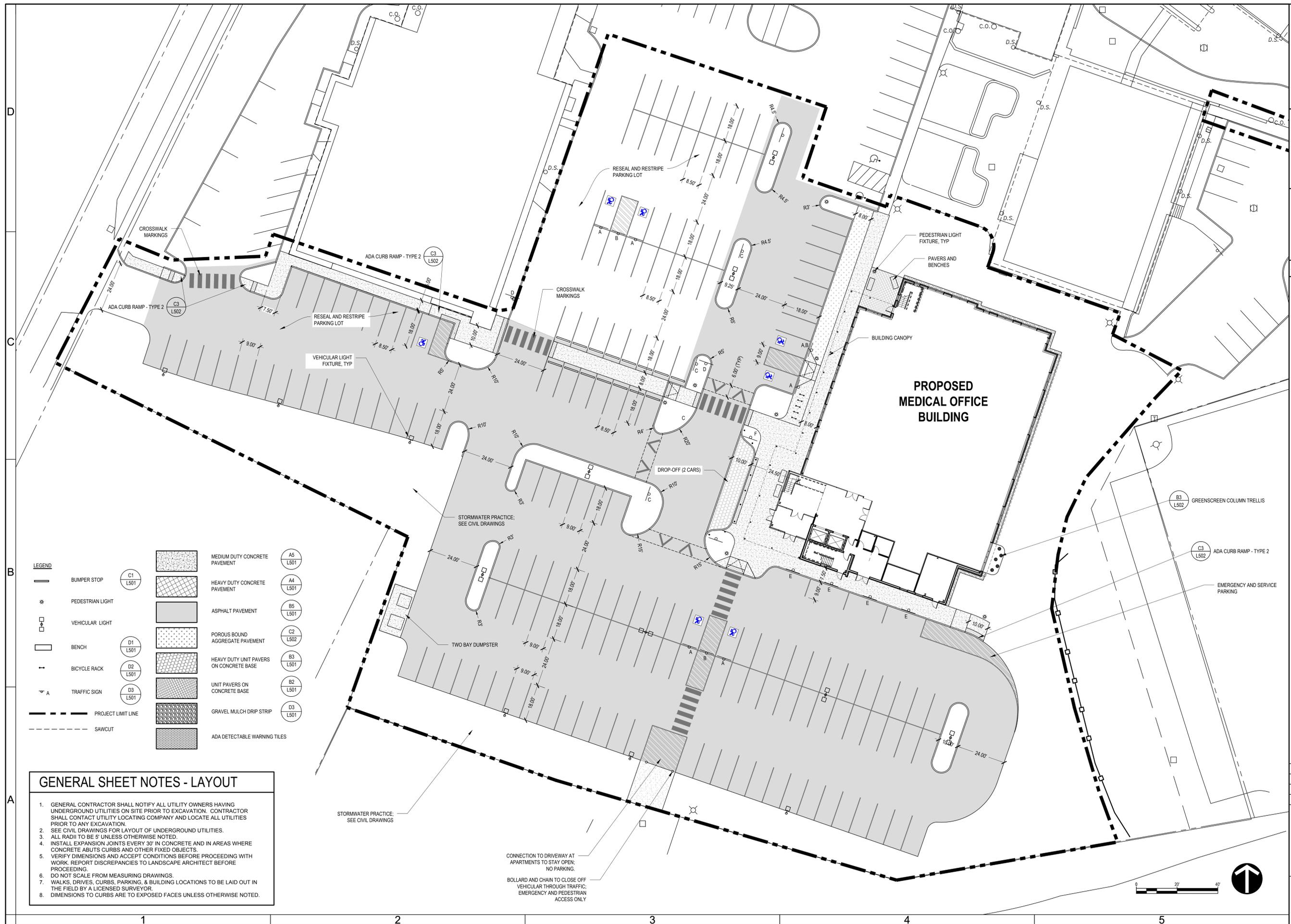
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MEDICAL OFFICE BUILDING
Village of Cayuga Heights, New York

DATE: 09/13/2016
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CHECKED BY: KAM

LAYOUT PLAN

L201



LEGEND	
	BUMPER STOP
	PEDESTRIAN LIGHT
	VEHICULAR LIGHT
	BENCH
	BICYCLE RACK
	TRAFFIC SIGN
	PROJECT LIMIT LINE
	SAWCUT
	MEDIUM DUTY CONCRETE PAVEMENT
	HEAVY DUTY CONCRETE PAVEMENT
	ASPHALT PAVEMENT
	POROUS BOUND AGGREGATE PAVEMENT
	HEAVY DUTY UNIT PAVERS ON CONCRETE BASE
	UNIT PAVERS ON CONCRETE BASE
	GRAVEL MULCH DRIP STRIP
	ADA DETECTABLE WARNING TILES
	ADA CURB RAMP - TYPE 2

GENERAL SHEET NOTES - LAYOUT

- GENERAL CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS HAVING UNDERGROUND UTILITIES ON SITE PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO ANY EXCAVATION.
- SEE CIVIL DRAWINGS FOR LAYOUT OF UNDERGROUND UTILITIES.
- ALL RADII TO BE 5' UNLESS OTHERWISE NOTED.
- INSTALL EXPANSION JOINTS EVERY 30' IN CONCRETE AND IN AREAS WHERE CONCRETE ABUTS CURBS AND OTHER FIXED OBJECTS.
- VERIFY DIMENSIONS AND ACCEPT CONDITIONS BEFORE PROCEEDING WITH WORK. REPORT DISCREPANCIES TO LANDSCAPE ARCHITECT BEFORE PROCEEDING.
- DO NOT SCALE FROM MEASURING DRAWINGS.
- WALKS, DRIVES, CURBS, PARKING, & BUILDING LOCATIONS TO BE LAID OUT IN THE FIELD BY A LICENSED SURVEYOR.
- DIMENSIONS TO CURBS ARE TO EXPOSED FACES UNLESS OTHERWISE NOTED.

CONNECTION TO DRIVEWAY AT APARTMENTS TO STAY OPEN; NO PARKING.
BOLLARD AND CHAIN TO CLOSE OFF VEHICULAR THROUGH TRAFFIC; EMERGENCY AND PEDESTRIAN ACCESS ONLY

STORMWATER PRACTICE: SEE CIVIL DRAWINGS

STORMWATER PRACTICE: SEE CIVIL DRAWINGS



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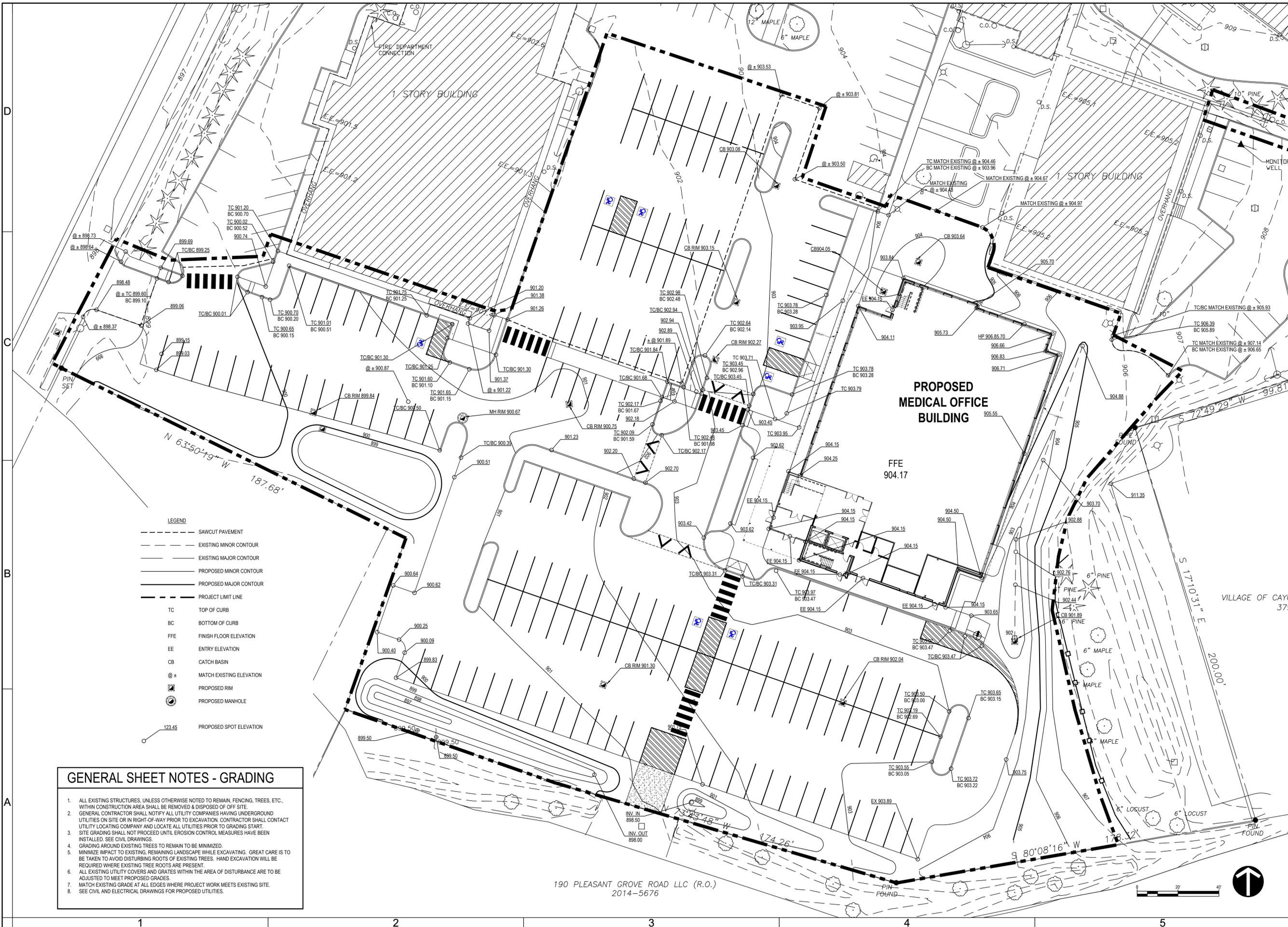
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MEDICAL OFFICE BUILDING
Village of Cayuga Heights, New York

DATE: 09/13/2016
PROJECT: 15039
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GRADING PLAN

L301



GENERAL SHEET NOTES - GRADING

1. ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED TO REMAIN, FENCING, TREES, ETC., WITHIN CONSTRUCTION AREA SHALL BE REMOVED & DISPOSED OF OFF SITE.
2. GENERAL CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO GRADING START.
3. SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED. SEE CIVIL DRAWINGS.
4. GRADING AROUND EXISTING TREES TO REMAIN TO BE MINIMIZED.
5. MINIMIZE IMPACT TO EXISTING, REMAINING LANDSCAPE WHILE EXCAVATING. GREAT CARE IS TO BE TAKEN TO AVOID DISTURBING ROOTS OF EXISTING TREES. HAND EXCAVATION WILL BE REQUIRED WHERE EXISTING TREE ROOTS ARE PRESENT.
6. ALL EXISTING UTILITY COVERS AND GRATES WITHIN THE AREA OF DISTURBANCE ARE TO BE ADJUSTED TO MEET PROPOSED GRADES.
7. MATCH EXISTING GRADE AT ALL EDGES WHERE PROJECT WORK MEETS EXISTING SITE.
8. SEE CIVIL AND ELECTRICAL DRAWINGS FOR PROPOSED UTILITIES.

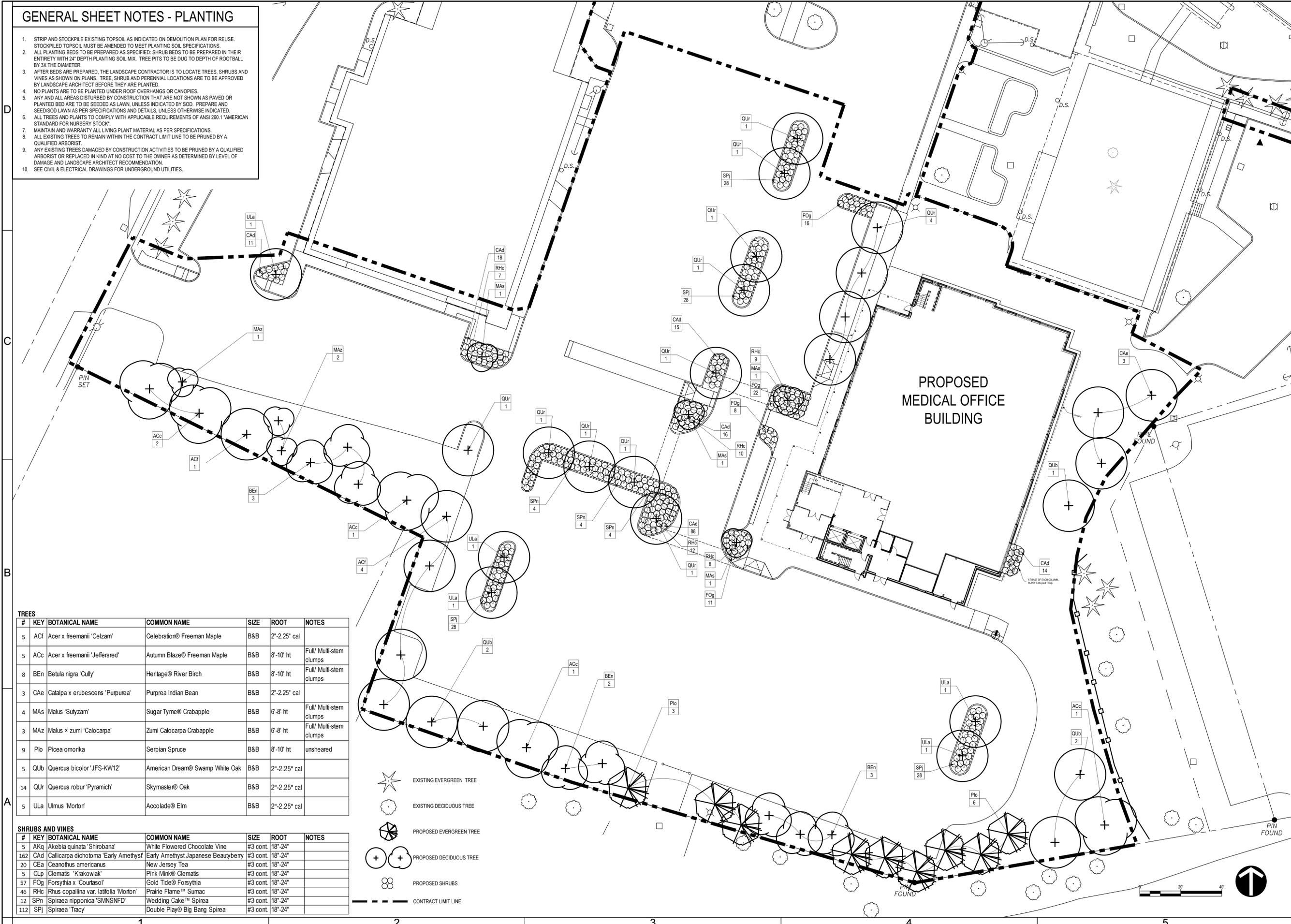
190 PLEASANT GROVE ROAD LLC (R.O.)
2014-5676

GENERAL SHEET NOTES - PLANTING

1. STRIP AND STOCKPILE EXISTING TOPSOIL AS INDICATED ON DEMOLITION PLAN FOR REUSE. STOCKPILED TOPSOIL MUST BE AMENDED TO MEET PLANTING SOIL SPECIFICATIONS.
2. ALL PLANTING BEDS TO BE PREPARED AS SPECIFIED; SHRUB BEDS TO BE PREPARED IN THEIR ENTIRETY WITH 24" DEPTH PLANTING SOIL MIX. TREE PITS TO BE DUG TO DEPTH OF ROOTBALL BY 3X THE DIAMETER.
3. AFTER BEDS ARE PREPARED, THE LANDSCAPE CONTRACTOR IS TO LOCATE TREES, SHRUBS AND VINES AS SHOWN ON PLANS. TREE, SHRUB AND PERENNIAL LOCATIONS ARE TO BE APPROVED BY LANDSCAPE ARCHITECT BEFORE THEY ARE PLANTED.
4. NO PLANTS ARE TO BE PLANTED UNDER ROOF OVERHANGS OR CANOPIES.
5. ANY AND ALL AREAS DISTURBED BY CONSTRUCTION THAT ARE NOT SHOWN AS PAVED OR PLANTED BED ARE TO BE SEEDED AS LAWN, UNLESS INDICATED BY SOD. PREPARE AND SEED/SOD LAWN AS PER SPECIFICATIONS AND DETAILS, UNLESS OTHERWISE INDICATED.
6. ALL TREES AND PLANTS TO COMPLY WITH APPLICABLE REQUIREMENTS OF ANSI Z60.1 "AMERICAN STANDARD FOR NURSERY STOCK".
7. MAINTAIN AND WARRANT ALL LIVING PLANT MATERIAL AS PER SPECIFICATIONS.
8. ALL EXISTING TREES TO REMAIN WITHIN THE CONTRACT LIMIT LINE TO BE PRUNED BY A QUALIFIED ARBORIST.
9. ANY EXISTING TREES DAMAGED BY CONSTRUCTION ACTIVITIES TO BE PRUNED BY A QUALIFIED ARBORIST OR REPLACED IN KIND AT NO COST TO THE OWNER AS DETERMINED BY LEVEL OF DAMAGE AND LANDSCAPE ARCHITECT RECOMMENDATION.
10. SEE CIVIL & ELECTRICAL DRAWINGS FOR UNDERGROUND UTILITIES.

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PROPOSED
MEDICAL OFFICE
BUILDING

TREES

#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES
5	ACf	Acer x freemanii 'Celzam'	Celebration® Freeman Maple	B&B	2"-2.25" cal	
5	ACc	Acer x freemanii 'Jeffersred'	Autumn Blaze® Freeman Maple	B&B	8'-10' ht	Full/ Multi-stem clumps
8	BEEn	Betula nigra 'Cully'	Heritage® River Birch	B&B	8'-10' ht	Full/ Multi-stem clumps
3	CAe	Catalpa x erubescens 'Purpurea'	Purplea Indian Bean	B&B	2"-2.25" cal	
4	MAS	Malus 'Sutyzam'	Sugar Tyme® Crabapple	B&B	6'-8' ht	Full/ Multi-stem clumps
3	MAz	Malus x zumi 'Calocarpa'	Zumi Calocarpa Crabapple	B&B	6'-8' ht	Full/ Multi-stem clumps
9	Plo	Picea omorika	Serbian Spruce	B&B	8'-10' ht	unsheared
5	QUB	Quercus bicolor 'JFS-KW12'	American Dream® Swamp White Oak	B&B	2"-2.25" cal	
14	QUR	Quercus robur 'Pyramich'	Skymaster® Oak	B&B	2"-2.25" cal	
5	ULa	Ulmus 'Morton'	Accolade® Elm	B&B	2"-2.25" cal	

SHRUBS AND VINES

#	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	NOTES
5	AKq	Akebia quinata 'Shirobana'	White Flowered Chocolate Vine	#3 cont.	18"-24"	
162	CAa	Callicarpa dichotoma 'Early Amethyst'	Early Amethyst Japanese Beautyberry	#3 cont.	18"-24"	
20	CEa	Ceanothus americanus	New Jersey Tea	#3 cont.	18"-24"	
5	CLP	Clematis 'Krankowiak'	Pink Mink® Clematis	#3 cont.	18"-24"	
57	FOg	Forsythia x 'Cortasol'	Gold Tide® Forsythia	#3 cont.	18"-24"	
46	RHC	Rhus copallina var. latifolia 'Morton'	Prairie Flame™ Sumac	#3 cont.	18"-24"	
12	SPn	Spiraea nipponica 'SMNSNFD'	Wedding Cake™ Spirea	#3 cont.	18"-24"	
112	SPi	Spiraea 'Tracy'	Double Play® Big Bang Spirea	#3 cont.	18"-24"	

- EXISTING EVERGREEN TREE
- EXISTING DECIDUOUS TREE
- PROPOSED EVERGREEN TREE
- PROPOSED DECIDUOUS TREE
- PROPOSED SHRUBS
- CONTRACT LIMIT LINE

Corners Community Center, Inc.
MEDICAL OFFICE BUILDING
Village of Cayuga Heights, New York

DATE: 09/13/2016
PROJECT: 15039
DRAWN BY: ZDR/JLF
CHECKED: KAM

PLANTING PLAN

L401

Traffic Impact Study

for the proposed

Corners Community Center Medical Office Building

Village of Cayuga Heights
Tompkins County, New York

Project No. 36019

May 2016
Revised August 2016, September 2016

Prepared For:

HOLT Architects, PC
619 W. State Street
Ithaca, NY 14850

Prepared By:



3495 Winton Place
Building E, Suite 110
Rochester, New York 14623

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A5.	LEVEL OF SERVICE CALCULATIONS – BACKGROUND CONDITIONS
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LIST OF REFERENCES

1. Highway Capacity Manual, Fifth Edition. Transportation Research Board. National Research Council, Washington, DC. 2010.
2. Special Report 209: Highway Capacity Manual. Transportation Research Board. National Research Council, Washington, DC. 2000.
3. Trip Generation, Ninth Edition. Institute of Transportation Engineers. Washington D.C. 2012.
4. New York State Department of Transportation Traffic Data Viewer. 2012. Retrieved from <https://www.dot.ny.gov/tdv>.

EXECUTIVE SUMMARY

OVERVIEW

The purpose of this report is to identify the potential traffic impacts and parking needs associated with the proposed Medical Office Building at Corners Community Shopping Center in the Village of Cayuga Heights, Tompkins County, New York. For traffic impacts, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are identified. An analysis of parking demand and supply for the proposed development is also provided.

In an effort to define traffic impact, this analysis establishes existing traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed development. Future traffic volumes and operating conditions are then evaluated.

The proposed Medical Office Building at Corners Community Center consists of one two-story building with approximately 28,200 gross square footage (SF). The proposed project entails demolishing an existing one-story 3,600 SF office building and a 1,700 SF one-story bank building. The existing shopping center has multiple points of ingress and egress: one on Hanshaw Road, one on Pleasant Grove Road, and three on Upland Road which will continue to be used as access to the shopping center and proposed Medical Office Building. Proposed site improvements with the construction of the Medical Office Building close the internal vehicular connection at the south end of the plaza that currently allows Carriage House apartment residents and any other through traffic from Pleasant Grove Road to enter or exit the plaza from this southern location as shown in the accompanying Figures; pedestrian and bicycle connections will remain.

Construction of the proposed development is expected to be completed in 2017. Village of Cayuga Heights officials were contacted to discuss projects within the study area that are under construction and/or approved. One project that was approved 10 years ago was identified but has not shown progress. This proposed subdivision is located on the vacant land to the south of Corners Community Center and is an 8-lot subdivision which is anticipated to have single family dwellings on all but two of the lots.

The ambient traffic growth rate was derived by comparing past NYSDOT counts to current estimated AADT. Current AADT was estimated based upon existing 2016 PM traffic counts and was compared to NYSDOT Counts at two similar locations in the project area. These comparisons show little to no annual growth over the last six years. A growth rate of 0.25% was used to account for background growth and the proposed subdivision and determine background conditions for the one-year-build-out period (2017).

The operating characteristics of the study intersections and impacts to the adjacent roadway network are identified and mitigating measures, if any, are provided to minimize any capacity or safety concerns.

CONCLUSIONS & RECOMMENDATIONS

This study evaluates the potential traffic and parking impacts resulting from the proposed Medical Office Building at Corners Community Center. Based upon our comprehensive analysis, the results indicate that the proposed development will not have significant adverse traffic or impacts to the existing roadway network or parking impacts to the existing and proposed conditions. The following sets forth conclusions and recommendations based upon the results of the analyses:

1. The proposed Medical Office Building at Corners Community Center is expected to generate approximately 53(14) vehicles entering the Corners Community Center during the AM(PM) peak hours respectively and 26(67) vehicles exiting the Corners Community Center during the AM(PM) peak hours.
2. The proposed development will not result in any potentially significant adverse traffic impacts to the study area intersections.
3. No mitigation is warranted or recommended at any of the study intersections as a result of the proposed Medical Office Building development.
4. The parking analysis indicates that the proposed parking spaces will be sufficient to accommodate parking needs during the majority of the time. During the peak month of December there may be times of the day when the parking lots reach 90% capacity.

I. INTRODUCTION

The purpose of this report is to identify the potential traffic impacts and parking needs associated with proposed Medical Office Building at Corners Community Center in the Village of Cayuga Heights, Tompkins County, New York. The operating characteristics of the proposed access point and impacts to the adjacent roadway network are identified. An analysis of parking demand and supply for the proposed development is also provided.

In an effort to define traffic impact, this analysis establishes existing traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed developments. Future traffic volumes and operating conditions are then evaluated.

II. LOCATION

The proposed Medical Office Building is located on the south end of the Corners Community Center in the Village of Cayuga Heights, Tompkins County, New York. The site location and study area are shown in **Figure I – Site Location and Study Area** (all figures are included at the end of this report).

The proposed Medical Office Building is surrounded by adjacent commercial and retail sites in the Corners Community Center. The Shopping Center is surrounded primarily by residential development. The study area consists of the following intersections:

- Hanshaw Road/ North Triphammer Road;
- East Upland Road/Triphammer Road/Hanshaw Road;
- three shopping center entrances along East Upland Road identified as North, Middle and South;
- one shopping center entrance on Hanshaw Road;
- Pleasant Grove Road/Hanshaw Road;
- one shopping center entrance on Pleasant Grove Road; and
- a driveway connection from the Carriage House Apartment parking lot to the south end of the Corners Community Center parking lot, which also allows access to Pleasant Grove Road, that will be removed with the construction of the site improvements associated with the proposed Medical Office Building project.

The intersection of Pleasant Grove Road with the entrance to the Carriage House Apartments is not included in the project analysis but existing data was collected at that location in order to account for the relocation of trips generated by the southern interior Corners Community Center connection that will be closed by construction of the project.

III. EXISTING HIGHWAY SYSTEM

All roadways in the project area are functionally classified as local roadways, under the jurisdiction of the Village of Cayuga Heights. Within the study area, motorists travel north and south or east and west using one travel lane in each direction. According to New York State Department of Transportation (NYSDOT) data in 2014 and 2010, Annual

Average Daily Traffic (AADT) on North Triphammer Road, approximately 1,558 feet north of Hanshaw Road is 10,743 vehicles per day (vpd) and on Hanshaw Road approximately 150' west of Pleasant Grove Road is 8,606 vpd, respectively. Data collected by SRF & Associates (SRF) in April 2016 indicates that immediately north of Hanshaw Road on North Triphammer Road the average daily traffic is approximately 10,620 vpd and on Hanshaw Road west of Pleasant Grove Road is 8,860 vpd. The posted speed limits on the roadways surrounding Corners Community Center are 30 miles per hour (MPH).

Figure 2 illustrates the lane geometry at each of the study intersections with data included for the Carriage House apartments driveway and the internal connection that allows passage between the apartment complex/Pleasant Grove Road and Corners Community Center.

IV. EXISTING TRAFFIC CONDITIONS

A. Peak Intervals for Analysis

Given the functional characteristics of the land use proposed for the Medical Office Building, the peak hours selected for analysis are the weekday commuter AM and PM peaks. The combination of site traffic and adjacent through traffic produces the greatest demand during these time periods.

B. Existing Traffic Volume Data

Weekday AM (7:00-9:00AM) and PM (4:00-6:00PM) peak hour volumes were collected by SRF at the intersections in the project area on Thursday, April 14, 2016. The peak hour traffic periods generally occurred between 7:45-8:45AM and 4:30-5:30PM at the study intersections. The weekday AM and PM peak hour existing traffic volumes are reflected in **Figure 3**.

V. FUTURE AREA DEVELOPMENT AND LOCAL GROWTH

The proposed Medical Office Building is expected to be built-out in 2017. Village of Cayuga Heights officials were contacted to discuss projects within the study area that are under construction and/or approved. One project that was approved 10 years ago was identified but has not shown progress. This proposed subdivision is located on the vacant land to the south of Corners Community Center and is an 8-lot subdivision which is anticipated to have single family dwellings on all but two of the lots.

To account for normal increases in background traffic growth, including the approved subdivision that has not shown progress, a growth rate of 0.25% has been applied to the existing traffic volumes to determine the background conditions for the one-year-build-out period (2017).

The ambient traffic growth rate was derived by comparing past NYSDOT counts to current estimated AADT. Current AADT was estimated based upon existing 2016 PM traffic counts and was compared to NYSDOT Counts at two similar locations in the

project area. These comparisons show little to no annual growth over the last six years. A growth rate of 0.25% was used to account for background growth and the proposed subdivision and determine background conditions for the one-year-build-out period (2017). The background traffic volumes are depicted in **Figure 4**.

VI. PROPOSED DEVELOPMENT

A. Description

The proposed Medical Office Building at Corners Community Center consists of one two-story building with approximately 28,200 gross square footage (SF). The proposed project entails demolishing an existing one-story 3,600 SF office building and a 1,700 SF one-story bank building and includes site improvements that provide a total of 298 parking spaces for the site. In addition, there will be modifications to the existing internal connections between the Corners Community Center and the Carriage House Apartments as well as the Chemung Canal Trust Company and adjacent retail/office building. Specifically, the Corners Community Center will no longer have any vehicular connections directly to/from the Carriage House Apartments. The internal vehicular connection to the exit driveway of the Chemung Canal Trust Company will also be severed requiring traffic exiting the bank and entering/exiting the parking area adjacent to the bank exit to exit the site via the driveway directly on Pleasant Grove Road instead to having the option of re-circulating through the Corners Community Center site.

Pedestrian and bicycle connections between Corners Community Center and Carriage House Apartments will remain. **Figure 5R** illustrates the proposed concept plan.

B. Site Traffic Generation

The next step in the evaluation is to determine the traffic attributable to the proposed development as defined, vehicle trips entering and exiting the site. The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. Trip Generation, 9th Edition is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of adjacent street traffic, in this case the weekday AM and PM commuter peaks, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis. **Table I** summarizes the volume of projected trips for the weekday AM and PM peak hours. All trip generation calculations are included in Appendix A2 of this report.

TABLE I
SITE GENERATED TRIPS

DESCRIPTION	UNITS	AM PEAK		PM PEAK	
		ENTER	EXIT	ENTER	EXIT
Medical Office Building	28,200 Sq. Feet Gross Floor Area	53	14	26	67

It is noted that the driveway counts for the existing plaza conducted on Thursday April 14, 2016 indicate that 98(109) vehicles entered the plaza and 46(122) vehicles exited the plaza during the AM(PM) peak hours. Upon completion of the proposed Medical Office Building, it is anticipated that traffic entering and existing the plaza during the peak hours will be 143(120) entering and 58(177) exiting. This results in a net increase of 45(11) entering vehicles and 12(55) exiting vehicles during the AM(PM) peak hours.

C. Site Traffic Distribution

The cumulative effect of site traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site.

The proposed arrival/departure distribution of traffic to be generated at this site is considered a function of several parameters, including the following:

- Location of residential areas;
- Existing highway network;
- Existing traffic patterns; and
- Existing traffic conditions and controls

Figure 6R shows the anticipated trip distribution pattern percentages for full build-out of the proposed Medical Office Building at Corners Community Center. Given that access to the proposed Medical Office Building is not possible via Pleasant Grove Road as a result of the reconfigured site, vehicles coming from south of Corners Community Center were assumed to use East Upland Road instead of Pleasant Grove Road to access the proposed project site. **Figure 7R** shows the resulting total site generated traffic as assigned to the study area intersections for the weekday AM and PM peak hour periods under full build-out conditions.

VII. FULL DEVELOPMENT VOLUMES

The projected design hour traffic volumes were developed for the weekday AM and PM peak hours by combining the future background traffic conditions (Figure 4), and projected site generated volumes for full build-out of the proposed development (Figure 7R) to yield the total traffic conditions expected at full development. **Figure 8R** illustrates the total weekday AM and PM peak hour volumes anticipated for the proposed development under full build-out conditions.

VIII. CAPACITY ANALYSIS

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of Service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis typically focuses on intersections, as opposed to highway segments.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing the best conditions and LOS "F" the worst. Suggested ranges of service capacity and an explanation of Levels of Service are included in the Appendix A3.

The standard procedure for capacity analysis of signalized and un-signalized intersections is outlined in the Highway Capacity Manual (HCM 2010) published by the Transportation Research Board. Traffic analysis software, Synchro 9.1, which is based on procedures and methodologies contained in the HCM 2010, was used to analyze operating conditions at study area intersections. The procedure yields a Level of Service (LOS) based on the HCM 2010 as an indicator of how well intersections operate.

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the proposed development were analyzed to assess the operations of the intersections in the study area. Capacity results for existing, background, and full development conditions are listed in **Table II**. See Figure 2 for numbered movements that correspond to numbered movements in Table I. The discussion following the table summarizes capacity conditions. All capacity analysis calculations are included in the Appendices.

TABLE II
CAPACITY ANALYSIS RESULTS

INTERSECTION	EXISTING CONDITIONS		BACKGROUND CONDITIONS		FULL DEVELOPMENT CONDITIONS	
	AM	PM	AM	PM	AM	PM
Hanshaw Road / North Triphammer (U)						
1 Eastbound Thru/Left – Hanshaw Road	A(8.9)	B(12.4)	A(8.7)	C(21.5)	A(8.8)	C(24.1)
2 Southbound Left – N. Triph Road	B(11.2)	B(11.5)	B(10.7)	C(17.4)	B(12.0)	B(12.8)
3 Southbound Right – N. Triph Road	A(3.0)	A(3.1)	A(3.1)	A(3.8)	A(2.9)	A(3.4)
East Upland Rd/ Triphammer Rd/ Hanshaw Road (U)						
4 Eastbound Left – Triphammer Road	B(17.4)	F(93.8)	C(19.1)	F(110.5)	C(20.6)	F(74.9)
5 Eastbound Thru/Right – Triph Road	B(10.7)	F(97.2)	B(10.1)	F(267.6)	B(11.2)	F(52.7)
6 Westbound L/T/R – Hanshaw Road	A(1.7)	A(1.3)	A(1.2)	A(1.4)	A(1.2)	A(1.3)
7 Northbound L/T/R – East Upland Road	C(22.9)	F(62.0)	C(21.2)	F(60.6)	C(19.0)	F(52.1)
8 Southbound L/T/R – Hanshaw Road	A(1.7)	A(1.4)	A(1.7)	A(1.7)	A(2.2)	A(1.6)
East Upland Rd/ East Upland North Entrance (U)						
9 Westbound L/R – EU North Entrance	A(8.8)	A(8.8)	A(8.8)	A(8.8)	A(8.8)	A(8.8)
10 Southbound Left – East Upland Road	A(7.3)	A(7.4)	A(7.3)	A(7.4)	A(7.4)	A(7.4)
East Upland Rd/ East Upland Middle Entrance (U)						
11 Westbound L – EU Middle Entrance	A(8.5)	A(8.6)	A(8.5)	A(8.6)	A(8.6)	A(8.6)
12 Southbound L/R – East Upland Road	A(7.3)	A(0)	A(7.3)	A(0)	A(7.3)	A(0)
East Upland Rd/ East Upland South Entrance (U)						
13 Westbound Left – EU South Entrance	A(8.8)	A(9.2)	A(8.8)	A(9.2)	A(9.2)	A(9.3)
14 Southbound L/R – East Upland Road	A(7.4)	A(7.3)	A(7.4)	A(7.3)	A(7.4)	A(7.4)
Hanshaw Entrance/ Hanshaw Road (U)						
15 Northbound L/R – Hanshaw Entrance	C(15.7)	C(18.9)	C(15.7)	C(22.1)	C(16.4)	C(24.1)
16 Westbound Left – Hanshaw Road	A(8.5)	A(8.3)	A(8.5)	A(8.3)	A(8.6)	A(8.3)
Pleasant Grove Road/ Hanshaw Road (U)						
17 Northbound Left – Pleasant Grove Rd	F(52.5)	F(157.3)	F(61.2)	F(159.5)	F(53.1)	F(177.4)
18 Northbound R – Pleasant Grove Rd	A(2.9)	A(2.6)	A(2.5)	A(2.5)	A(1.7)	A(3.0)
19 Westbound Left – Hanshaw Road	A(7.0)	A(2.5)	A(7.2)	A(2.6)	A(6.6)	A(2.3)
Pleasant Grove Road/ Pleasant Grove Entrance (U)						
20 Northbound L – Pleasant Grove Rd	D(27.9)	F(72.8)	D(28.2)	F(74.6)	F(55.1)	F(101.7)
21 Eastbound L/R – Pleasant Grove Ent	F(91.8)	F(912.8)	F(91.8)	F(833.7)	F(100.6)	F(1741.3)

NOTES:

1. (U) = Unsignalized
2. A(9.8) = Level of Service (Delay in vehicles per second)
3. See Figure 2 for numbered movements that correspond to numbered movements in Table I I.
4. This chart shows improvement in LOS operation or minor reductions in delay occurring for a lane when volumes are known to increase from existing to background and future conditions. This is due to the weighted averaging of independent vehicle movements in that lane performed by the simulated traffic program in SYNCHRO 9. When there is an increase in volume in the right or through traffic movements in a single lane, which independently have a better LOS (than left turns), the weighted average LOS of the overall lane could improve and the calculated delay decrease.

Hanshaw Road/ North Triphammer Road

The Hanshaw Road/ North Triphammer Road intersection operates at LOS “A” during the AM peak hour and LOS “C” during the PM peak hour on the eastbound Hanshaw Road approach under background conditions. No changes in levels of service are anticipated on this approach.

The southbound North Triphammer Road approach currently operates at LOS “B” for the left turn lane and LOS “A” for the right turn lane during the AM/PM peak hours. Under background conditions, the AM peak remain the same at LOS “B” and LOS “A” for the left turn and right turn lanes respectively. During the PM peak hour the left turn movement decreases to an LOS “C” under background conditions. The right turn lane remains at LOS “A”. Under full development conditions both the right and left turn lane during AM and PM peaks are expected to operate with less delay than the existing conditions for reasons explained in Note 5 and shown in Table II above. At the Hanshaw Road/North Triphammer Road intersection there is no projected impact from proposed trips generated by the proposed Medical Office Building. Therefore, no mitigation is warranted or recommended at this intersection.

East Upland Road/ Triphammer Road/ Hanshaw Road

The East Upland Road/ Triphammer Road/ Hanshaw Road intersection currently operates at LOS “B” during the AM peak hour and LOS “F” during the PM peak hour on the eastbound Triphammer Road approach. Under background conditions, the eastbound left turn lane decreases from LOS “B” to LOS “C” with a corresponding increase in delay of 2.3 seconds per vehicle during the AM peak hour. The thru/right lane remains at LOS “F”. For the full development conditions, the eastbound left turn lane operates at LOS “C” with an additional delay of 1.5 seconds per vehicle during the AM peak hour. The thru/right turn movements remain at LOS “F” and is calculated to operate with less delay than the existing conditions for reasons explained in Note 5 and shown in Table II above.

The westbound Hanshaw Road approach currently operates at level of service “A” under existing, background and full development conditions during the AM and PM peak hours. Full development conditions are not anticipated to create any changes to the LOS on this approach as shown in Table II.

The northbound East Upland Road approach currently operates at LOS “C” for the AM peak hour and LOS “F” for the PM peak hour. Under background conditions, the AM peak hour level of service remains “C” with a slight projected decrease of 1.7 seconds delay per vehicle and the PM peak remains LOS “F” with projected delays on the order of 60.6 seconds per vehicle. Under the full development conditions, AM and PM peak hours are expected to operate at LOS “C” and LOS “F” respectively.

The southbound Hanshaw Road approach currently operates at LOS “A” under existing, background, and full development conditions during the AM and PM peak hours.

The proposed Medical Building at Corners Community Center does not degrade the projected LOS for any approach at the East Upland Road/Triphammer Road/Hanshaw Road intersection. A minor change of no more than 1.5 seconds per vehicle in delay over

the background condition is shown in Table II for one of the approaches. Given that this development is projected to add less than approximately one vehicle every six (6) minutes to any of the currently failing movements, no improvements are the responsibility of this development.

East Upland Road/ East Upland North Entrance

All approaches at the East Upland Road/ East Upland North Entrance intersection operate at level of service “A” under existing, background and full development conditions during the AM and PM peak hours. Minor changes are anticipated as a result of the proposed development as shown in the table above however all approaches will remain level of service “A”. Therefore, no mitigation is warranted or recommended at this intersection.

East Upland Road/ East Upland Middle Entrance

All approaches at the East Upland Road/ East Upland Middle Entrance intersection operate at level of service “A” under existing, background and full development conditions during the AM and PM peak hours. Minor changes are anticipated as a result of the proposed development as shown in the table above but all approaches will remain level of service “A”. Therefore, no mitigation is warranted or recommended at this intersection.

East Upland Road/ East Upland South Entrance

All approaches at the East Upland Road/ East Upland South Entrance intersection operate at level of service “A” under existing, background and full development conditions during the AM and PM peak hours. Minor changes are anticipated as a result of the proposed development as shown in the table above but all approaches will remain level of service “A”. Therefore, no mitigation is warranted or recommended at this intersection.

Hanshaw Road Entrance/ Hanshaw Road

All intersection approaches currently operate at LOS “C” or better during the AM and PM peak hour. No changes in LOS are anticipated under background or full development conditions. Therefore, no mitigation is warranted or recommended at this intersection.

Pleasant Grove Road/ Hanshaw Road

The Pleasant Grove Road/ Hanshaw Road intersection currently operates at LOS “F” during both the AM and PM peak hours for the northbound approach from Pleasant Grove Road turning left onto Hanshaw Road. The northbound approach turning right onto Hanshaw Road currently operates at LOS “A” for both the AM and PM peak hours. Under background and full development conditions, the approaches all remain at LOS “F” and LOS “A” respectively for AM/PM peak hour. No mitigation is warranted or recommended at this intersection as a result of the proposed development.

Pleasant Grove Road/ Pleasant Grove Entrance

All approaches at the Pleasant Grove Road/ Pleasant Grove Entrance intersection operate at level of service “D” or “F” under existing, background and full development conditions during the AM and PM peak hours as a result of queuing from Hanshaw Road blocking the driveway during the peak hours. The volume of traffic exiting this driveway is currently very low and will be limited by internal changes to the site. No mitigation is warranted or recommended at this intersection.

IX. SHARED PARKING ANALYSIS

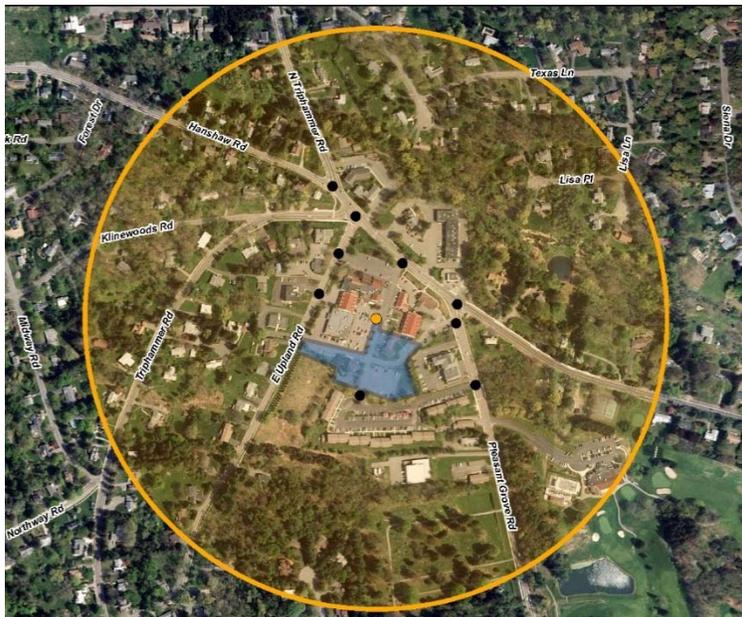
At present, the total number of off-street parking spaces being proposed on the current site plan, Figure 5, equals 298 parking spaces. The existing center currently provides 285 parking spaces. Urban Land Institute (ULI) Methodology for shared parking, a national standard, was used to estimate the number of parking spaces required for the existing conditions (for comparison purposes) and the proposed development. This methodology is utilized by traffic engineers and planners when evaluating the parking demand for a mixed-use project.

Shared parking synergies exist when (a) there are different uses that have peak operating times at different times of the day, and (b) when there are related or complementary uses where patrons of one use also access the complementary use. The ULI study also identifies monthly variations in parking demand by use for each month of the year.

Mixed-use projects such as the one proposed, will experience parking synergy as described in the preceding paragraph. The parking efficiencies that will result reduce the excess supply of parking and associated loss of green space, storm drainage impacts and maintenance expenses. Additionally, it's important that sufficient parking is provided to prevent intrusion of parking into neighborhoods or adjoining properties, excessive vehicle circulation, and dissatisfied tenants and customers.

Given the proximity of this site to adjacent residences and business that are located within a five-minute walk (see the radius shown on the figure to the right), it is likely that the parking demand is overestimated since it is based upon all patrons driving to the site. In addition, there are Tompkins Consolidated Area Transit (TCAT) bus stops/shelters located on Pleasant Grove Road at the Carriage House Apartments and on Triphammer Road just west of Hanshaw Road. Factors such as carsharing, income, housing tenure, walkability, transit accessibility, and demographics can impact the total supply of parking needed for a mixed-use development.

A walkable environment reduces parking needs between 5-15% of the total parking demand. Providing safe and accessible bicycle parking facilities may further reduce the parking demand. For a conservative worst case scenario, a 5% reduction factor is applied in the parking analysis to account for mode share (i.e. walking, bicycling, and transit usage to access the site). In addition, a conservative 5% reduction is applied to account for trips



internal to the site (i.e. employees or patrons of the businesses on the site will park once and walk to other businesses on the site such as restaurants, drycleaners, banks, etc.).

Land use data proposed for the Corners Community Center development was entered in the Shared Parking Model; a spreadsheet that estimates the shared parking demand in mixed-use projects. The ULI spreadsheet for the proposed development, which shows the input values and stand-alone parking calculations from the ULI Shared Parking Model, is included in the Appendices.

Included in the appendices are tables depicting the monthly variation in parking that is required for weekdays. Based on this information, the peak month for parking at the Corners Community Center site occurs in December. In addition, there is a table that shows the hourly variation in parking on the site during the peak month of December for weekdays. The resulting weekday peak hour parking demand is presented in a tabular and graphical format. The total weekday parking demand is summarized in **Table III** and shown in the ULI Shared Parking Model calculations in the appendices. As previously stated, the total on-site parking supply included in the proposed site plan is 298 parking spaces.

**TABLE III
WEEKDAY SHARED PEAK PARKING DEMAND, SUPPLY, &
UTILIZATION FOR CORNERS COMMUNITY CENTER**

	AVERAGE MONTHLY PARKING DEMAND	AVERAGE MONTHLY PARKING UTILIZATION	PEAK HOUR PARKING DEMAND (DECEMBER)	PEAK HOUR PARKING UTILIZATION
Existing Conditions 285 spaces	171/285	60%	189	66%
Proposed Conditions 298 spaces	260/298	87%	277	93%

The second edition of the ITE’s “Shared Parking” manual and the Parking Consultants Council suggests using the 85th percentile of peak hour parking demand as a target parking ratio. This level produces an adequate supply cushion that minimizes motorists roaming for a parking space. The hourly variation table in the appendices shows the hourly parking requirements during the peak month of December according to the ULI Shared Parking Model overlap on the parking demand with the shaded area in reflecting the time periods when this roaming may likely occur. The graph indicates that there is sufficient parking provided for the majority of the day, even during the peak month of December. There may be up to seven hours during the day when the parking utilization will be above 85% of the capacity and two hours when the parking utilization exceeds 90% of the capacity. Therefore 298 parking spaces is adequate for the proposed development.

It is important to note that under existing conditions, there are vehicles parking on the site that are not patrons or employees of the businesses on the site (i.e. informal park and ride, nearby businesses, etc.). This results in greater parking usage than would occur for only the on-site businesses and a perceived parking deficiency. Use of the proposed parking spaces by motorists that are not employees or patrons of the site may need to be prohibited and monitored if there appear to be parking deficiencies in the future.

X. MULTI-MODAL CONSIDERATIONS

Bicycle storage should be provided on-site in safe, convenient, well-lit areas through a combination of short/medium/long-term facilities to encourage employees and visitors to use alternative modes of transportation.

The proposed site is proposing pedestrian access between the proposed building and other buildings on the site. Pedestrian accommodations will be provided on-site via sidewalks, marked crossing locations and signage, where appropriate. All crossing locations shall be ADA compliant.

The site is currently serviced - and will be continue to be serviced – by TCAT routes 30, 31, 32, 37, and 41. These routes pass nearby the site on either Triphammer Road, where there is a bus shelter located just west of Hanshaw Road, or Pleasant Grove Road, where there is a bus shelter located in front of the Carriage House Apartments.

An important benefit of encouraging alternate modes of transportation is to decrease the total site generated vehicle trips, thereby potentially reducing both the need for on-site parking and the impact of the proposed site on the study area intersections.

XI. CONCLUSIONS & RECOMMENDATIONS

This study evaluates the potential traffic and parking impacts resulting from the proposed Medical Office Building at Corners Community Center. Based upon our comprehensive analysis, the results indicate that the proposed development will not have significant adverse traffic or impacts to the existing roadway network or parking impacts to the existing and proposed conditions. The following sets forth conclusions and recommendations based upon the results of the analyses:

1. The proposed Medical Office Building at Corners Community Center is expected to generate approximately 53(14) vehicles entering the Corners Community Center during the AM(PM) peak hours respectively and 26(67) vehicles exiting the Corners Community Center during the AM(PM) peak hours.
2. The proposed development will not result in any potentially significant adverse traffic impacts to the study area intersections.
3. No mitigation is warranted or recommended at any of the study intersections as a result of the proposed Medical Office Building development.

4. The parking analysis indicates that the proposed parking spaces will be sufficient to accommodate parking needs during the majority of the time. During the peak month of December there may be times of the day when the parking lots reach 90% capacity.

XI. FIGURES

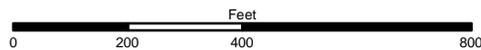
Figures 1 through 8 are included on the following pages.

FIGURE 1 - SITE LOCATION AND STUDY AREA

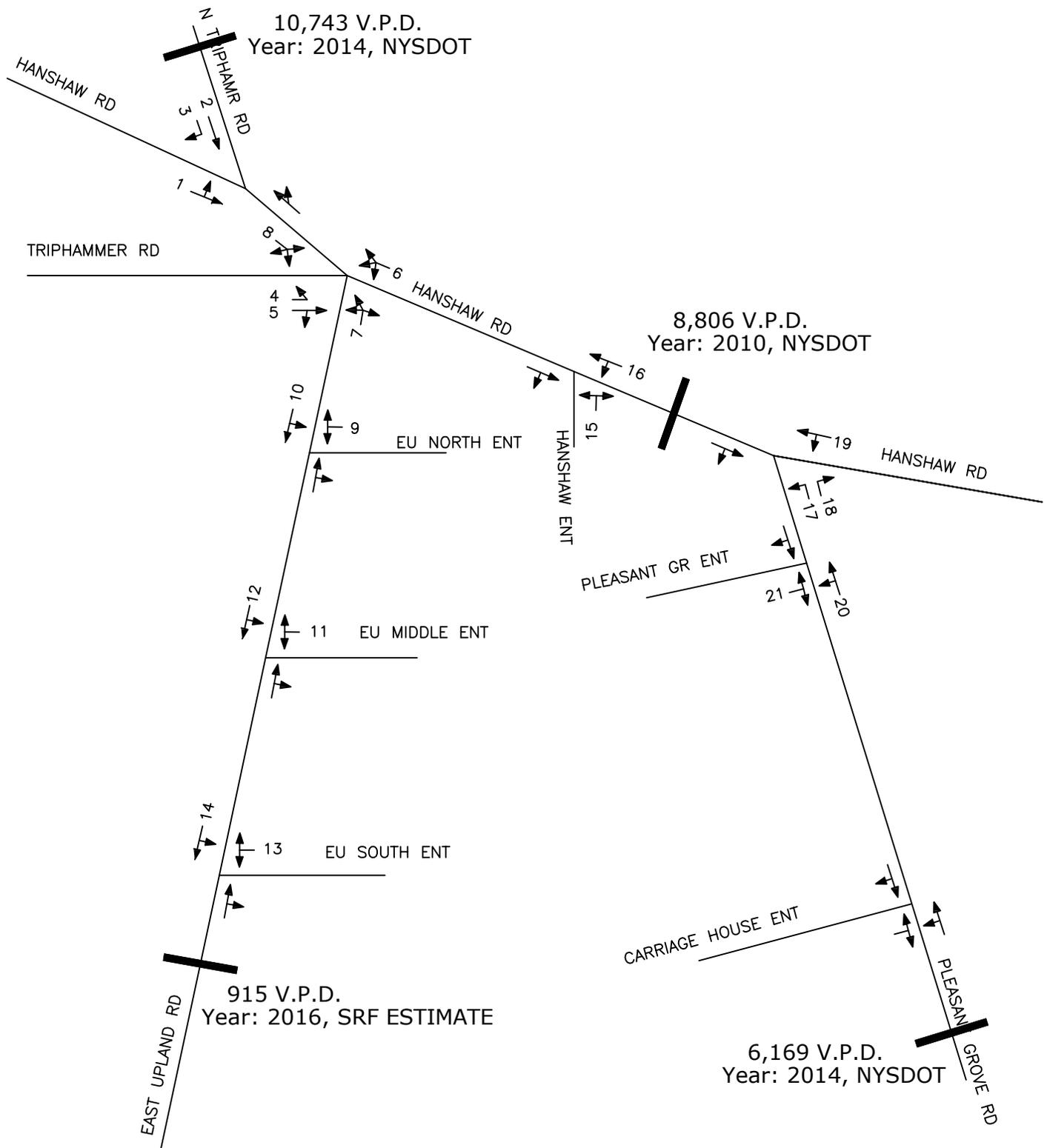


- Legend**
- Study Intersection
 - Site Location
 - Study Area

PROPOSED COMMUNITY CORNERS MEDICAL OFFICE BUILDING
 CORNERS COMMUNITY CENTER, VILLAGE OF CAYUGA HEIGHTS, NY



Note: All counts by New York State Dept of Transportation or SRF as noted
 V.P.D. = Vehicles Per Day



PROJECT NO: 36019

* Numbers next to certain movements correspond to numbers in the Capacity Analysis table in the Report

KEY



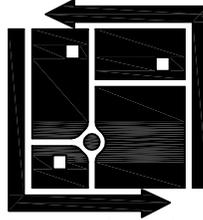
NOT TO SCALE

00(00) = AM(PM)

FIGURE 2R

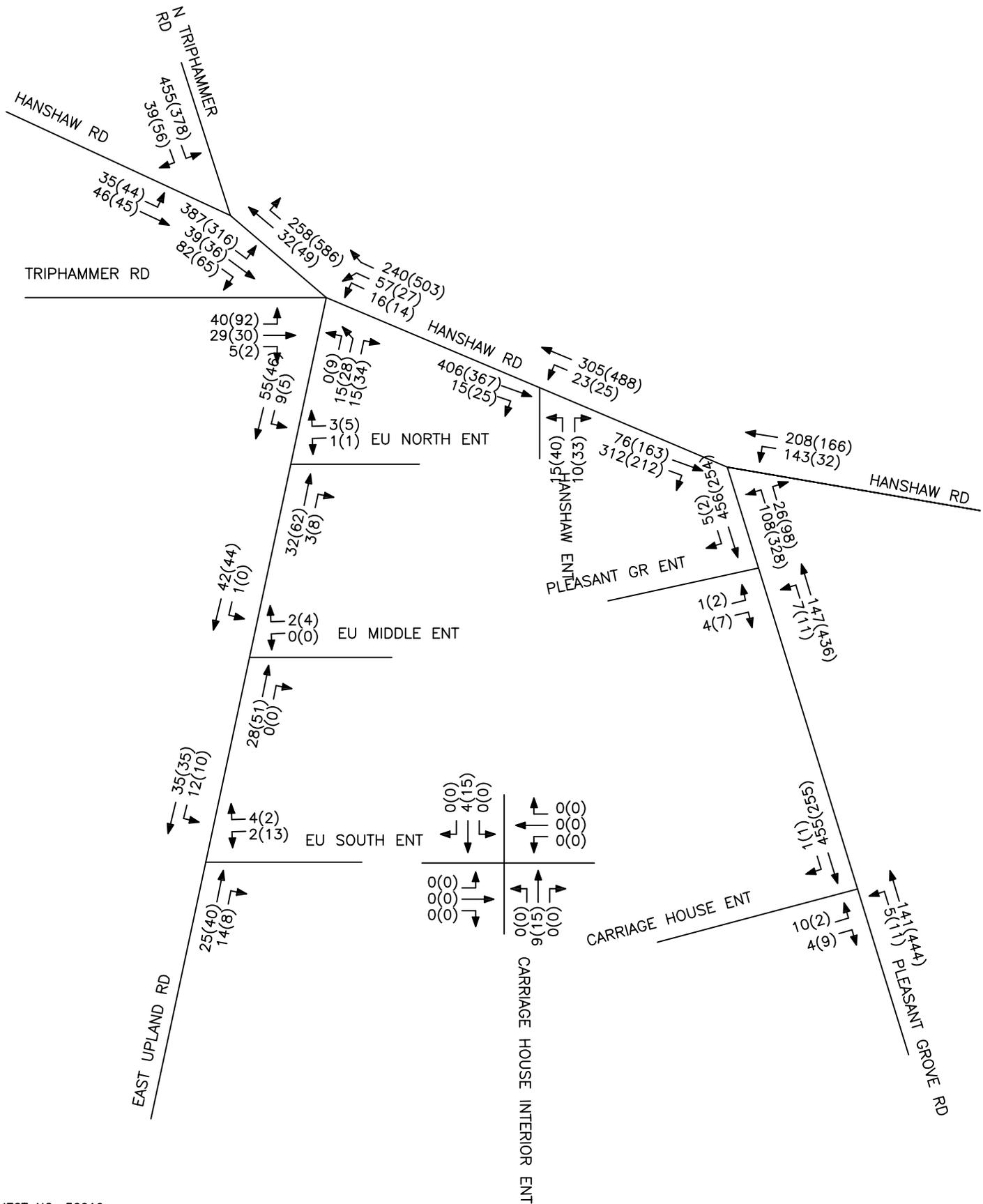
LANE GEOMETRY &
AVERAGE DAILY TRAFFIC

PROPOSED MEDICAL OFFICE BLDG
AT CORNERS COMMUNITY CENTER
VILLAGE OF CAYUGA HEIGHTS, NY



SRF
ASSOCIATES

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PROJECT NO: 36019

KEY



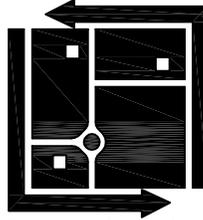
NOT TO SCALE

00(00) = AM(PM)

FIGURE 4R

PEAK HOUR VOLUMES
2017 BACKGROUND CONDITIONS

PROPOSED MEDICAL OFFICE BLDG
AT CORNERS COMMUNITY CENTER
VILLAGE OF CAYUGA HEIGHTS, NY



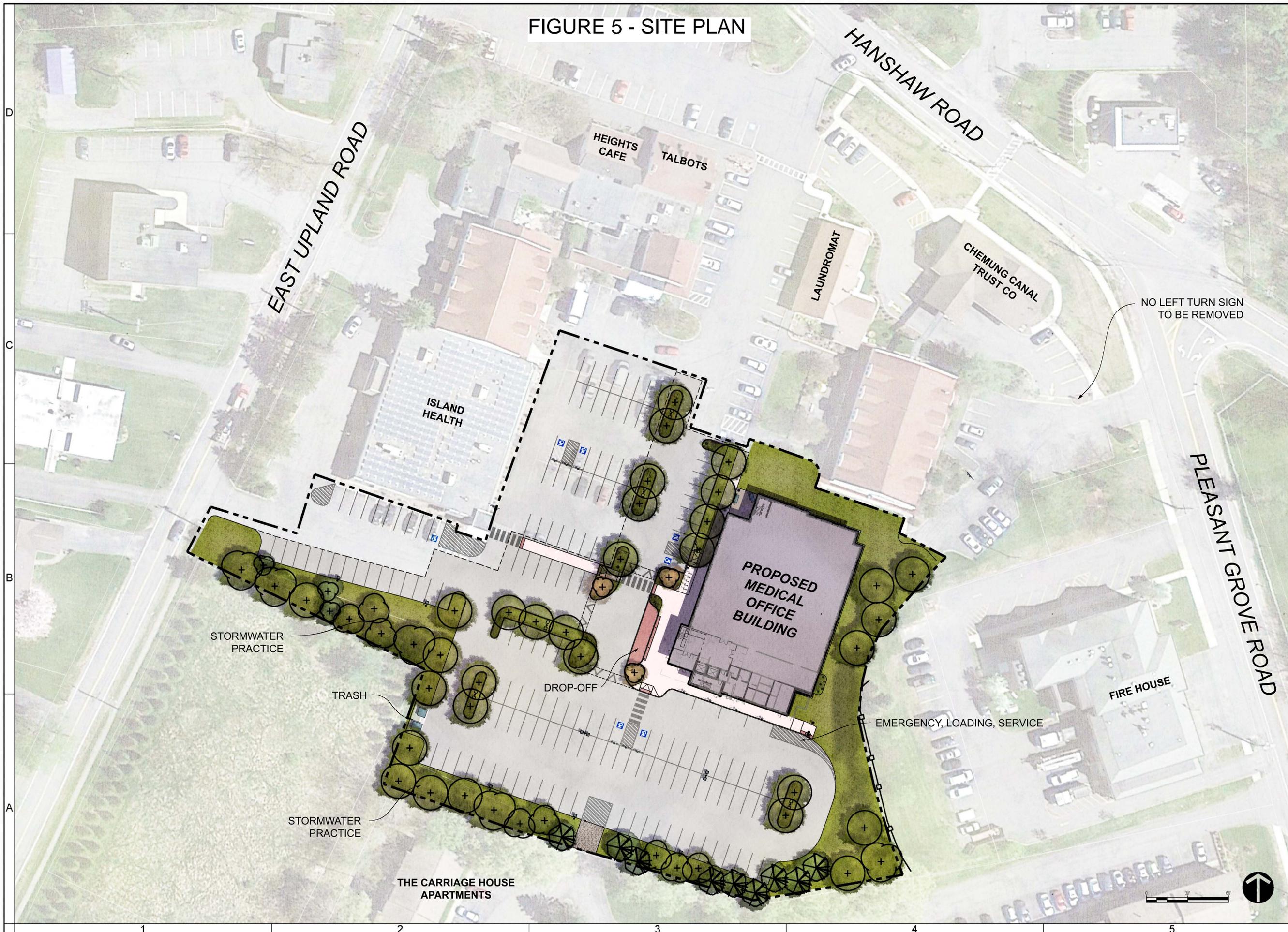
SRF

ASSOCIATES

WWW.SRFA.NET

Transportation Engineering & Planning Consultants

FIGURE 5 - SITE PLAN



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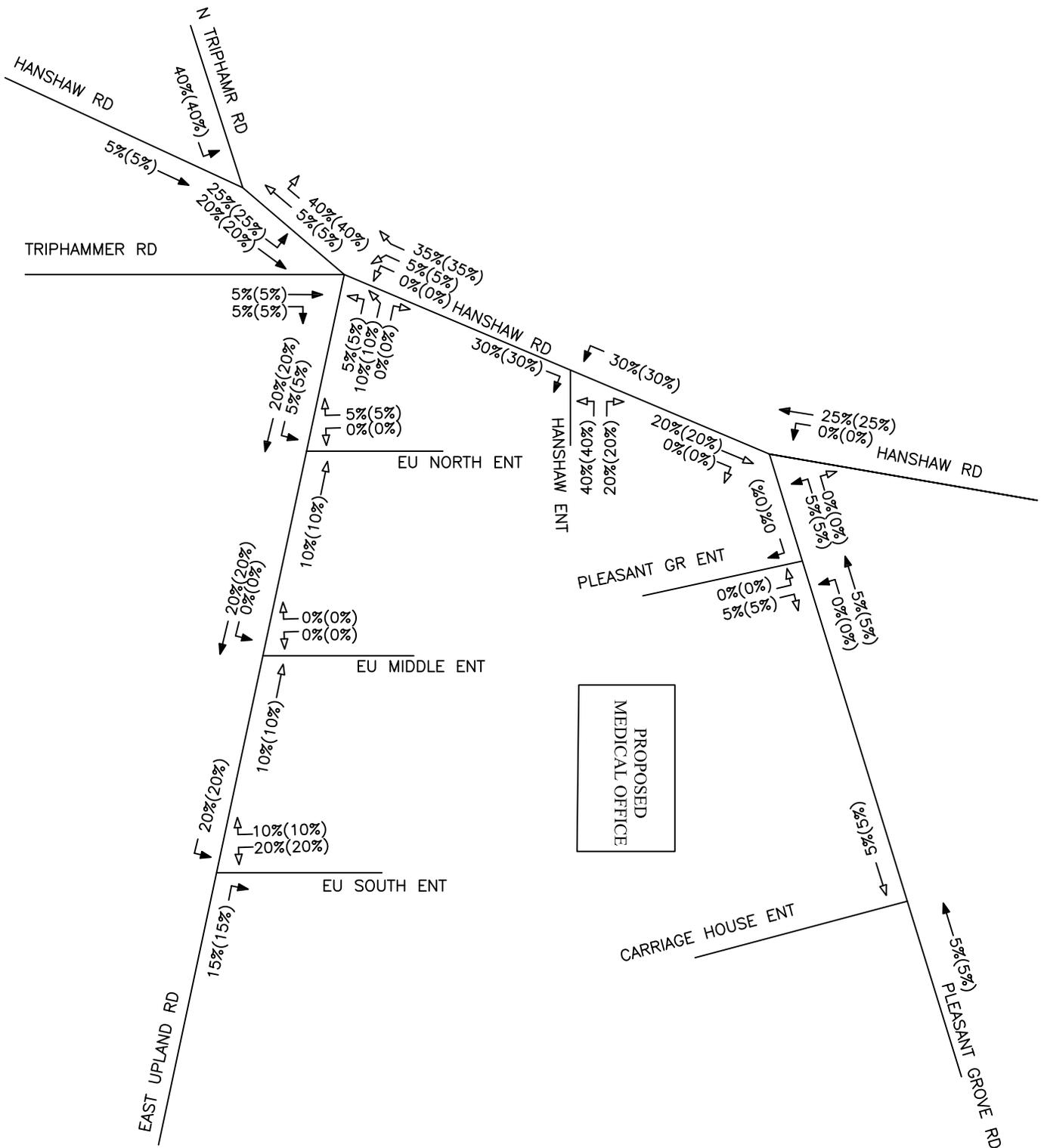
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Corners Community Center, Inc.
MEDICAL OFFICE BUILDING
Village of Cayuga Heights, New York

DATE:	07/18/2016
PROJECT:	15039
DRAWN BY:	CRH/ZDR
CHECKED:	KAM

ILLUSTRATED
SITE PLAN

L100



→ = ENTERING TRIPS
 ⇝ = EXITING TRIPS

PROJECT NO: 36019

KEY



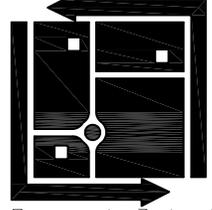
NOT TO SCALE

→ = ENTERING TRIPS
 ⇝ = EXITING TRIPS

FIGURE 6R

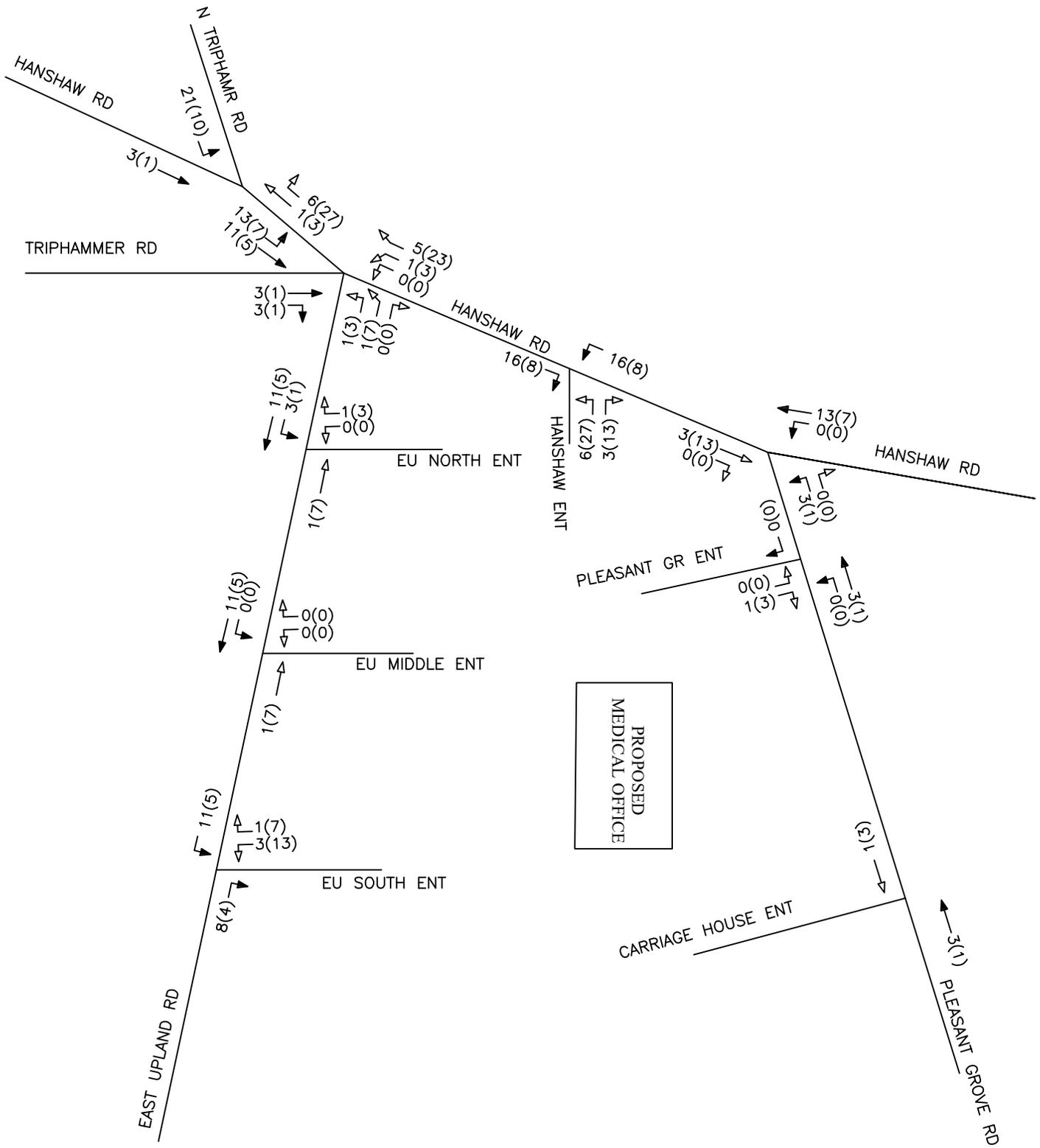
**PEAK HOUR VOLUMES
 TRIP DISTRIBUTION**

PROPOSED MEDICAL OFFICE BLDG
 AT CORNERS COMMUNITY CENTER
 VILLAGE OF CAYUGA HEIGHTS, NY



SRF
 ASSOCIATES

WWW.SRFA.NET
 Transportation Engineering & Planning Consultants



→ = ENTERING TRIPS
 ⇝ = EXITING TRIPS

PROJECT NO: 36019

KEY

NOT TO SCALE

00(00) = AM(PM)

→ = ENTERING TRIPS

⇝ = EXITING TRIPS

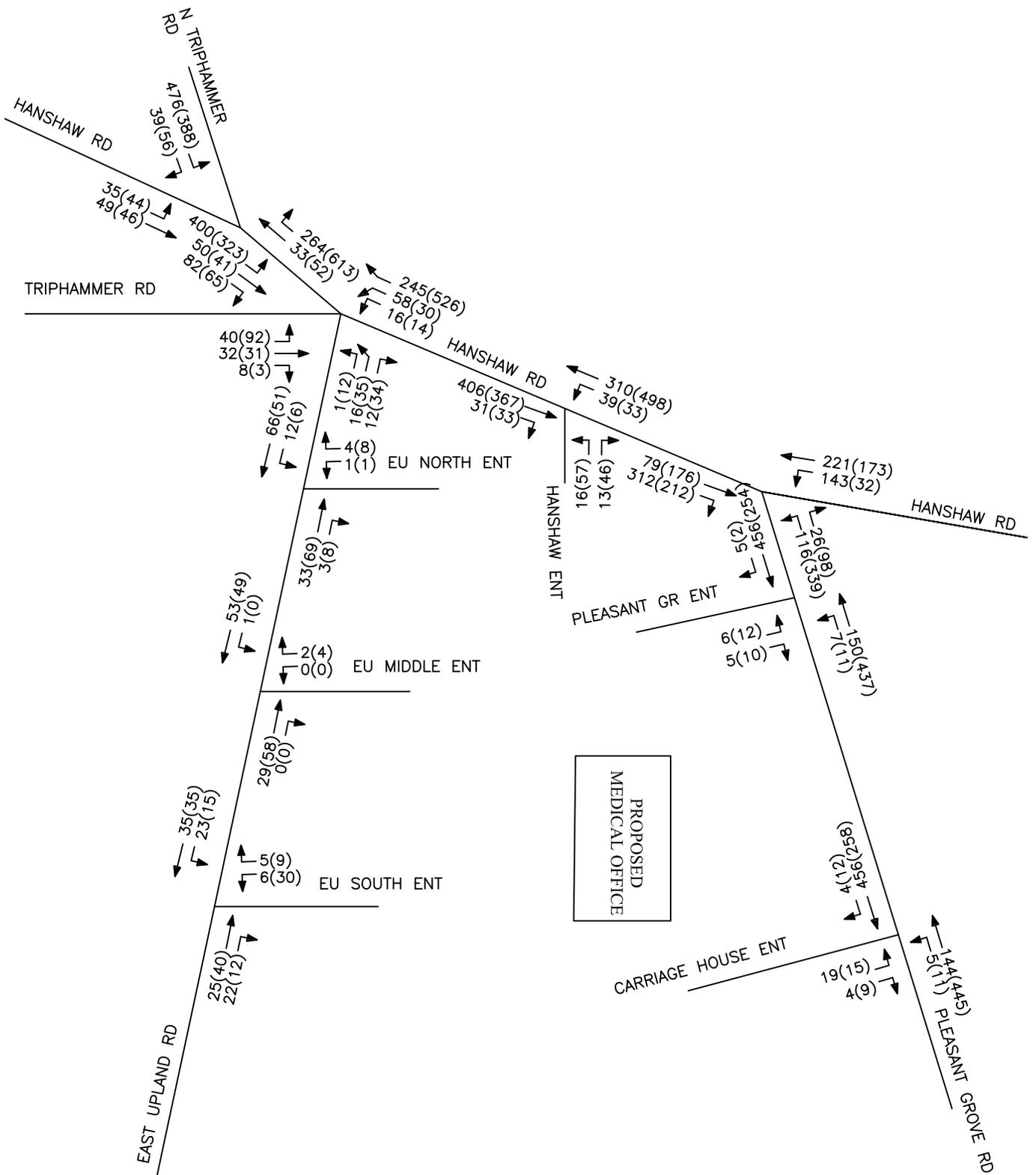
FIGURE 7R

SITE GENERATED TRIPS

PROPOSED MEDICAL OFFICE BLDG
 AT CORNERS COMMUNITY CENTER
 VILLAGE OF CAYUGA HEIGHTS, NY

SRF
 ASSOCIATES

WWW.SRFA.NET
 Transportation Engineering & Planning Consultants



PROJECT NO: 36019



NOT TO SCALE

00(00) = AM(PM)

FIGURE 8R

PEAK HOUR VOLUMES
FULL DEVELOPMENT CONDITIONS

PROPOSED MEDICAL OFFICE BLDG
AT CORNERS COMMUNITY CENTER
VILLAGE OF CAYUGA HEIGHTS, NY



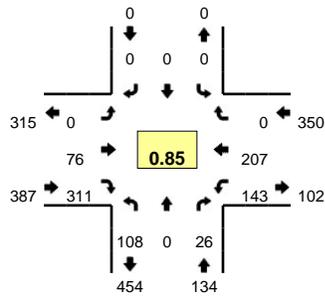
APPENDICES

A1

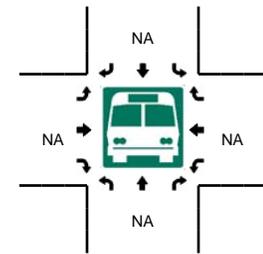
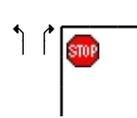
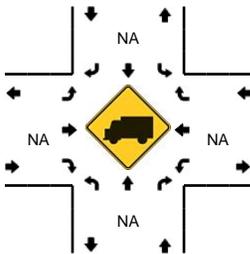
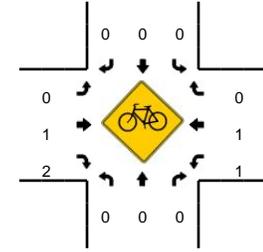
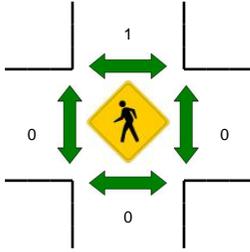
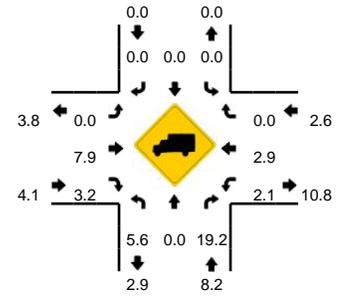
Collected Traffic Volume Data

LOCATION: Pleasant Grove Rd -- Hanshaw Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777201
DATE: Thu, Apr 14 2016



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

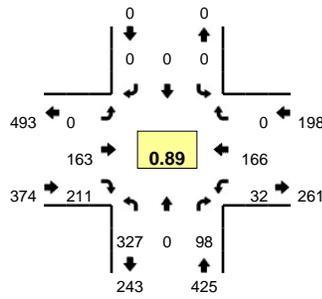


15-Min Count Period Beginning At	Pleasant Grove Rd (Northbound)				Pleasant Grove Rd (Southbound)				Hanshaw Rd (Eastbound)				Hanshaw Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	0	0	0	0	0	0	0	0	8	40	0	16	13	0	0	86	
7:15 AM	7	0	2	0	0	0	0	0	0	16	46	0	12	24	0	0	107	
7:30 AM	18	0	5	0	0	0	0	0	0	22	70	0	25	39	0	0	179	
7:45 AM	29	0	4	0	0	0	0	0	0	19	97	0	55	52	0	0	256	628
8:00 AM	23	0	3	0	0	0	0	0	0	19	83	0	29	51	0	0	208	750
8:15 AM	24	0	8	0	0	0	0	0	0	19	68	0	22	41	0	0	182	825
8:30 AM	32	0	11	0	0	0	0	0	0	19	63	0	37	63	0	0	225	871
8:45 AM	33	0	6	0	0	0	0	0	0	23	65	0	27	53	0	0	207	822
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	116	0	16	0	0	0	0	0	0	76	388	0	220	208	0	0	1024	
Heavy Trucks	12	0	8		0	0	0		0	0	20		0	0	0		40	
Pedestrians	0					4				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

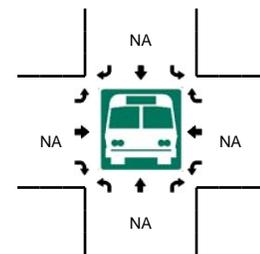
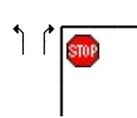
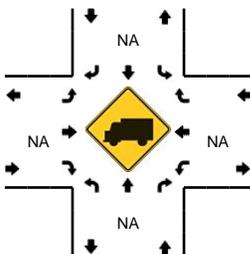
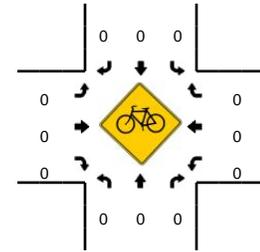
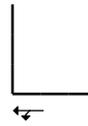
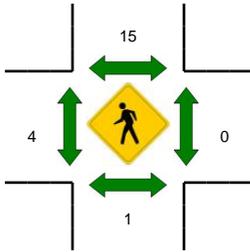
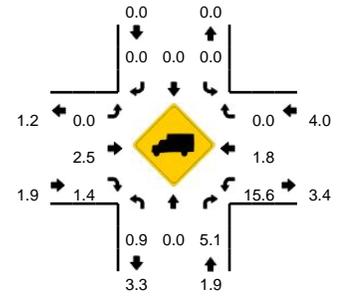
Comments:

LOCATION: Pleasant Grove Rd -- Hanshaw Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777202
DATE: Thu, Apr 14 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

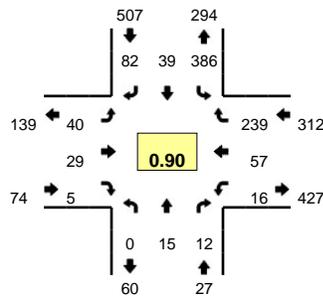


15-Min Count Period Beginning At	Pleasant Grove Rd (Northbound)				Pleasant Grove Rd (Southbound)				Hanshaw Rd (Eastbound)				Hanshaw Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	66	0	15	0	0	0	0	0	0	40	35	0	10	34	0	0	200	
4:15 PM	82	0	22	0	0	0	0	0	0	35	44	0	7	37	0	0	227	
4:30 PM	77	0	25	0	0	0	0	0	0	25	46	0	12	32	0	0	217	
4:45 PM	77	0	24	0	0	0	0	0	0	39	52	0	7	47	0	0	246	890
5:00 PM	101	0	26	0	0	0	0	0	0	59	49	0	4	41	0	0	280	970
5:15 PM	72	0	23	0	0	0	0	0	0	40	64	0	9	46	0	0	254	997
5:30 PM	79	0	12	0	0	0	0	0	0	34	39	0	8	41	0	0	213	993
5:45 PM	61	0	22	0	0	0	0	0	0	41	48	0	8	27	0	0	207	954
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	404	0	104	0	0	0	0	0	0	236	196	0	16	164	0	0	1120	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	8	
Pedestrians	0	0	0	0	0	12	0	0	0	8	0	0	0	0	0	0	20	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

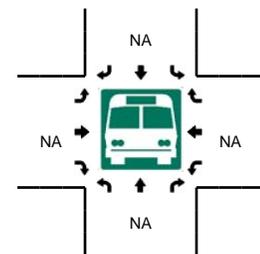
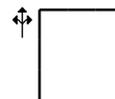
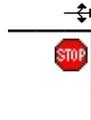
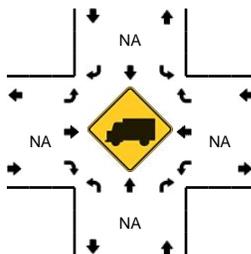
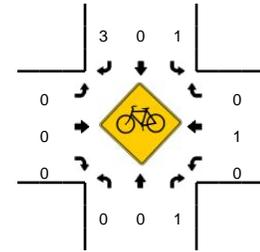
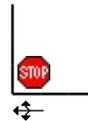
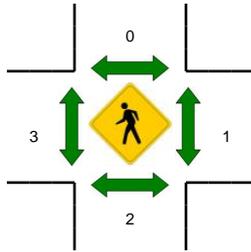
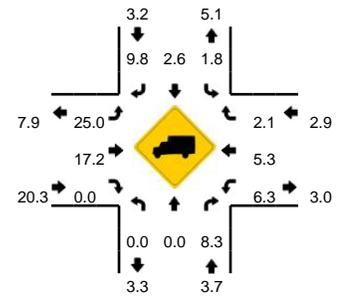
Comments:

LOCATION: Triphammer Rd/Upland Rd -- Hanshaw Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777203
DATE: Thu, Apr 14 2016



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	Triphammer Rd/Upland Rd (Northbound)				Triphammer Rd/Upland Rd (Southbound)				Hanshaw Rd (Eastbound)				Hanshaw Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	3	0	43	8	8	0	6	2	0	0	2	2	17	0	92	
7:15 AM	1	2	3	0	60	6	19	0	10	1	0	0	3	8	17	0	130	
7:30 AM	0	0	5	0	86	9	18	0	4	6	1	0	6	12	35	0	182	
7:45 AM	0	3	3	0	118	9	22	0	7	6	1	0	3	16	67	0	255	659
8:00 AM	0	2	0	0	96	11	25	0	11	10	2	0	5	20	53	0	235	802
8:15 AM	0	4	2	0	90	7	19	0	13	8	0	0	2	10	52	0	207	879
8:30 AM	0	6	7	0	82	12	16	0	9	5	2	0	6	11	67	0	223	920
8:45 AM	2	4	9	0	91	13	11	0	9	3	0	0	8	13	70	0	233	898
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	12	12	0	472	36	88	0	28	24	4	0	12	64	268	0	1020	
Heavy Trucks	0	0	4		4	0	4		4	4	0		0	0	8		28	
Pedestrians	0				0				4				4				8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																	0	
Stopped Buses																		

Comments:

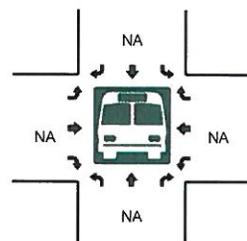
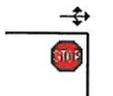
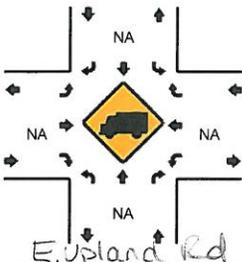
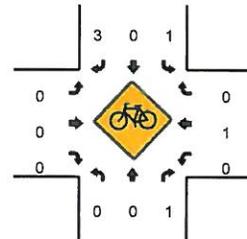
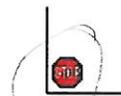
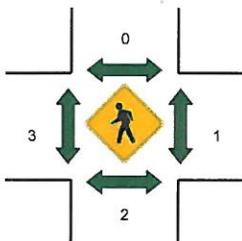
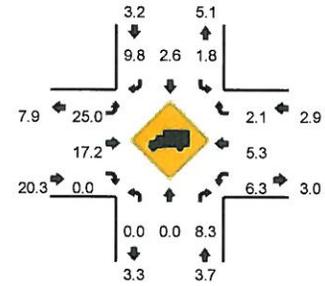
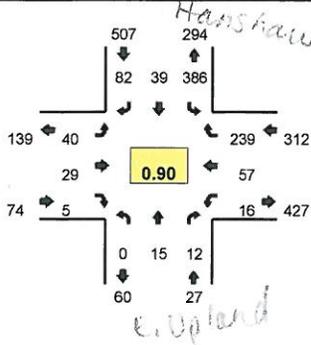
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Triphammer Rd/Upland Rd -- Hanshaw Rd
 CITY/STATE: Ithaca, NY

QC JOB #: 13777203
 DATE: Thu, Apr 14 2016

Peak-Hour: 7:45 AM -- 8:45 AM
 Peak 15-Min: 7:45 AM -- 8:00 AM



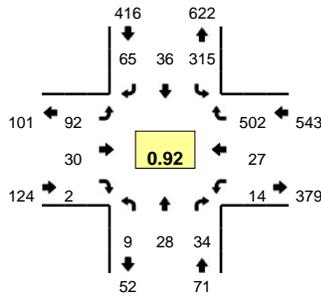
15-Min Count Period Beginning At	Triphammer Rd/Upland Rd (Northbound)				Triphammer Rd/Upland Rd (Southbound)				Hanshaw Rd (Eastbound)				Hanshaw Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	3	0	43	8	8	0	6	2	0	0	2	2	17	0	92	
7:15 AM	1	2	3	0	60	6	19	0	10	1	0	0	3	8	17	0	130	1 + 84
7:30 AM	0	0	5	0	86	9	18	0	12	4	6	4	6	12	35	0	182	56 = 141 ON TRIP
7:45 AM	0	3	3	0	118	9	22	0	7	6	1	0	3	18	67	0	255	659
8:00 AM	0	2	0	0	96	11	25	0	11	10	2	0	5	20	53	0	235	
8:15 AM	0	4	2	0	90	7	19	0	13	8	0	0	2	10	52	0	207	
8:30 AM	0	6	7	0	82	12	16	0	9	5	2	0	6	11	67	0	223	920
8:45 AM	2	4	9	0	91	13	11	0	9	3	0	0	8	13	70	0	233	898
7-8	1	6	14	0	307	32	67	0	27	15	2		14	38	136	0		E Upland AM Peak 7:15-8:15
8-9	2	16	18	0	359	43	71	0	42	71	4		21	54	242	0		1 + 7 + 11 = 19 + 35 + 4 + 17 = 56

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	12	12	0	472	36	88	0	28	24	4	0	12	64	268	0	1020
Heavy Trucks	0	0	4		4	0	4		4	4	0		0	0	8		28
Pedestrians	0	0	0		0	0	0		4	4	0		4	4	0		8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	0
Stopped Buses																	0

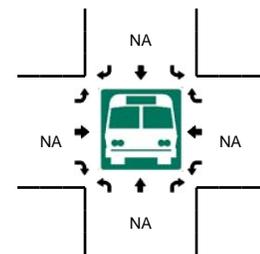
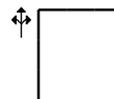
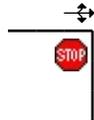
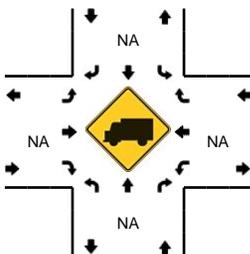
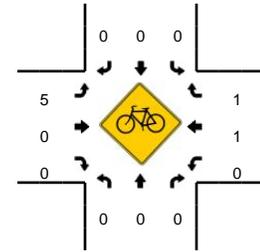
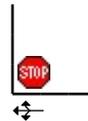
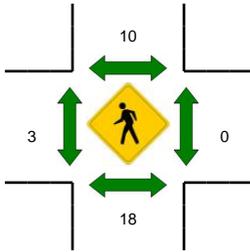
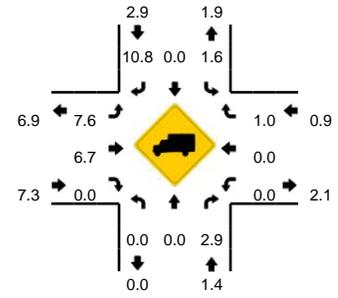
Comments:

LOCATION: Triphammer Rd/Upland Rd -- Hanshaw Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777204
DATE: Thu, Apr 14 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

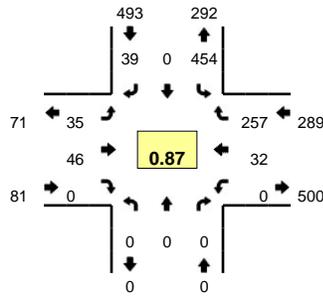


15-Min Count Period Beginning At	Triphammer Rd/Upland Rd (Northbound)				Triphammer Rd/Upland Rd (Southbound)				Hanshaw Rd (Eastbound)				Hanshaw Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	6	9	0	68	12	12	0	20	7	1	0	5	4	92	0	236	
4:15 PM	1	7	0	0	81	9	12	0	26	7	2	0	5	7	119	0	276	
4:30 PM	1	6	9	0	64	8	15	0	23	3	1	0	3	8	117	0	258	
4:45 PM	0	6	5	0	79	5	21	0	22	11	1	0	5	7	122	0	284	1054
5:00 PM	2	6	13	0	82	11	18	0	18	6	1	0	4	10	142	0	313	1131
5:15 PM	5	7	8	0	90	8	11	0	29	7	0	0	3	1	115	0	284	1139
5:30 PM	2	9	8	0	64	12	15	0	23	6	0	0	2	9	123	0	273	1154
5:45 PM	1	5	7	0	76	8	12	0	26	7	1	0	1	6	93	0	243	1113
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	24	52	0	328	44	72	0	72	24	4	0	16	40	568	0	1252	
Heavy Trucks	0	0	0		0	0	8		4	0	0		0	0	4		16	
Pedestrians		8				8				4				0			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

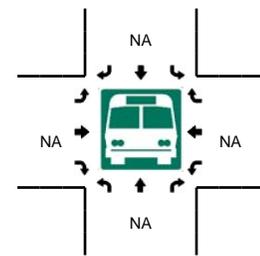
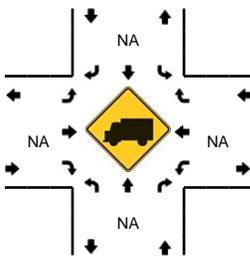
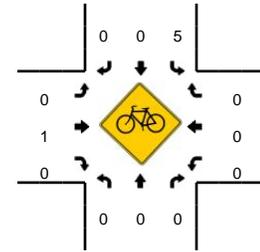
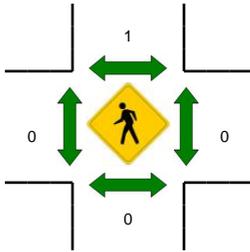
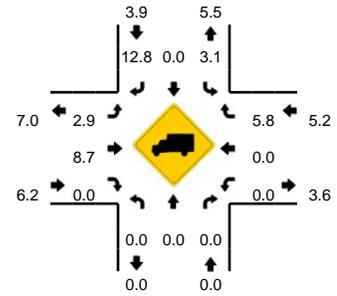
Comments:

LOCATION: N Triphammer Rd -- Hanshaw Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777205
DATE: Thu, Apr 14 2016



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

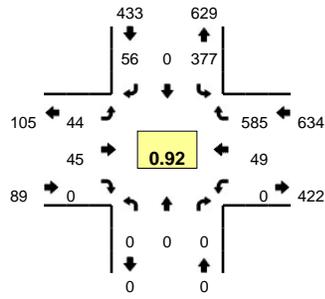


15-Min Count Period Beginning At	N Triphammer Rd (Northbound)				N Triphammer Rd (Southbound)				Hanshaw Rd (Eastbound)				Hanshaw Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	51	0	4	0	3	6	0	0	0	2	23	0	89	
7:15 AM	0	0	0	0	79	0	5	0	3	5	0	0	0	1	28	0	121	
7:30 AM	0	0	0	0	106	0	5	1	9	9	0	0	0	3	36	0	169	
7:45 AM	0	0	0	0	130	0	11	0	16	17	0	0	0	8	65	0	247	626
8:00 AM	0	0	0	0	116	0	6	0	8	11	0	0	0	8	55	0	204	741
8:15 AM	0	0	0	0	108	0	12	0	5	8	0	0	0	6	65	0	204	824
8:30 AM	0	0	0	0	100	0	10	0	6	10	0	0	0	10	72	0	208	863
8:45 AM	0	0	0	0	98	0	9	0	6	15	0	0	0	12	66	0	206	822
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	520	0	44	0	64	68	0	0	0	32	260	0	988	
Heavy Trucks	0	0	0	0	12	0	4	0	0	0	0	0	0	0	12	0	28	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

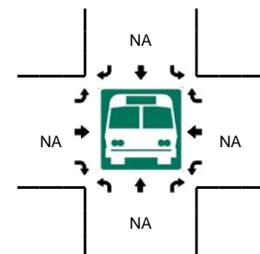
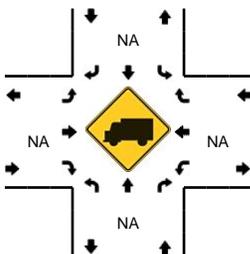
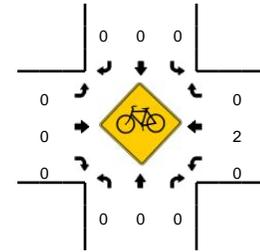
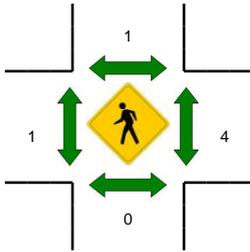
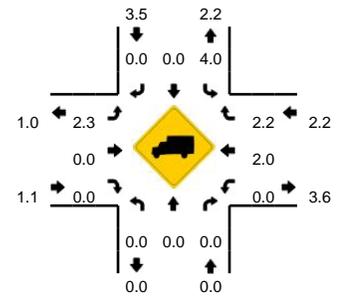
Comments:

LOCATION: N Triphammer Rd -- Hanshaw Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777206
DATE: Thu, Apr 14 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

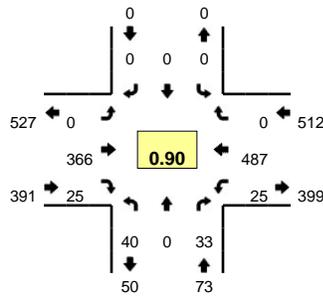


15-Min Count Period Beginning At	N Triphammer Rd (Northbound)				N Triphammer Rd (Southbound)				Hanshaw Rd (Eastbound)				Hanshaw Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	85	0	13	0	9	7	0	0	0	8	113	0	235	
4:15 PM	0	0	0	0	93	0	13	0	5	10	0	0	0	14	144	0	279	
4:30 PM	0	0	0	0	78	0	10	0	9	7	0	0	0	13	134	0	251	
4:45 PM	0	0	0	0	95	0	9	0	12	10	0	0	0	8	145	0	279	1044
5:00 PM	0	0	0	0	103	0	19	0	8	11	0	0	0	14	159	0	314	1123
5:15 PM	0	0	0	0	98	0	12	0	13	11	0	0	0	12	142	0	288	1132
5:30 PM	0	0	0	0	81	0	16	0	11	13	0	0	0	15	139	0	275	1156
5:45 PM	0	0	0	0	89	0	14	0	12	8	0	0	0	9	115	0	247	1124
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	412	0	76	0	32	44	0	0	0	56	636	0	1256	
Heavy Trucks	0	0	0	0	16	0	0	0	4	0	0	0	0	0	12	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

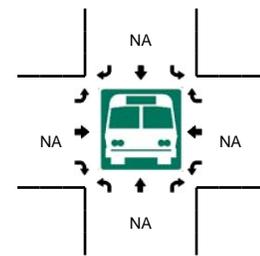
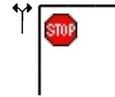
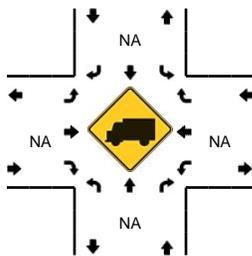
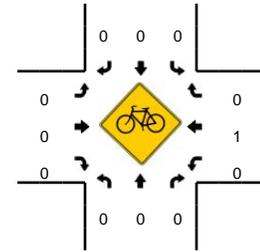
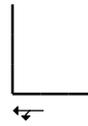
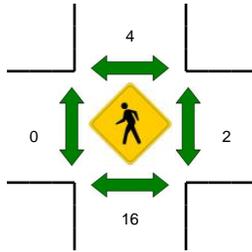
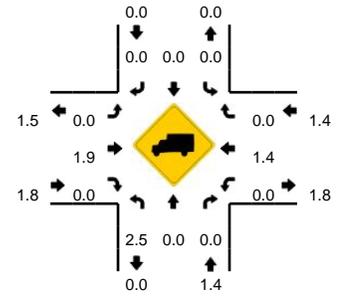
Comments:

LOCATION: Corners Comm Ent -- Hanshaw Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777208
DATE: Thu, Apr 14 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

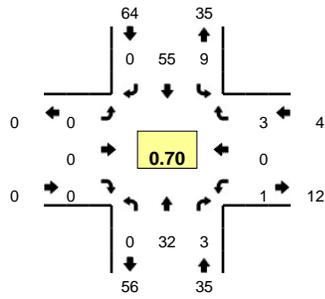


15-Min Count Period Beginning At	Corners Comm Ent (Northbound)				Corners Comm Ent (Southbound)				Hanshaw Rd (Eastbound)				Hanshaw Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	0	3	0	0	0	0	0	0	74	10	0	9	95	0	0	199	
4:15 PM	17	0	7	0	0	0	0	0	0	77	8	0	7	118	0	0	234	
4:30 PM	11	0	6	0	0	0	0	0	0	77	8	0	3	112	0	0	217	
4:45 PM	10	0	9	0	0	0	0	0	0	90	7	0	6	127	0	0	249	899
5:00 PM	10	0	12	0	0	0	0	0	0	97	5	0	5	141	0	0	270	970
5:15 PM	9	0	6	0	0	0	0	0	0	102	5	0	11	107	0	0	240	976
5:30 PM	12	0	6	0	0	0	0	0	0	71	6	0	3	118	0	0	216	975
5:45 PM	10	0	6	0	0	0	0	0	0	83	6	0	5	91	0	0	201	927
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	40	0	48	0	0	0	0	0	0	388	20	0	20	564	0	0	1080	
Heavy Trucks	4	0	0		0	0	0		0	4	0		0	0	0		8	
Pedestrians		12				8				0				0			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

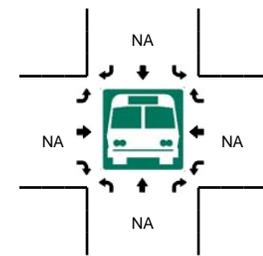
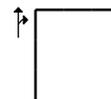
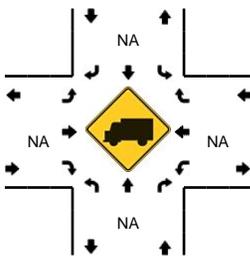
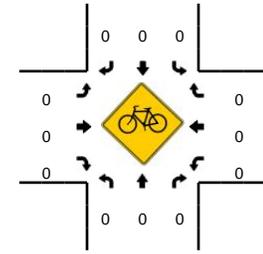
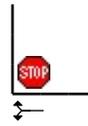
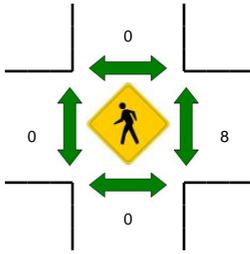
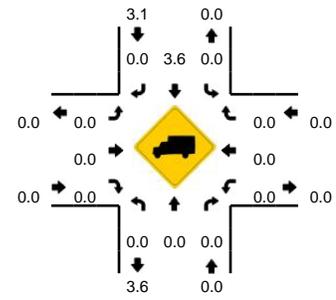
Comments:

LOCATION: Corners Comm Ent N -- E Upland Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777209
DATE: Thu, Apr 14 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM



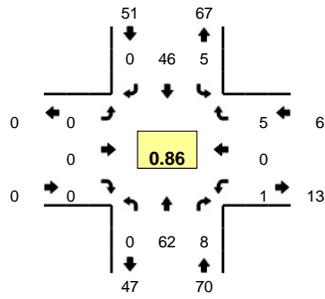
15-Min Count Period Beginning At	Corners Comm Ent N (Northbound)				Corners Comm Ent N (Southbound)				E Upland Rd (Eastbound)				E Upland Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	3	0	0	2	7	0	0	0	0	0	0	0	0	0	0	12	
7:15 AM	0	5	0	0	0	8	0	0	0	0	0	0	1	0	0	0	14	
7:30 AM	0	5	0	0	3	15	0	0	0	0	0	0	0	0	0	0	23	
7:45 AM	0	6	1	0	2	11	0	0	0	0	0	0	0	0	0	0	20	69
8:00 AM	0	4	1	0	2	13	0	0	0	0	0	0	0	0	0	0	20	77
8:15 AM	0	3	0	0	2	9	0	0	0	0	0	0	0	0	1	0	15	78
8:30 AM	0	12	0	0	2	16	0	0	0	0	0	0	0	0	1	0	31	86
8:45 AM	0	13	2	0	3	17	0	0	0	0	0	0	1	0	1	0	37	103

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	52	8	0	12	68	0	0	0	0	0	0	4	0	4	0	148
Heavy Trucks	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	4	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

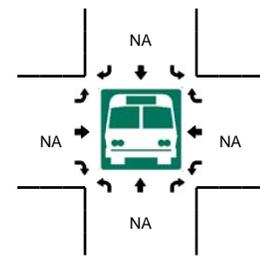
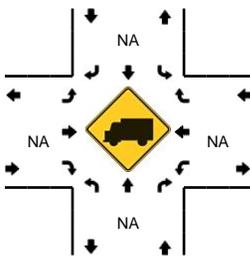
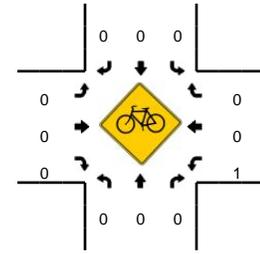
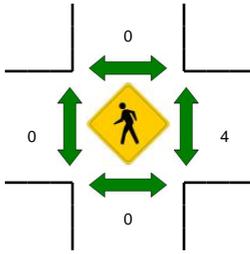
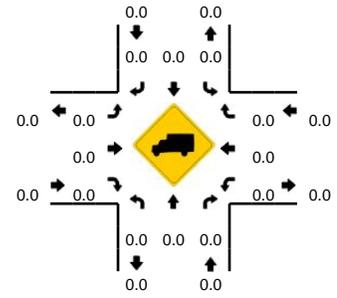
Comments:

LOCATION: Corners Comm Ent N -- E Upland Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777210
DATE: Thu, Apr 14 2016



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

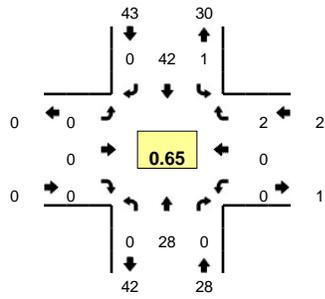


15-Min Count Period Beginning At	Corners Comm Ent N (Northbound)				Corners Comm Ent N (Southbound)				E Upland Rd (Eastbound)				E Upland Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	12	2	0	1	16	0	0	0	0	0	0	0	0	1	0	32	
4:15 PM	0	7	2	0	3	13	0	0	0	0	0	0	0	0	2	0	27	
4:30 PM	0	12	1	0	2	10	0	0	0	0	0	0	1	0	1	0	27	
4:45 PM	0	11	1	0	2	8	0	0	0	0	0	0	1	0	1	0	24	110
5:00 PM	0	19	0	0	0	16	0	0	0	0	0	0	0	0	2	0	37	115
5:15 PM	0	13	2	0	1	9	0	0	0	0	0	0	0	0	2	0	27	115
5:30 PM	0	19	0	0	2	13	0	0	0	0	0	0	0	0	0	0	34	122
5:45 PM	0	11	6	0	2	8	0	0	0	0	0	0	1	0	1	0	29	127
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	76	0	0	0	64	0	0	0	0	0	0	0	0	8	0	148	
Heavy Trucks	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	8	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

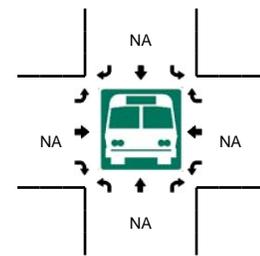
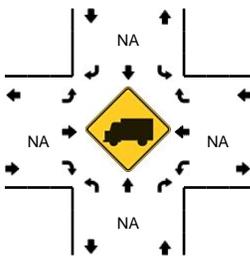
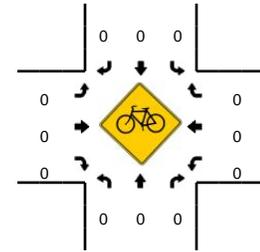
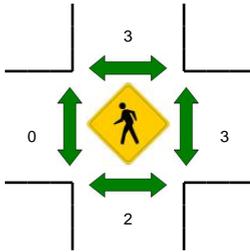
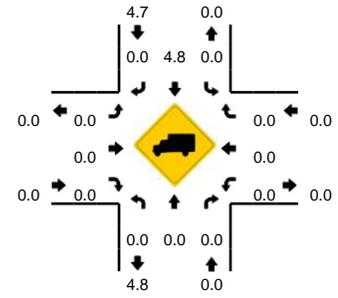
Comments:

LOCATION: Corners Comm Ent Mid -- E Upland Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777211
DATE: Thu, Apr 14 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM



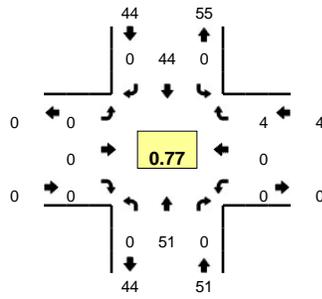
15-Min Count Period Beginning At	Corners Comm Ent Mid (Northbound)				Corners Comm Ent Mid (Southbound)				E Upland Rd (Eastbound)				E Upland Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
7:15 AM	0	5	1	0	2	5	0	0	0	0	0	0	0	0	0	0	13	
7:30 AM	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12	
7:45 AM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	38
8:00 AM	0	4	0	0	0	10	0	0	0	0	0	0	0	0	1	0	15	50
8:15 AM	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0	0	10	47
8:30 AM	0	9	0	0	0	11	0	0	0	0	0	0	0	0	0	0	20	55
8:45 AM	0	12	0	0	0	15	0	0	0	0	0	0	0	0	1	0	28	73

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	48	0	0	0	60	0	0	0	0	0	0	0	0	4	0	112
Heavy Trucks	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	4	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

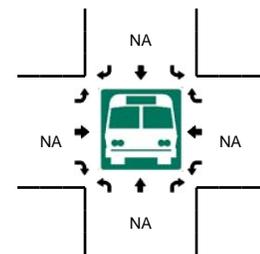
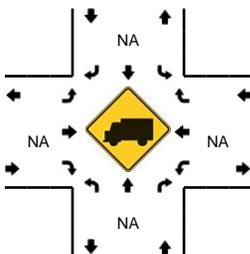
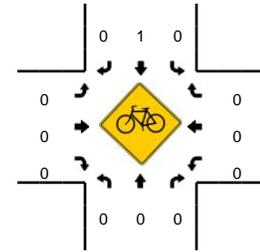
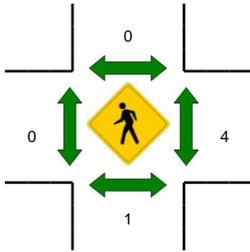
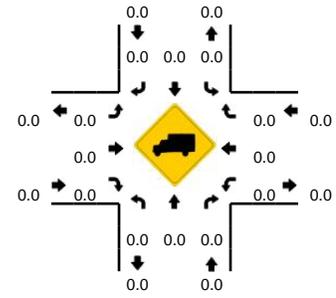
Comments:

LOCATION: Corners Comm Ent Mid -- E Upland Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777212
DATE: Thu, Apr 14 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

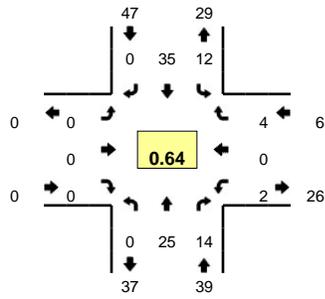


15-Min Count Period Beginning At	Corners Comm Ent Mid (Northbound)				Corners Comm Ent Mid (Southbound)				E Upland Rd (Eastbound)				E Upland Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	12	0	0	1	16	0	0	0	0	0	0	0	0	0	0	29	
4:15 PM	0	7	0	0	0	13	0	0	0	0	0	0	0	0	0	0	20	
4:30 PM	0	11	0	0	0	12	0	0	0	0	0	0	0	0	0	0	23	
4:45 PM	0	12	0	0	0	9	0	0	0	0	0	0	0	0	0	0	21	93
5:00 PM	0	15	0	0	0	16	0	0	0	0	0	0	0	0	1	0	32	96
5:15 PM	0	10	0	0	0	8	0	0	0	0	0	0	0	0	2	0	20	96
5:30 PM	0	14	0	0	0	11	0	0	0	0	0	0	0	0	1	0	26	99
5:45 PM	0	11	0	0	0	9	0	0	0	0	0	0	0	0	1	0	21	99
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	60	0	0	0	64	0	0	0	0	0	0	0	0	4	0	128	
Heavy Trucks	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	8	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

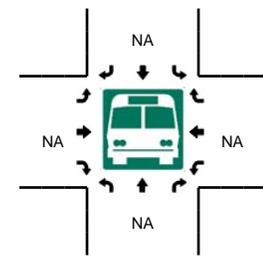
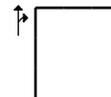
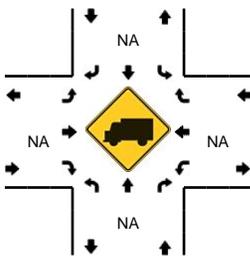
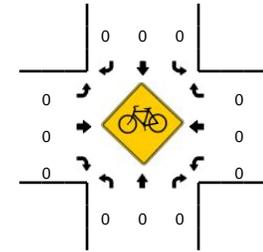
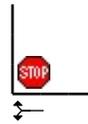
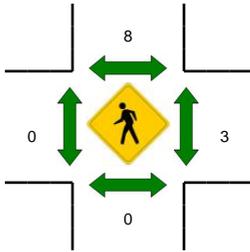
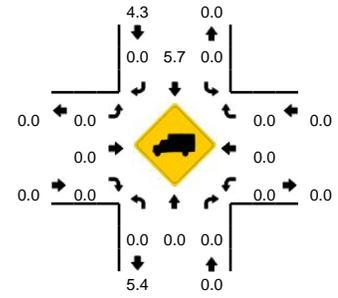
Comments:

LOCATION: Corners Comm Ent S -- E Upland Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777213
DATE: Thu, Apr 14 2016



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM



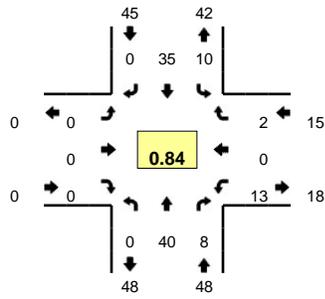
15-Min Count Period Beginning At	Corners Comm Ent S (Northbound)				Corners Comm Ent S (Southbound)				E Upland Rd (Eastbound)				E Upland Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	
7:15 AM	0	6	1	0	2	3	0	0	0	0	0	0	2	0	0	0	14	
7:30 AM	0	3	0	0	1	5	0	0	0	0	0	0	1	0	1	0	11	
7:45 AM	0	8	0	0	3	3	0	0	0	0	0	0	0	0	0	0	14	43
8:00 AM	0	2	3	0	5	6	0	0	0	0	0	0	0	0	1	0	17	56
8:15 AM	0	2	1	0	0	6	0	0	0	0	0	0	0	0	1	0	10	52
8:30 AM	0	11	5	0	5	8	0	0	0	0	0	0	0	0	0	0	29	70
8:45 AM	0	10	5	0	2	15	0	0	0	0	0	0	2	0	2	0	36	92

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	40	20	0	8	60	0	0	0	0	0	0	8	0	8	0	144
Heavy Trucks	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	4	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Railroad																	
Stopped Buses																	

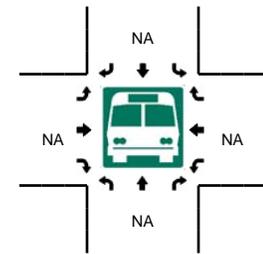
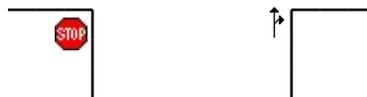
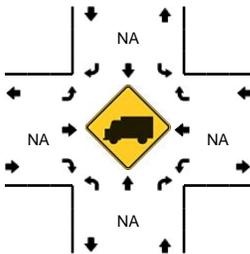
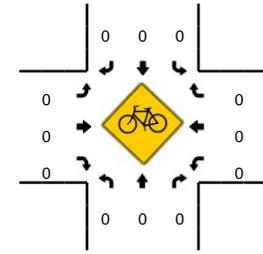
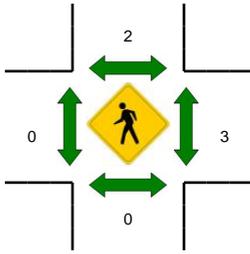
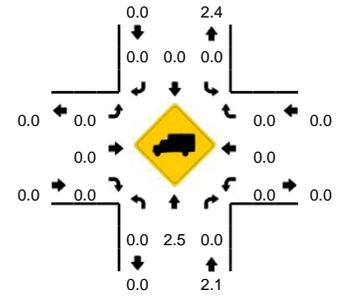
Comments:

LOCATION: Corners Comm Ent S -- E Upland Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777214
DATE: Thu, Apr 14 2016



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

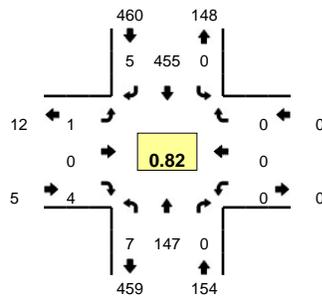


15-Min Count Period Beginning At	Corners Comm Ent S (Northbound)				Corners Comm Ent S (Southbound)				E Upland Rd (Eastbound)				E Upland Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	13	1	0	5	9	0	0	0	0	0	0	4	0	0	0	32	
4:15 PM	0	6	2	0	1	11	0	0	0	0	0	0	1	0	0	0	21	
4:30 PM	0	11	1	0	2	9	0	0	0	0	0	0	4	0	1	0	28	
4:45 PM	0	10	4	0	2	6	0	0	0	0	0	0	4	0	1	0	27	108
5:00 PM	0	12	1	0	2	10	0	0	0	0	0	0	2	0	3	0	30	106
5:15 PM	0	6	1	0	2	7	0	0	0	0	0	0	3	0	1	0	20	105
5:30 PM	0	11	1	0	2	6	0	0	0	0	0	0	4	0	2	0	26	103
5:45 PM	0	11	1	0	1	9	0	0	0	0	0	0	3	0	0	0	25	101
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	52	4	0	20	36	0	0	0	0	0	0	16	0	0	0	128	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

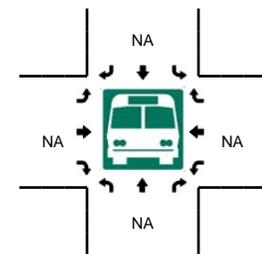
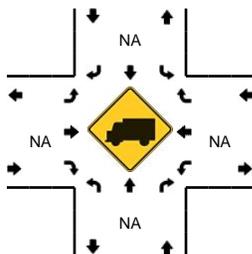
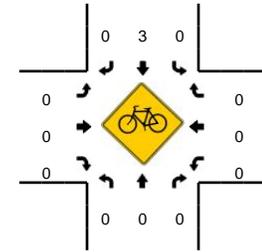
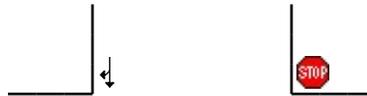
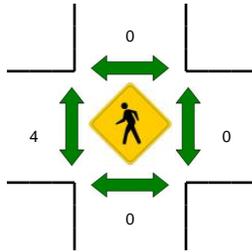
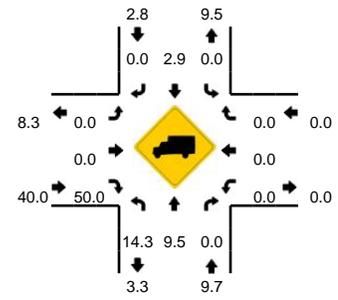
Comments:

LOCATION: Corners Comm Ent -- Pleasant Grove Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777215
DATE: Thu, Apr 14 2016



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

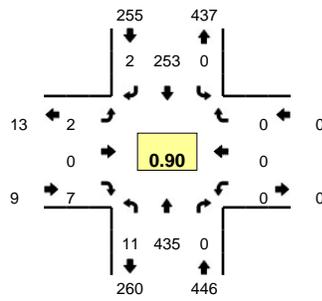


15-Min Count Period Beginning At	Corners Comm Ent (Northbound)				Corners Comm Ent (Southbound)				Pleasant Grove Rd (Eastbound)				Pleasant Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
7:00 AM	0	9	0	0	0	55	1	0	0	0	1	0	0	0	0	0	66	
7:15 AM	0	11	0	0	0	60	0	0	0	0	0	0	0	0	0	0	71	
7:30 AM	0	23	0	0	0	99	0	0	0	0	1	0	0	0	0	0	123	
7:45 AM	2	34	0	0	0	153	0	0	0	0	0	0	0	0	0	0	189	449
8:00 AM	1	30	0	0	0	112	0	0	0	0	0	0	0	0	0	0	143	526
8:15 AM	4	33	0	0	0	91	3	0	0	0	1	0	0	0	0	0	132	587
8:30 AM	0	50	0	0	0	99	2	0	1	0	3	0	0	0	0	0	155	619
8:45 AM	5	42	0	0	0	91	2	0	0	0	1	0	0	0	0	0	141	571
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	8	136	0	0	0	612	0	0	0	0	0	0	0	0	0	0	756	
Heavy Trucks	0	24	0	0	0	20	0	0	0	0	0	0	0	0	0	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

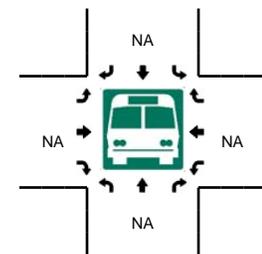
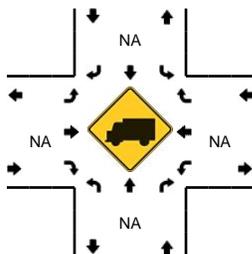
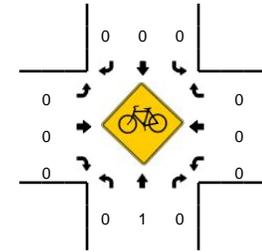
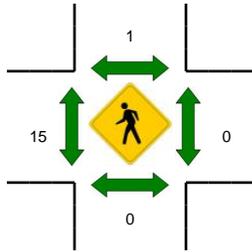
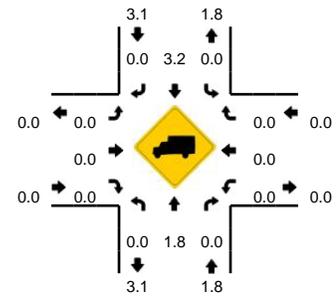
Comments:

LOCATION: Corners Comm Ent -- Pleasant Grove Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777216
DATE: Thu, Apr 14 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

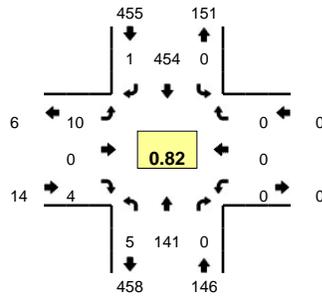


15-Min Count Period Beginning At	Corners Comm Ent (Northbound)				Corners Comm Ent (Southbound)				Pleasant Grove Rd (Eastbound)				Pleasant Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U														
4:00 PM	2	79	0	0	0	48	1	0	1	0	1	0	0	0	0	0	132	
4:15 PM	4	103	0	0	0	50	1	0	2	0	0	0	0	0	0	0	160	
4:30 PM	1	104	0	0	0	61	1	0	0	0	2	0	0	0	0	0	169	
4:45 PM	3	104	0	0	0	61	0	0	1	0	0	0	0	0	0	0	169	630
5:00 PM	6	131	0	0	0	56	1	0	1	0	2	0	0	0	0	0	197	695
5:15 PM	1	96	0	0	0	75	0	0	0	0	3	0	0	0	0	0	175	710
5:30 PM	2	77	0	0	0	43	0	0	0	0	1	0	0	0	0	0	123	664
5:45 PM	0	84	0	0	0	57	0	0	0	0	0	0	0	0	0	0	141	636
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U														
All Vehicles	24	524	0	0	0	224	4	0	4	0	8	0	0	0	0	0	788	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians		0				0				12				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

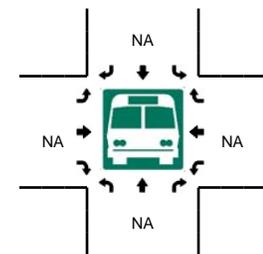
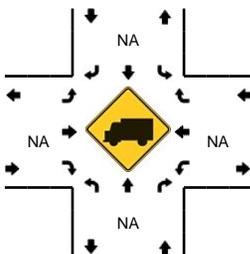
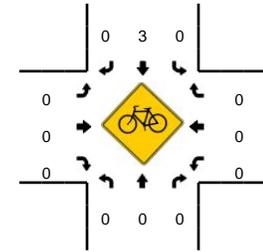
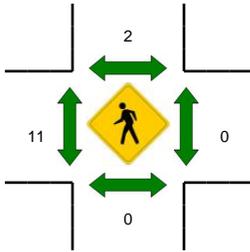
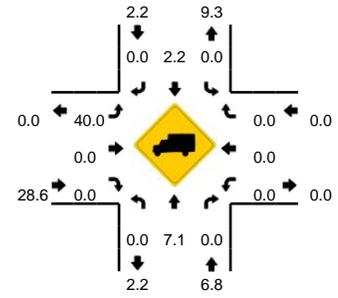
Comments:

LOCATION: Carriage House Ent -- Pleasant Grove Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777217
DATE: Thu, Apr 14 2016



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

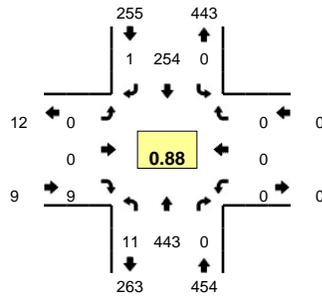


15-Min Count Period Beginning At	Carriage House Ent (Northbound)				Carriage House Ent (Southbound)				Pleasant Grove Rd (Eastbound)				Pleasant Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	8	0	0	0	56	0	0	0	0	2	0	0	0	0	0	66	
7:15 AM	0	11	0	0	0	58	0	0	0	0	1	0	0	0	0	0	70	
7:30 AM	1	24	0	0	0	99	0	0	1	0	2	0	0	0	0	0	127	
7:45 AM	0	33	0	0	0	152	0	0	2	0	1	0	0	0	0	0	188	451
8:00 AM	3	26	0	0	0	109	0	0	3	0	0	0	0	0	0	0	141	526
8:15 AM	1	35	0	0	0	90	1	0	2	0	3	0	0	0	0	0	132	588
8:30 AM	1	47	0	0	0	103	0	0	3	0	0	0	0	0	0	0	154	615
8:45 AM	1	48	0	0	0	93	0	0	1	0	3	0	0	0	0	0	146	573
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	132	0	0	0	608	0	0	8	0	4	0	0	0	0	0	752	
Heavy Trucks	0	20	0	0	0	12	0	0	0	0	0	0	0	0	0	0	32	
Pedestrians	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

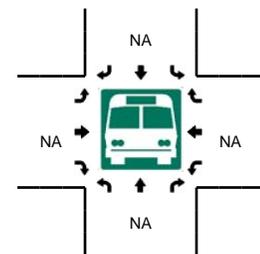
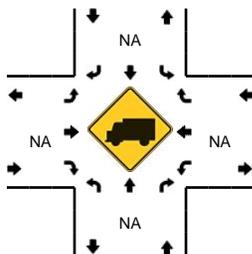
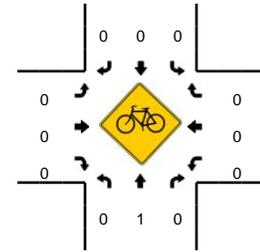
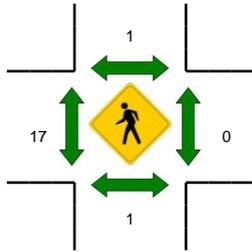
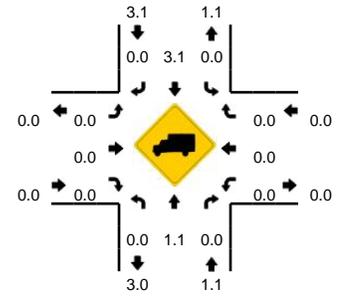
Comments:

LOCATION: Carriage House Ent -- Pleasant Grove Rd
CITY/STATE: Ithaca, NY

QC JOB #: 13777218
DATE: Thu, Apr 14 2016



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

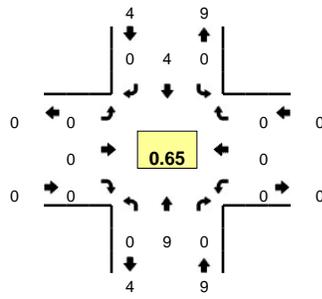


15-Min Count Period Beginning At	Carriage House Ent (Northbound)				Carriage House Ent (Southbound)				Pleasant Grove Rd (Eastbound)				Pleasant Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	83	0	0	0	47	1	0	0	0	1	0	0	0	0	0	134	
4:15 PM	1	105	0	0	0	50	0	0	1	0	3	0	0	0	0	0	160	
4:30 PM	1	104	0	0	0	63	0	0	0	0	0	0	0	0	0	0	168	
4:45 PM	0	117	0	0	0	59	0	0	0	0	1	0	0	0	0	0	177	639
5:00 PM	6	133	0	0	0	57	1	0	0	0	6	0	0	0	0	0	203	708
5:15 PM	4	89	0	0	0	75	0	0	0	0	2	0	0	0	0	0	170	718
5:30 PM	4	97	0	0	0	54	1	0	1	0	1	0	0	0	0	0	158	708
5:45 PM	1	82	0	0	0	57	0	0	1	0	0	0	0	0	0	0	141	672
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	24	532	0	0	0	228	4	0	0	0	24	0	0	0	0	0	812	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

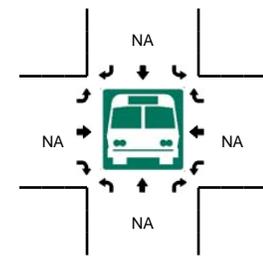
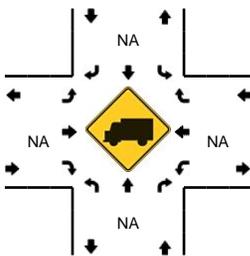
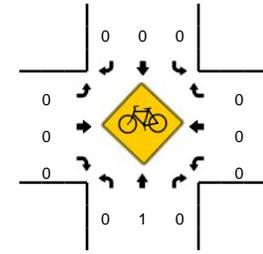
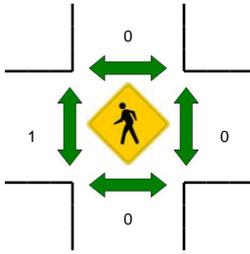
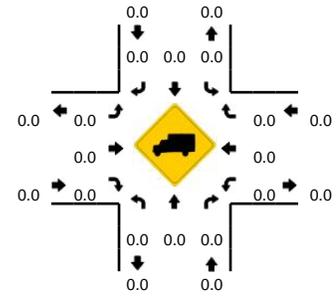
Comments:

LOCATION: Carriage House -- Corners Comm
CITY/STATE: Ithaca, NY

QC JOB #: 13777219
DATE: Thu, Apr 14 2016



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

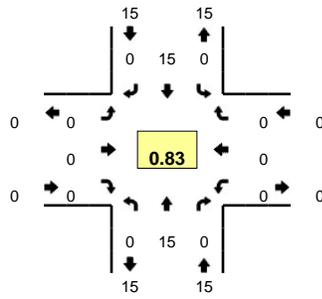


15-Min Count Period Beginning At	Carriage House (Northbound)				Carriage House (Southbound)				Corners Comm (Eastbound)				Corners Comm (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
7:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
7:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	10
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	12
8:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	13
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	12
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	16	0	0	0	4	0	0	0	0	0	0	0	0	0	0	20	
Heavy Trucks	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	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

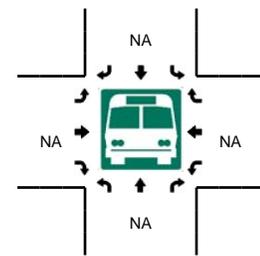
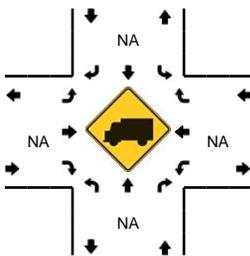
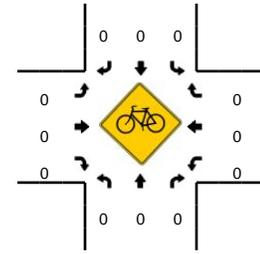
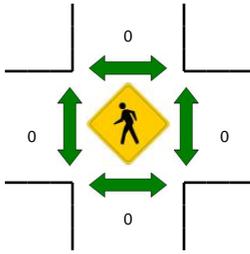
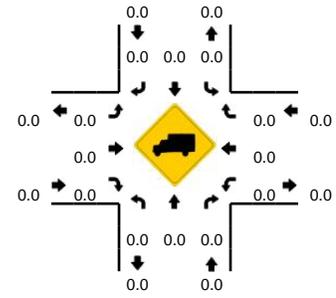
Comments:

LOCATION: Carriage House -- Corners Comm
CITY/STATE: Ithaca, NY

QC JOB #: 13777220
DATE: Thu, Apr 14 2016



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	Carriage House (Northbound)				Carriage House (Southbound)				Corners Comm (Eastbound)				Corners Comm (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
4:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	
4:45 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	19
5:00 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	23
5:15 PM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8	26
5:30 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	30
5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	28
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	20	0	0	0	16	0	0	0	0	0	0	0	0	0	0	36	
Heavy Trucks	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	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

A2

**Miscellaneous Traffic Data
and Calculations**

New York State Department of Transportation Traffic Count Hourly Report

ROAD #: 0160	ROAD NAME: HANSHAW ROAD	FROM: N TRIPHAMMER R	TO: E VILLAGE BNDR	COUNTY: Tompkins
DIRECTION: Eastbound	FACTOR GROUP: 30	REC. SERIAL #: 5144	FUNC. CLASS: 16	VILLAGE: CAYUGA HEIGHT
STATE DIR CODE: 1	WK OF YR: 35	PLACEMENT: 150 Ft W of Pleasant Grove	NHS: no	LION#:
DATE OF COUNT: 08/23/2010		@ REF MARKER: 	JURIS: Village	BIN:
NOTES LANE 1: 000000368402		ADDL DATA: 	CC Str: 	RR CROSSING:
		COUNT TYPE: AXLE PAIRS	BATCH ID: DOT-R03R3WW35a	HPMS SAMPLE:

COUNT TAKEN BY: **ORG CODE: TST INITIALS: WJ** PROCESSED BY: **ORG CODE: R03 INITIALS: JAB**

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR	
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12				
1	S																												
2	M																												
3	T																												
4	W																												
5	T																												
6	F																												
7	S																												
8	S																												
9	M																												
10	T																												
11	W																												
12	T																												
13	F																												
14	S																												
15	S																												
16	M																												
17	T																												
18	W																												
19	T																												
20	F																												
21	S																												
22	S																												
23	M																												
24	T	28	17	8	9	19	49	132	357	413	314	307	374	509	405	389	389	459	535	537	362	301	201	159	77	41	6002	537	17
25	W	31	13	7	7	17	53	129	385	463	374	317	332	468	479	406	529	608	630	460	377	286	186	96	69	69	6722	630	17
26	T	14	15	11	8	21	60	152	358	474	386	325	468	487	506	403	494	527	617	383	317	266	144	74	37	6547	617	17	
27	F	24	14	3	6	12	61	127	366	484	387	358	443	529	555	470													
28	S																												
29	S																												
30	M																												
31	T																												

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)															ADT	
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)								
5	97	5	94	565	9%	0.982	1.099	AADT 5710								

New York State Department of Transportation Traffic Count Hourly Report

ROAD #:	0160	ROAD NAME: HANSHAW ROAD	FROM: N TRIPHAMMER R	TO: E VILLAGE BNDR	COUNTY: Tompkins
DIRECTION:	Westbound	FACTOR GROUP: 30	REC. SERIAL #: 5144	FUNC. CLASS: 16	VILLAGE: CAYUGA HEIGHT
STATE DIR CODE: 2		WK OF YR: 35	PLACEMENT: 150 Ft W of Pleasant Grove	NHS: no	LION#:
DATE OF COUNT: 08/23/2010			@ REF MARKER:	JURIS: Village	BIN:
NOTES LANE 1: 000000368402			ADDL DATA:	CC Str:	RR CROSSING:
			COUNT TYPE: AXLE PAIRS	BATCH ID: DOT-R03R3WW35a	HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: TST INITIALS: WJ PROCESSED BY: ORG CODE: R03 INITIALS: JAB

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR										
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12													
1	S																																					
2	M																																					
3	T																																					
4	W																																					
5	T																																					
6	F																																					
7	S																																					
8	S																																					
9	M																																					
10	T																																					
11	W																																					
12	T																																					
13	F																																					
14	S																																					
15	S																																					
16	M																																					
17	T																																					
18	W																																					
19	T																																					
20	F																																					
21	S																																					
22	S																																					
23	M																																					
24	T	21	10	11	7	11	19	62	154	275	247	246	303	267	257	288	300	344	386	273	177	156	86	80	41	4021	386	17										
25	W	24	4	6	3	8	23	63	135	225	207	223	268	240	217	204	208	219	270	214	148	149	79	39	11	3187	270	17										
26	T	16	9	3	3	6	33	67	144	230	204	159	143	181	176	206	172	312	209	228	151	102	95	53	30	2932	312	16										
27	F	15	10	12	3	9	24	77	155	229	190	187	248	220	204	198																						
28	S																																					
29	S																																					
30	M																																					
31	T																																					

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)															ADT									
19	8	8	4	8	25	66	144	236	208	200	236	225	213	239	246	299	303	242	163	134	88	59	29	3402
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>		<u>Seasonal/Weekday Adjustment Factor</u>		ESTIMATED (one way)														
5	97	5	94	303	9%	0.982	1.099	AADT 3096																

**New York State Department of Transportation
Roadway Traffic Count Hourly Report**

STATION: 362029

ROUTE/ROAD: N TRIPHAMMER RD	FROM: HANSHAW ROAD	TO: VILLAGE N BOUN	REGION-COUNTY: 3-TOMPKINS
FED DIR CODE: 1, 5	REF. MARKER:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Cayuga Heights-Village-1085
ST DIR CODE: 6	END MILEPOST: .57	FACTOR GROUP: 30	BIN:
DOT ID: 138648	LANES BY DIR: 1 North 1 South	CC STN:	RR CROSSING:
BEGIN DATE: 9/15/2014	WEEK OF YEAR: 37	ADDL DATA: CLS SPD	HPMS SAMPLE:
NOTES 1:	PLACEMENT: 400 FT S OF WINTHROP DR	JURISDICTION: 04-City or village	1 WAY CODE:
NOTES 2:			COUNT TYPE: Vehicle
TAKEN BY: TST-BMS	PROCESSED BY: DOT-SJW	BATCH ID: DOT-SJWR3WW38	SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
9/15, Mon													740	727	711	790	935	1047	784	497	342	276	136	68	7053		
9/16, Tue	40	28	19	28	48	90	253	623	889	740	621	686	746	753	720	768	996	1046	797	535	354	321	175	94	11370	1046	17-18
9/17, Wed	57	28	20	19	40	87	241	686	908	704	670	689	817	813	724	868	1051	1093	785	561	376	287	195	86	11805	1093	17-18
9/18, Thu	39	20	23	27	42	80	256	666	911	630	619														3313		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																											
	45	25	21	25	43	86	250	658	903	691	637	688	768	764	718	809	994	1062	789	531	357	295	169	83	11410		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY				ESTIMATED AADT				
				Roadway High Hour	% of day	North High Hour	% of day	South High Hour	% of day	Roadway	North	South
3	71	3	71	1062	9.3	565	11.2	644	10.1	10743	4762	5981

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
9	1.06		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation

STATION: 362029

NB Traffic Count Hourly Report

ROUTE/ROAD: N TRIPHAMMER RD	FROM: HANSHAW ROAD	TO: VILLAGE N BOUN	REGION-COUNTY: 3-TOMPKINS
FED DIR CODE: 1	REF. MARKER:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Cayuga Heights-Village-1085
ST DIR CODE: 6	END MILEPOST: .57	FACTOR GROUP: 30	BIN:
DOT ID: 138648	LANES BY DIR: 1 North	CC STN:	RR CROSSING:
BEGIN DATE: 9/15/2014	WEEK OF YEAR: 37	ADDL DATA: CLS SPD	HPMS SAMPLE:
NOTES 1:	PLACEMENT: 400 FT S OF WINTHROP DR	JURISDICTION: 04-City or village	1 WAY CODE:
NOTES 2:			COUNT TYPE: Vehicle
TAKEN BY: TST-BMS	PROCESSED BY: DOT-SJW	BATCH ID: DOT-SJWR3WW38	SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
9/15, Mon													336	331	366	430	536	546	377	229	144	128	68	43	3534		
9/16, Tue	23	19	14	11	12	18	67	160	256	252	262	321	334	341	344	402	560	559	400	223	155	165	89	53	5040	560	16-17
9/17, Wed	31	19	13	2	7	15	79	173	249	245	286	276	373	388	356	451	598	556	381	266	174	128	113	50	5229	598	16-17
9/18, Thu	26	12	18	6	10	19	73	167	272	219	249														1071		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																											
	27	17	15	6	10	17	73	167	259	239	266	299	348	353	355	428	565	554	386	239	158	140	90	49	5058		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY				ESTIMATED AADT				
				Roadway High Hour	% of day	North High Hour	% of day	South High Hour	% of day	Roadway	North	South
3	71	3	71	1062	9.3	565	11.2	644	10.1	10743	4762	5981

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
9	1.06		1.00	1.00	1.00	1.00			1.00

New York State Department of Transportation

SB Traffic Count Hourly Report

STATION: 362029

ROUTE/ROAD: N TRIPHAMMER RD	FROM: HANSHAW ROAD	TO: VILLAGE N BOUN	REGION-COUNTY: 3-TOMPKINS
FED DIR CODE: 5	REF. MARKER:	FUNC. CLASS: 16 - U Minor Arterial	MUNI: Cayuga Heights-Village-1085
ST DIR CODE: 6	END MILEPOST: .57	FACTOR GROUP: 30	BIN:
DOT ID: 138648	LANES BY DIR: 1 South	CC STN:	RR CROSSING:
BEGIN DATE: 9/15/2014	WEEK OF YEAR: 37	ADDL DATA: CLS SPD	HPMS SAMPLE:
NOTES 1:	PLACEMENT: 400 FT S OF WINTHROP DR	JURISDICTION: 04-City or village	1 WAY CODE:
NOTES 2:			COUNT TYPE: Vehicle
TAKEN BY: TST-BMS	PROCESSED BY: DOT-SJW	BATCH ID: DOT-SJWR3WW38	SPEED LIMIT:

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH COUNT	HIGH HOUR
9/15, Mon													404	396	345	360	399	501	407	268	198	148	68	25	3519		
9/16, Tue	17	9	5	17	36	72	186	463	633	488	359	365	412	412	376	366	436	487	397	312	199	156	86	41	6330	633	08-09
9/17, Wed	26	9	7	17	33	72	162	513	659	459	384	413	444	425	368	417	453	537	404	295	202	159	82	36	6576	659	08-09
9/18, Thu	13	8	5	21	32	61	183	499	639	411	370														2242		
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)																											
	19	9	6	18	34	68	177	492	644	453	371	389	420	411	363	381	429	508	403	292	200	154	79	34	6352		

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY				ESTIMATED AADT				
				Roadway High Hour	% of day	North High Hour	% of day	South High Hour	% of day	Roadway	North	South
3	71	3	71	1062	9.3	565	11.2	644	10.1	10743	4762	5981

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
9	1.06		1.00	1.00	1.00	1.00			1.00



Proposed Medical Office Building at Community Corners, Village of Cayuga Heights, Tompkin

Documentation of Ambient Traffic Volume Growth

Roadway	Segment begins at	Segment counted at	2014	2016	Annual Growth
N Triphammer Road	Hanshaw Road	400' S of Winthrop (1558' N of Hanshaw	10,743	10,620	-0.57%

Roadway	Segment begins at	Segment counted at	2010	2016	Annual Growth
Hanshaw Road	N. Triphammer	150' W of Pleasant Grove	8,606	8,860	0.49%

Project Information	
Project Name:	Community Corners Medical Office
No:	36019
Date:	4/28/2016, REV 8/03/16
City:	Cayuga Heights
State/Province:	New York
Zip/Postal Code:	
Country:	United States
Client Name:	HOLT
Analyst's Name:	LBD/ACD
Edition:	ITE-TGM 9th Edition

Land Use	Size	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
		Entry	Exit	Entry	Exit
720 - Medical-Dental Office Building	28.2 1000 Sq. Feet Gross Floor Area	53	14	26	67
Reduction		0	0	0	0
Internal		0	0	0	0
Pass-by		0	0	0	0
Non-pass-by		53	14	26	67
Total		53	14	26	67
Total Reduction		0	0	0	0
Total Internal		0	0	0	0
Total Pass-by		0	0	0	0
Total Non-pass-by		53	14	26	67

**PROPOSED MEDICAL OFFICE BLDG at COMMUNITY CORNERS
VILLAGE OF CAYUGA HEIGHTS, NY
AM PEAK**

Num of yrs
1

LOCATION NUMBER	INTERSECTION DESCRIPTION	2016 Existing Volume	2017 Bkgd Vol 0.25%	Adj Vol for Carriage Hse Apts	Adj for Bank Re-routing	PROPOSED MEDICAL OFFICE BUILDING						Full Build Volumes
						Enter	Exit	Trips IN	Trips OUT	Site	Pass-by	
						Dist. %	Dist. %	53	14	Trips	Trips	
1	Hanshaw Road & North Triphammer Road											
	SR	39	39					0	0	0		39
	ST							0	0	0		0
	SL	454	455			40%		21	0	21		476
	WR	257	258				40%	0	6	6		264
	WT	32	32				5%	0	1	1		33
	WL							0	0	0		0
	NR							0	0	0		0
	NT							0	0	0		0
	NL							0	0	0		0
ER							0	0	0		0	
ET	46	46			5%		3	0	3		49	
EL	35	35					0	0	0		35	
4	East Upland Road/Hanshaw Road/Triphammer Road											
	SR	82	82					0	0	0		82
	ST	39	39			20%		11	0	11		50
	SL	386	387			25%		13	0	13		400
	WR	239	240				35%	0	5	5		245
	WT	57	57				5%	0	1	1		58
	WL	16	16				0%	0	0	0		16
	NR	12	12				0%	0	0	0		12
	NT	15	15				10%	0	1	1		16
	NL	0	0				5%	0	1	1		1
ER	5	5			5%		3	0	3		8	
ET	29	29			5%		3	0	3		32	
EL	40	40					0	0	0		40	
6	East Upland Road/Community Corners North Entrance											
	SR	55	55					0	0	0		0
	ST	9	9			20%		11	0	11		66
	SL	3	3			5%		3	0	3		12
	WR	3	3				5%	0	1	1		4
	WT							0	0	0		0
	WL	1	1				0%	0	0	0		1
	NR	3	3					0	0	0		3
	NT	32	32				10%	0	1	1		33
	NL							0	0	0		0
ER							0	0	0		0	
ET							0	0	0		0	
EL							0	0	0		0	
8	East Upland Road/Community Corners Middle Entrance											
	SR	42	42					0	0	0		0
	ST	1	1			20%		11	0	11		53
	SL	2	2			0%		0	0	0		2
	WR	2	2				0%	0	0	0		0
	WT							0	0	0		0
	WL	0	0				0%	0	0	0		0
	NR	0	0					0	0	0		0
	NT	28	28				10%	0	1	1		29
	NL							0	0	0		0
ER							0	0	0		0	
ET							0	0	0		0	
EL							0	0	0		0	
10	East Upland Road/Community Corners South Entrance											
	SR	35	35					0	0	0		0
	ST	12	12			20%		11	0	11		35
	SL	4	4					0	0	0		23
	WR	4	4				10%	0	1	1		5
	WT							0	0	0		0
	WL	2	2	1			20%	0	3	3		6
	NR	14	14					8	0	8		22
	NT	25	25			15%		0	0	0		25
	NL							0	0	0		0
ER							0	0	0		0	
ET							0	0	0		0	
EL							0	0	0		0	

**PROPOSED MEDICAL OFFICE BLDG at COMMUNITY CORNERS
VILLAGE OF CAYUGA HEIGHTS, NY
AM PEAK**

Num of yrs
1

LOCATION NUMBER	INTERSECTION DESCRIPTION	2016 Existing Volume	2017 Bkgd Vol 0.25%	Adj Vol for Carriage Hse Apts	Adj for Bank Re-routing	PROPOSED MEDICAL OFFICE BUILDING						Full Build Volumes
						Enter	Exit	Trips IN	Trips OUT	Site	Pass-by	
						Dist. %	Dist. %	53	14	Trips	Trips	
13	Hanshaw Road/Community Corners Hanshaw Entrance											
	SR							0	0	0		0
	ST							0	0	0		0
	SL							0	0	0		0
	WR							0	0	0		0
	WT	304	305		5			0	0	0		310
	WL	23	23			30%		16	0	16		39
	NR	10	10				20%	0	3	3		13
	NT							0	0	0		0
	NL	15	15		-5		40%	0	6	6		16
ER	15	15			30%		16	0	16		31	
ET	405	406					0	0	0		406	
EL							0	0	0		0	
15	Pleasant Grove Road/Hanshaw Road											
	SR							0	0	0		0
	ST							0	0	0		0
	SL							0	0	0		0
	WR							0	0	0		0
	WT	207	208			25%		13	0	13		221
	WL	143	143			0%		0	0	0		143
	NR	26	26				0%	0	0	0		26
	NT							0	0	0		0
	NL	108	108		5	5%		3	0	3		116
ER	311	312				0%	0	0	0		312	
ET	76	76				20%	0	3	3		79	
EL							0	0	0		0	
16	Pleasant Grove Road/Community Corners Pleasant Grove Entrance											
	SR	5	5					0	0	0		5
	ST	455	456					0	0	0		456
	SL							0	0	0		0
	WR							0	0	0		0
	WT							0	0	0		0
	WL							0	0	0		0
	NR							0	0	0		0
	NT	147	147			5%		3	0	3		150
	NL	7	7			0%		0	0	0		7
ER	4	4				5%	0	1	1		5	
ET	1	1					0	0	0		0	
EL				5		0%	0	0	0		6	
17	Pleasant Grove Road/Carriage House Entrance											
	SR	1	1	3				0	0	0		4
	ST	454	455				5%	0	1	1		456
	SL							0	0	0		0
	WR							0	0	0		0
	WT							0	0	0		0
	WL							0	0	0		0
	NR							0	0	0		0
	NT	141	141			5%		3	0	3		144
	NL	5	5					0	0	0		5
ER	4	4					0	0	0		4	
ET							0	0	0		0	
EL	10	10	9				0	0	0		19	
22	Carriage House Entrance/Community Corners Interior Driveways											
	SR	0	0					0	0	0		0
	ST	4	4	-4				0	0	0		0
	SL	0	0					0	0	0		0
	WR	0	0					0	0	0		0
	WT	0	0					0	0	0		0
	WL	0	0					0	0	0		0
	NR	0	0					0	0	0		0
	NT	9	9	-9				0	0	0		0
	NL	0	0					0	0	0		0
ER	0	0					0	0	0		0	
ET	0	0					0	0	0		0	
EL	0	0					0	0	0		0	

**PROPOSED MEDICAL OFFICE BLDG at COMMUNITY CORNERS
VILLAGE OF CAYUGA HEIGHTS, NY
PM PEAK**

LOCATION NUMBER	INTERSECTION DESCRIPTION	Seasonal Adjustment: 1		Num of yrs		PROPOSED MEDICAL OFFICE BUILDING						Full Build Volumes
		2016 Existing Volume	2017 Bkgd Vol 0.25%	Adj Vol for Carriage Hse Apts	Adj for Bank Re-routing	Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT	Site Trips	Pass-by Trips	
								26	67			
1	Hanshaw Road & North Triphammer Road											
	SR	56	56					0	0	0		56
	ST							0	0	0		0
	SL	377	378			40%		10	0	10		388
	WR	585	586				40%	0	27	27		613
	WT	49	49				5%	0	3	3		52
	WL							0	0	0		0
	NR							0	0	0		0
	NT							0	0	0		0
	NL							0	0	0		0
ER								0	0	0	0	
ET	45	45			5%		1	0	1		46	
EL	44	44					0	0	0		44	
4	East Upland Road/Hanshaw Road/Triphammer Road											
	SR	65	65					0	0	0		65
	ST	36	36			20%		5	0	5		41
	SL	315	316			25%		7	0	7		323
	WR	502	503				35%	0	23	23		526
	WT	27	27				5%	0	3	3		30
	WL	14	14				0%	0	0	0		14
	NR	34	34				0%	0	0	0		34
	NT	28	28				10%	0	7	7		35
	NL	9	9				5%	0	3	3		12
ER	2	2			5%		1	0	1		3	
ET	30	30			5%		1	0	1		31	
EL	92	92					0	0	0		92	
6	East Upland Road/Community Corners North Entrance											
	SR							0	0	0		0
	ST	46	46			20%		5	0	5		51
	SL	5	5			5%		1	0	1		6
	WR	5	5				5%	0	3	3		8
	WT							0	0	0		0
	WL	1	1				0%	0	0	0		1
	NR	8	8					0	0	0		8
	NT	62	62				10%	0	7	7		69
	NL							0	0	0		0
ER							0	0	0		0	
ET							0	0	0		0	
EL							0	0	0		0	
8	East Upland Road/Community Corners Middle Entrance											
	SR							0	0	0		0
	ST	44	44			20%		5	0	5		49
	SL	0	0			0%		0	0	0		0
	WR	4	4				0%	0	0	0		4
	WT							0	0	0		0
	WL	0	0				0%	0	0	0		0
	NR	0	0					0	0	0		0
	NT	51	51				10%	0	7	7		58
	NL							0	0	0		0
ER							0	0	0		0	
ET							0	0	0		0	
EL							0	0	0		0	
10	East Upland Road/Community Corners South Entrance											
	SR							0	0	0		0
	ST	35	35					0	0	0		35
	SL	10	10			20%		5	0	5		15
	WR	2	2				10%	0	7	7		9
	WT							0	0	0		0
	WL	13	13	4			20%	0	13	13		30
	NR	8	8					4	0	4		12
	NT	40	40			15%		0	0	0		40
	NL							0	0	0		0
ER							0	0	0		0	
ET							0	0	0		0	
EL							0	0	0		0	

**PROPOSED MEDICAL OFFICE BLDG at COMMUNITY CORNERS
VILLAGE OF CAYUGA HEIGHTS, NY
PM PEAK**

LOCATION NUMBER	INTERSECTION DESCRIPTION	Seasonal Adjustment:		Num of yrs		PROPOSED MEDICAL OFFICE BUILDING						Full Build Volumes
		2016 Existing Volume	2017 Bkgd Vol 0.25%	Adj Vol for Carriage Hse Apts	Adj for Bank Re-routing	Enter	Exit	Trips IN	Trips OUT	Site	Pass-by	
						Dist. %	Dist. %	26	67	Trips	Trips	
13	Hanshaw Road/Community Corners Hanshaw Entrance											
	SR							0	0	0		0
	ST							0	0	0		0
	SL							0	0	0		0
	WR							0	0	0		0
	WT	487	488		10			0	0	0		498
	WL	25	25			30%		8	0	8		33
	NR	33	33				20%	0	13	13		46
	NT							0	0	0		0
	NL	40	40		-10		40%	0	27	27		57
ER	25	25			30%		8	0	8		33	
ET	366	367					0	0	0		367	
EL							0	0	0		0	
15	Pleasant Grove Road/Hanshaw Road											
	SR							0	0	0		0
	ST							0	0	0		0
	SL							0	0	0		0
	WR							0	0	0		0
	WT	166	166			25%		7	0	7		173
	WL	32	32			0%		0	0	0		32
	NR	98	98				0%	0	0	0		98
	NT							0	0	0		0
	NL	327	328		10	5%		1	0	1		339
ER	211	212				0%	0	0	0		212	
ET	163	163				20%	0	13	13		176	
EL							0	0	0		0	
16	Pleasant Grove Road/Community Corners Pleasant Grove Entrance											
	SR	2	2					0	0	0		2
	ST	253	254					0	0	0		254
	SL							0	0	0		0
	WR							0	0	0		0
	WT							0	0	0		0
	WL							0	0	0		0
	NR							0	0	0		0
	NT	435	436			5%		1	0	1		437
	NL	11	11			0%		0	0	0		11
ER	7	7				5%	0	3	3		10	
ET							0	0	0		0	
EL	2	2		10		0%	0	0	0		12	
17	Pleasant Grove Road/Carriage House Entrance											
	SR	1	1	11				0	0	0		12
	ST	254	255				5%	0	3	3		258
	SL							0	0	0		0
	WR							0	0	0		0
	WT							0	0	0		0
	WL							0	0	0		0
	NR							0	0	0		0
	NT	443	444			5%		1	0	1		445
	NL	11	11					0	0	0		11
ER	9	9					0	0	0		9	
ET							0	0	0		0	
EL	0	0	15				0	0	0		15	
22	Carriage House Entrance/Community Corners Interior Driveways											
	SR	0	0					0	0	0		0
	ST	15	15	-15				0	0	0		0
	SL	0	0					0	0	0		0
	WR	0	0					0	0	0		0
	WT	0	0					0	0	0		0
	WL	0	0					0	0	0		0
	NR	0	0					0	0	0		0
	NT	15	15	-15				0	0	0		0
	NL	0	0					0	0	0		0
ER	0	0					0	0	0		0	
ET	0	0					0	0	0		0	
EL	0	0					0	0	0		0	

Tom Covell @ TTB 11

Tenant	Annual Increase	Square Feet	BLDG#		* Employees each store
All Ears	3%	880	5	MEDICAL	2 ↓
Becker Wells	3%	1200	2	Insurance	- 4
Chemung Canal	3%	land lease	7	3% inc every 3 years	Lane Bank 4
C.L.T.B	3%	240.00		Equip. Room	0
Hart & Walsh Dental	6%	1750	1	- Dentist + - Retail	7
Corrners Barber Shop	1%	550 450	1	- Retail	3
Corrners Deli	3%	700 654	5	- Retail	1
Corrners Gallery	3%	1045	3	- Retail	1
Corrners Laundry	3%	1,700	6	- R	1
Clarity Connect	3%	1300	5	Office	5
Dane Crispel	none	540	3	med.	1
Lower Fashions	3%	2800	1	Retail	4
Dan & Marie Gentry	3%	1030	5	med.	3
Sammy Graham	6%	600	7	office	1
Large Tailor Shop	3%	713	1	Retail	2
Leights Café	3.5 every 3 yrs	2,755	1	Retail	7
Shaca Board of Realtors	3%	1,175	5	Office	2
Island Health & Fitness #2	1%	11,953	3	Retail	5
J's café	2%	1,227	1	Retail	2
Peter Lees	3%	1,100	5	Retail	1
XXXXXX	XXXXXXXXXX	XXXXXXXXXX			
Dane Event	3%	650	5	Retail	3
Dusan Michlovitz	3%	1270	7	med.	2
Dak Mail	3%	900	6	Retail	1
Darakeet Feet	3%	570	1	Retail	1
Darah's Patisserie	3%	1,020.00	5	Retail	1
Dhala Singh-Mindful	3%	810	2	med - therapy	1
Doe Strayhorn	3%	600	2	med	1
TC	land lease		8	Gone	1
Dalbots	3%	2427	1	Retail	3
SDA	3%	1,200	4	- office	3
Daul Wagner	3%	1,200	4	office	3
Dynn Wiles	3%	600	1	Gone	1
Dago Spa	6%	1,200	5	medical	1
Dmerge	none	875	2	med. - therapist	1

46,534

Health Club

- TO BE DEMOLISHED
- TO BE DEMOLISHED

79 CARS ≈
 Medical = 8955 ✓
 Office = ~~4275~~ 4275
 Retail = ~~14495~~ 15515
 Food = ~~5650~~ 4636
 14430
 20151

HPU TECH SERVICES TO BE DEMOLISHED 8
 OLD BANK

SHARED PARKING SUMMARY

5/26/2016

Table
Project: Corners Community Center, Village of Cayuga Heights, NY
Description: Shared Parking Analysis - Existing Site

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: DECEMBER -- PEAK PERIOD: 1 PM, WEEKDAY

Land Use	Project Data Quantity Unit		Weekday					Weekend					Weekday			Weekend		
			Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
													1 PM	December		11 AM	December	
Community Shopping Employee	15,515	sf GLA	2.90 0.70	0.95 0.95	0.95 0.95	2.62 0.63	/ksf GLA /ksf GLA	3.20 0.80	0.95 0.95	0.95 0.95	2.89 0.72	/ksf GLA /ksf GLA	1.00 1.00	1.00 1.00	41 10	0.70 0.95	1.00 1.00	32 10
Family Restaurant Employee	4,636	sf GLA	9.00 1.50	0.95 0.95	0.95 0.95	8.12 1.35	/ksf GLA /ksf GLA	12.75 2.25	0.95 0.95	0.95 0.95	11.51 2.03	/ksf GLA /ksf GLA	0.90 1.00	1.00 1.00	34 6	0.90 1.00	1.00 1.00	48 9
Health Club Employee	11,953	sf GLA	6.60 0.40	0.95 0.95	0.95 0.95	5.96 0.36	/ksf GLA /ksf GLA	5.50 0.25	0.95 0.95	0.95 0.95	4.96 0.23	/ksf GLA /ksf GLA	0.70 0.75	0.90 1.00	45 3	0.50 0.50	0.90 1.00	27 1
Residential, Rental, S Reserved		units	1.50	1.00	1.00	1.50	/unit	1.50	1.00	1.00	1.50	/unit	0.70	1.00	0	0.70	1.00	0
Reserved Guest		sp/unit	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0
Reserved Guest		units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	0.20	1.00	0	0.20	1.00	0
Reserved Guest		sp/unit	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0
Reserved Guest		units	0.15	1.00	1.00	0.15	/unit	0.15	1.00	1.00	0.00	/unit	0.20	1.00	0	0.20	1.00	0
Office <25 ksf	5,475	sf GLA	0.30	0.95	0.95	0.27	/unit	0.03	0.95	0.95	0.03	/unit	0.45	1.00	1	1.00	1.00	0
Medical/Dental Office Employee	8,955	sf GLA	3.00 1.50	0.95 0.95	0.95 0.95	2.71 1.35	/ksf GLA /ksf GLA	3.00 1.50	0.95 0.95	0.95 0.95	2.71 1.35	/ksf GLA /ksf GLA	0.90 1.00	1.00 1.00	22 12	1.00 1.00	1.00 1.00	24 12
															Customer	143	Customer	131
															Employee	46	Employee	34
															Reserved	0	Reserved	0
															Total	189	Total	165

WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAN

Weekday Month-by-Month Estimated Parking Demand

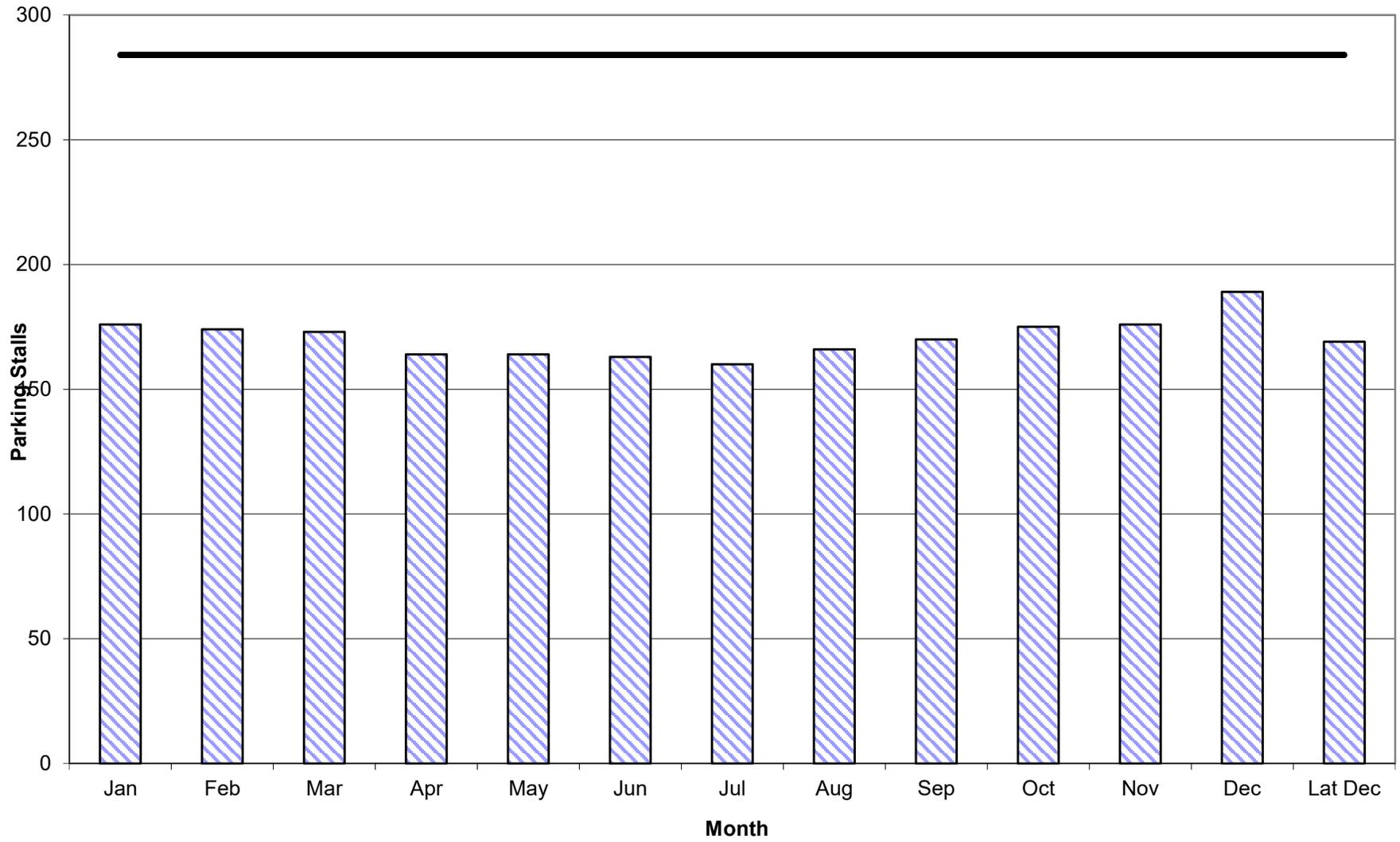
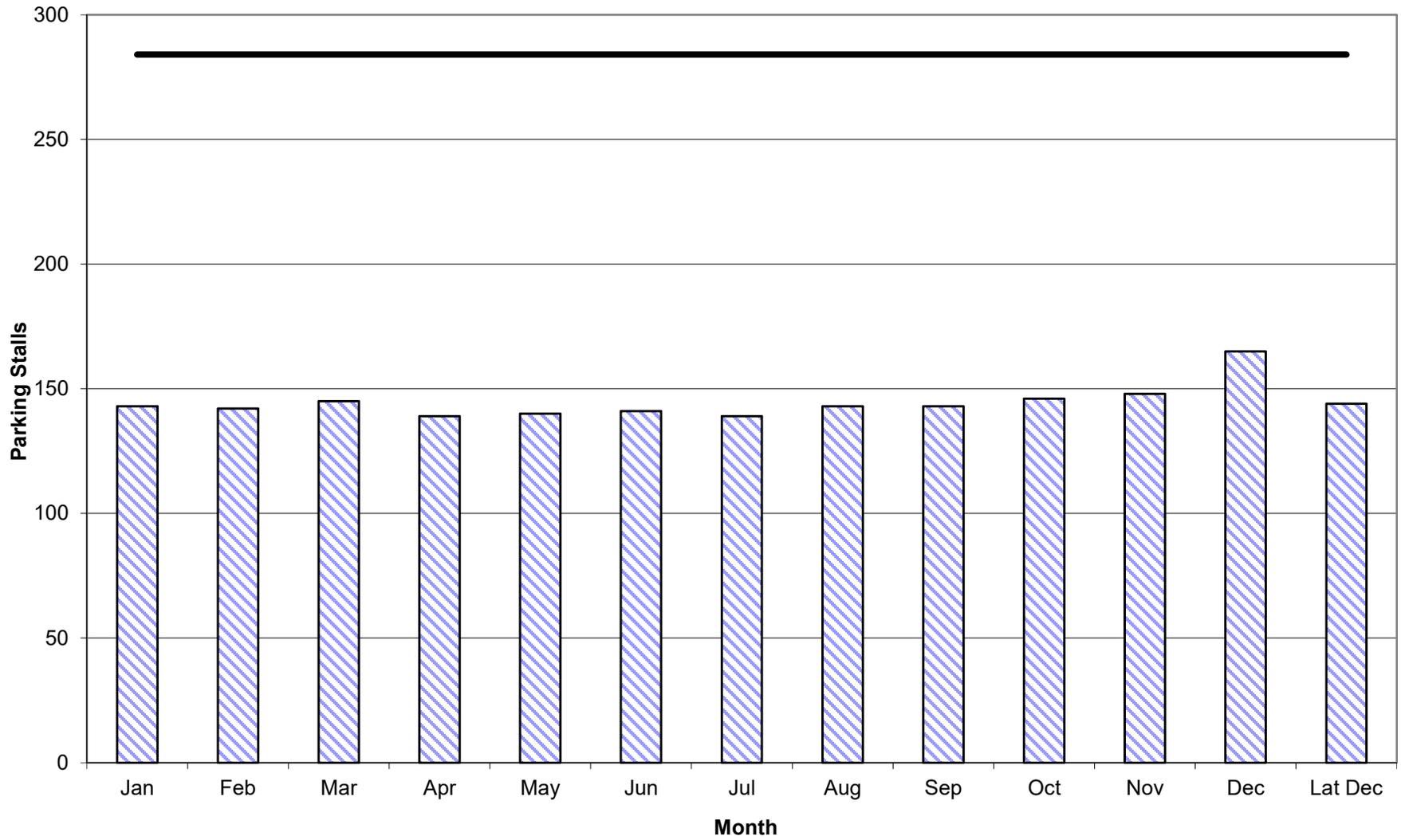


Figure 4

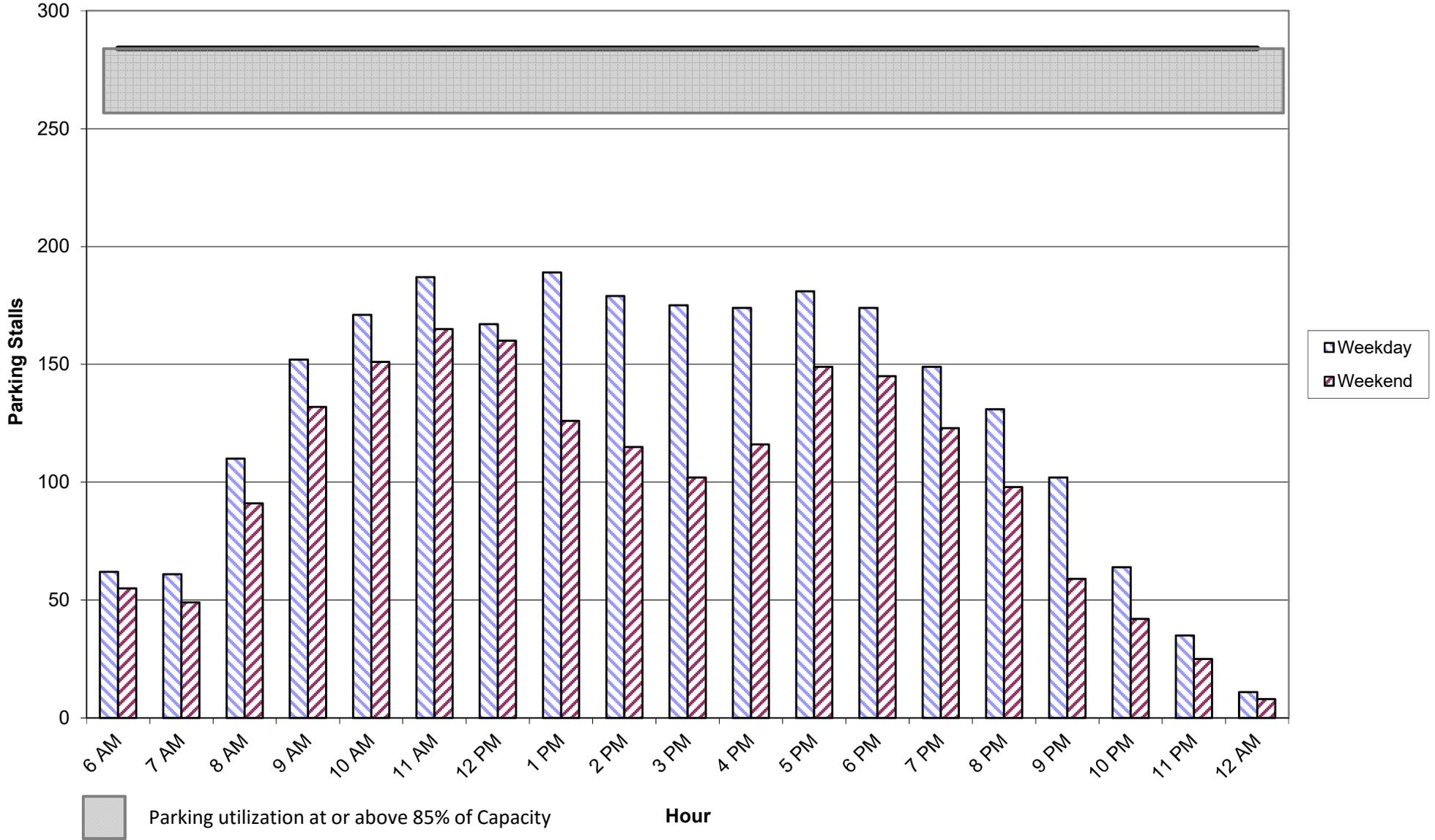
Weekend Month-by-Month Estimated Parking Demand



HOURLY VARIATION BY PEAK MONTH

Peak Month Daily Parking Demand by Hour

Parking capacity = 285 spaces



INPUTS

Description: Shared Parking Analysis - Mixed Use Development

ksf = thousand square feet

Projected Parking Supply: 298			Mode Adjustment				Noncaptive Ratio				
Land Use	Quantity	Max Parking Spaces	Weekday		Weekend		Weekday		Weekend		
			Weekday	Weekend	Daytime	Evening	Daytime	Evening	Daytime	Evening	
Community Shopping Center (<400 ksf)	15,515 sf GLA	45	50	95%	95%	95%	95%	95%	95%	95%	95%
Employee		11	12	95%	95%	95%	95%	95%	95%	95%	95%
Regional Shopping Center (400 to 600 ksf)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Super Regional Shopping Center (>600 ksf)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Fine/Casual Dining Restaurant	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Family Restaurant	4,636 sf GLA	42	59	95%	95%	95%	95%	95%	95%	95%	95%
Employee		7	10	95%	95%	95%	95%	95%	95%	95%	95%
Fast Food Restaurant	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Nightclub	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Cineplex	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Performing Arts Theater	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Arena	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Pro Football Stadium	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Pro Baseball Stadium	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Health Club	11,953 sf GLA	79	66	95%	95%	95%	95%	95%	95%	95%	95%
Employee		5	3	95%	95%	95%	95%	95%	95%	95%	95%
Convention Center	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Hotel-Business	rooms	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Hotel-Leisure	rooms	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Restaurant/Lounge	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Convention Space (>50 sq ft/guest room)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Residential, Rental, Shared Spaces	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Reserved	sp/unit	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Guest	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Residential, Owned, Shared Spaces	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Reserved	sp/unit	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Guest	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office <25 ksf	4,275 sf GLA	1	0	95%	95%	95%	95%	95%	95%	95%	95%
Employee		15	1	95%	95%	95%	95%	95%	95%	95%	95%
Office 25 to 100 ksf	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office 100 to 500 ksf	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office >500 ksf	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Data Processing Office	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Medical/Dental Office *	32,155 sf GLA	96	96	95%	95%	95%	95%	95%	95%	95%	95%
Employee		48	48	95%	95%	95%	95%	95%	95%	95%	95%
Bank (Branch) with Drive-In	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Subtotal Customer/Guest Spaces		263	271								
Subtotal Employee/Resident Spaces		86	74								
Subtotal Reserved Spaces		0	0								
Total Parking Spaces		349	345								

* Medical/Dental office includes existing medical/dental office in plaza (8,955 s.f.) plus proposed building (23,200 s.f.)

SHARED PARKING SUMMARY

8/4/2016

Table
Project: Corners Community Center, Village of Cayuga Heights, NY
Description: Shared Parking Analysis - Mixed Use Development

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: DECEMBER -- PEAK PERIOD: 11 AM, WEEKDAY

Land Use	Project Data Quantity Unit		Weekday					Weekend					Weekday			Weekend			
			Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	
													11 AM	December		11 AM	December		
Community Shopping Employee	15,515	sf GLA	2.90 0.70	0.95 0.95	0.95 0.95	2.62 0.63	/ksf GLA /ksf GLA	3.20 0.80	0.95 0.95	0.95 0.95	2.89 0.72	/ksf GLA /ksf GLA	0.75 0.95	1.00 1.00	30 9	0.70 0.95	1.00 1.00	32 10	
Family Restaurant Employee	4,636	sf GLA	9.00 1.50	0.95 0.95	0.95 0.95	8.12 1.35	/ksf GLA /ksf GLA	12.75 2.25	0.95 0.95	0.95 0.95	11.51 2.03	/ksf GLA /ksf GLA	0.90 1.00	1.00 1.00	34 6	0.90 1.00	1.00 1.00	48 9	
Health Club Employee	11,953	sf GLA	6.60 0.40	0.95 0.95	0.95 0.95	5.96 0.36	/ksf GLA /ksf GLA	5.50 0.25	0.95 0.95	0.95 0.95	4.96 0.23	/ksf GLA /ksf GLA	0.80 0.75	0.90 1.00	51 3	0.50 0.50	0.90 1.00	27 1	
Residential, Rental, S Reserved		units	1.50	1.00	1.00	1.50	/unit	1.50	1.00	1.00	1.50	/unit	0.70	1.00	0	0.70	1.00	0	
Reserved Guest		sp/unit	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0	
Reserved Guest		units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	0.20	1.00	0	0.20	1.00	0	
Reserved Guest		sp/unit	0.00	1.00	1.00	0.00	/unit	0.00	1.00	1.00	0.00	/unit	1.00	1.00	0	1.00	1.00	0	
Reserved Guest		units	0.15	1.00	1.00	0.15	/unit	0.15	1.00	1.00	0.00	/unit	0.20	1.00	0	0.20	1.00	0	
Office <25 ksf	4,275	sf GLA	0.30	0.95	0.95	0.27	/unit	0.03	0.95	0.95	0.03	/unit	0.45	1.00	0	1.00	1.00	0	
Medical/Dental Office Employee	32,155	sf GLA	3.00 1.50	0.95 0.95	0.95 0.95	2.71 1.35	/ksf GLA /ksf GLA	3.00 1.50	0.95 0.95	0.95 0.95	2.71 1.35	/ksf GLA /ksf GLA	1.00 1.00	1.00 1.00	87 43	1.00 1.00	1.00 1.00	87 43	
															Customer	202	Customer		194
															Employee	75	Employee		64
															Reserved	0	Reserved		0
															Total	277	Total		258

WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAN

Weekday Month-by-Month Estimated Parking Demand

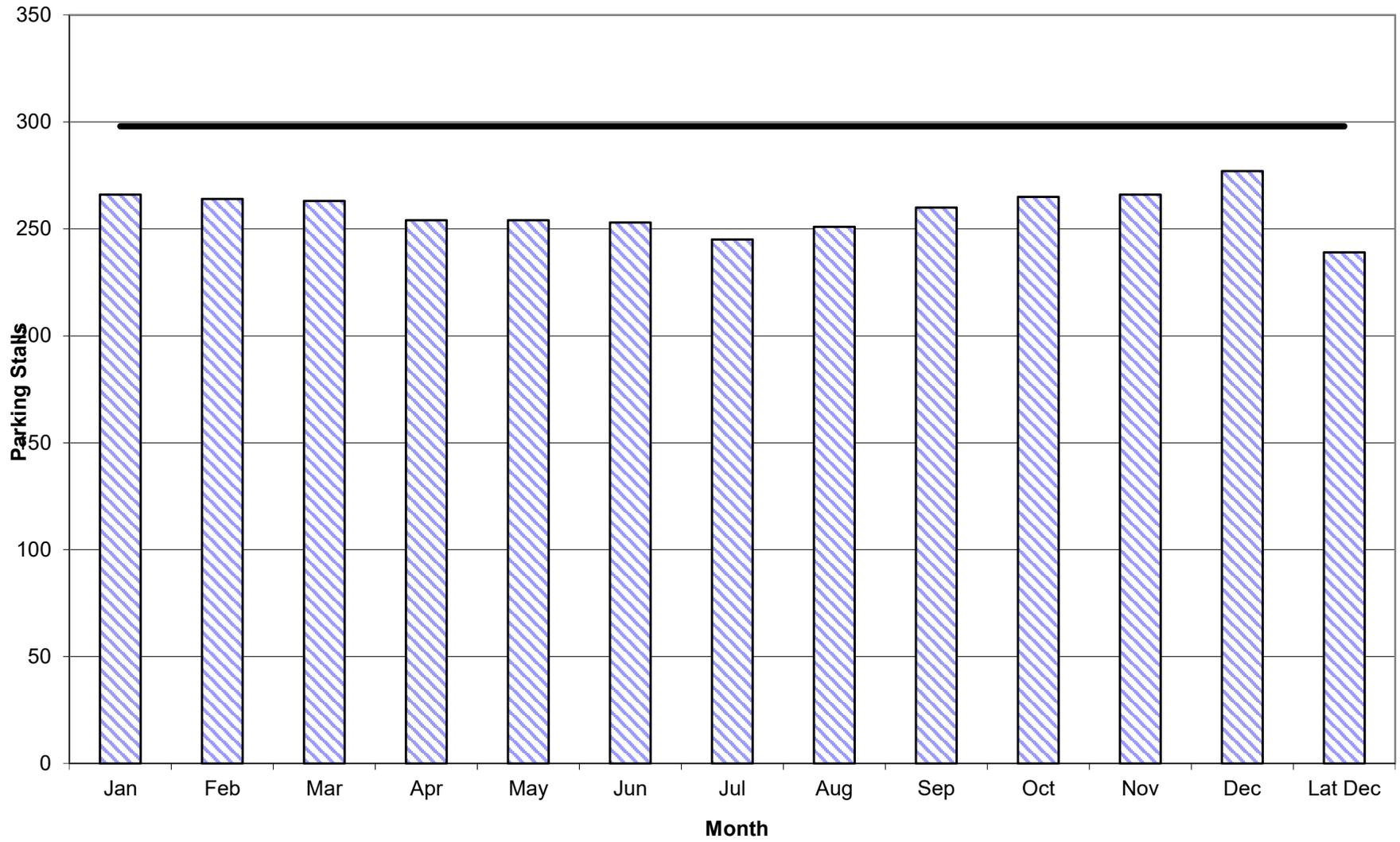
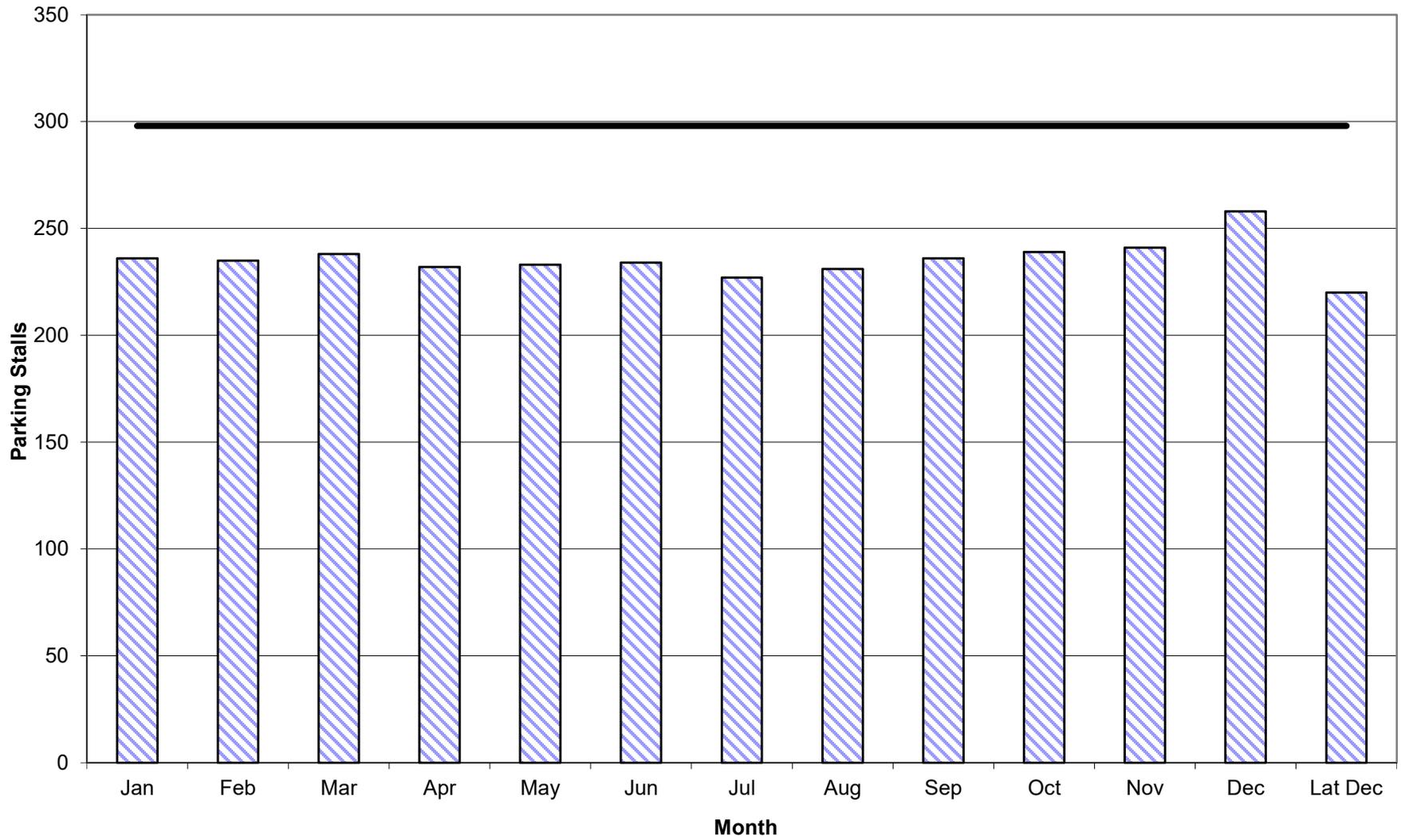


Figure 4

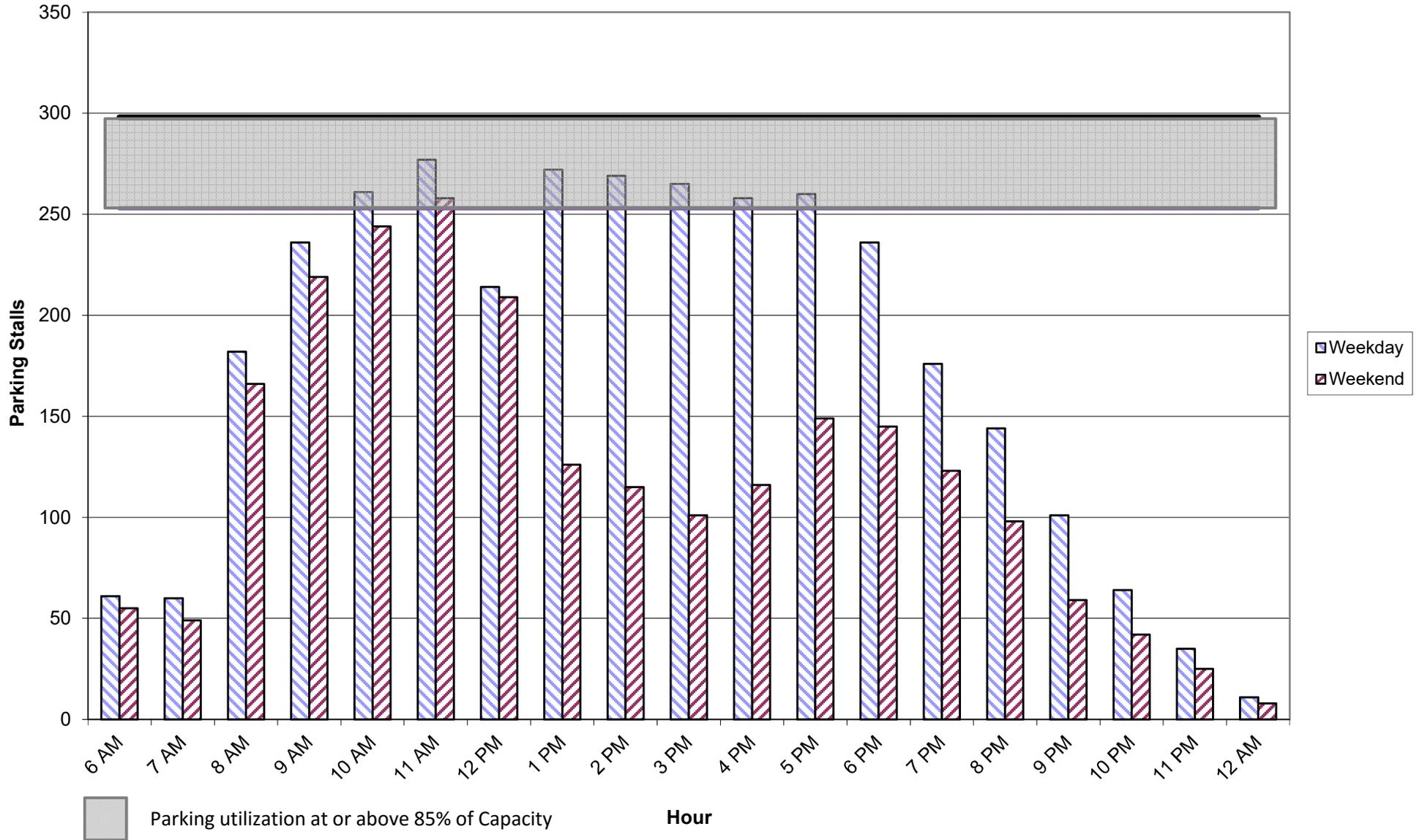
Weekend Month-by-Month Estimated Parking Demand



HOURLY VARIATION BY PEAK MONTH

Peak Month Daily Parking Demand by Hour

Parking capacity = 298 spaces



A3

Level of Service: Criteria and Definitions

Level of Service Criteria

Highway Capacity Manual 2010

SIGNALIZED INTERSECTIONS

Level of Service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of Service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15 minute analysis period. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 20
C	20 – 35
D	35 – 55
E	55 – 80
F	>80

UNSIGNALIZED INTERSECTIONS

Level of Service for unsignalized intersections is also defined in terms of delay. However, the delay criteria are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. The total delay threshold for any given Level of Service is less for an unsignalized intersection than for a signalized intersection. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 - 50
F	>50

A4

Level of Service Calculations: Existing Conditions

1: Hanshaw Rd & N Triphammer Rd Performance by lane

Lane	EB	WB	SB	SB	All
Movements Served	LT	TR	L	R	
Denied Del/Veh (s)					0.5
Total Del/Veh (s)	8.9	0.5	11.2	3.0	7.2

4: East Upland Rd & Triphammer Rd & Hanshaw Rd Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	L	TR	LTR	LTR	LTR	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	17.4	10.7	1.7	22.9	1.7	3.0

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	32	3	9	55
Future Vol, veh/h	1	3	32	3	9	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	58	58	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	55	5	11	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	58	0	0	60	0
Stage 1	58	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1008	-	-	1544	-
Stage 1	965	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	837	1008	-	-	1544	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	959	1544	-
HCM Lane V/C Ratio	-	-	0.008	0.007	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	28	0	1	42
Future Vol, veh/h	0	2	28	0	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	58	58	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	48	0	1	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	48	0	0	48	0
Stage 1	48	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.12	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1021	-	-	1559	-
Stage 1	965	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	869	1021	-	-	1559	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.5		0		0.2
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1021	1559	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	4	25	14	12	35
Future Vol, veh/h	2	4	25	14	12	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	38	38	61	61	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	41	23	17	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	138	52	0	0	64	0
Stage 1	52	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	855	1016	-	-	1538	-
Stage 1	970	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	846	1016	-	-	1538	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		1.9
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	952	1538	-
HCM Lane V/C Ratio	-	-	0.017	0.011	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	405	15	23	304	15	10
Future Vol, veh/h	405	15	23	304	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	89	89	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	488	18	26	342	22	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	506	890
Stage 1	-	-	497
Stage 2	-	-	393
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1059	313
Stage 1	-	-	611
Stage 2	-	-	682
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1059	304
Mov Cap-2 Maneuver	-	-	304
Stage 1	-	-	611
Stage 2	-	-	662

Approach	EB	WB	NE
HCM Control Delay, s	0	0.6	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1059	-
HCM Lane V/C Ratio	0.097	-	-	0.024	-
HCM Control Delay (s)	15.7	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

15: Pleasant Grove Rd & Hanshaw Rd Performance by lane

Lane	EB	WB	NB	NB	All
Movements Served	TR	LT	L	R	
Denied Del/Veh (s)					0.1
Total Del/Veh (s)	1.2	8.1	49.4	0.1	10.8

16: Pleasant Grove Rd & Pleasant Grove Entrance Performance by lane

Lane	EB	NB	SB	All
Movements Served	LR	LT	TR	
Denied Del/Veh (s)				0.0
Total Del/Veh (s)	91.8	27.9	0.3	8.8

1: Hanshaw Rd & N Triphammer Rd Performance by lane

Lane	EB	WB	SB	SB	All
Movements Served	LT	TR	L	R	
Denied Del/Veh (s)					0.3
Total Del/Veh (s)	12.4	0.8	11.5	3.1	5.7

4: East Upland Rd & Triphammer Rd & Hanshaw Rd Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	L	TR	LTR	LTR	LTR	
Denied Del/Veh (s)						0.6
Total Del/Veh (s)	93.8	97.2	1.3	62.0	1.4	15.6

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	62	8	5	46
Future Vol, veh/h	1	5	62	8	5	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	92	92	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	7	67	9	6	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	142	72	0	0	76	0
Stage 1	72	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	851	990	-	-	1523	-
Stage 1	951	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	990	-	-	1523	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		0.7
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	963	1523	-
HCM Lane V/C Ratio	-	-	0.008	0.004	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	51	0	0	44
Future Vol, veh/h	0	4	51	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	85	85	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	60	0	0	64

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	60	0	0	60	0
Stage 1	60	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	871	1005	-	-	1544	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	871	1005	-	-	1544	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1005	1544	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	13	2	40	8	10	35
Future Vol, veh/h	13	2	40	8	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	86	86	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	3	47	9	13	44

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	51	0	0	56	0
Stage 1	51	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1017	-	-	1549	-
Stage 1	971	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	868	1017	-	-	1549	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.2		0		1.6
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	885	1549	-
HCM Lane V/C Ratio	-	-	0.023	0.008	-
HCM Control Delay (s)	-	-	9.2	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	366	25	25	487	40	33
Future Vol, veh/h	366	25	25	487	40	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	88	88	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	402	27	28	553	48	40

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	430	1026
Stage 1	-	-	416
Stage 2	-	-	610
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1129	260
Stage 1	-	-	666
Stage 2	-	-	542
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1129	251
Mov Cap-2 Maneuver	-	-	251
Stage 1	-	-	666
Stage 2	-	-	522

Approach	EB	WB	NE
HCM Control Delay, s	0	0.4	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	1129	-
HCM Lane V/C Ratio	0.254	-	-	0.025	-
HCM Control Delay (s)	18.9	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

15: Pleasant Grove Rd & Hanshaw Rd Performance by lane

Lane	EB	WB	NB	NB	All
Movements Served	TR	LT	L	R	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	1.1	2.5	157.3	2.6	49.5

16: Pleasant Grove Rd & Pleasant Grove Entrance Performance by lane

Lane	EB	NB	SB	All
Movements Served	LR	LT	TR	
Denied Del/Veh (s)				1.5
Total Del/Veh (s)	912.8	72.8	0.5	54.9

A5

**Level of Service Calculations:
Background Conditions**

1: Hanshaw Rd & N Triphammer Rd Performance by lane

Lane	EB	WB	SB	SB	All
Movements Served	LT	TR	L	R	
Denied Del/Veh (s)					0.5
Total Del/Veh (s)	8.7	0.5	10.7	3.1	6.9

4: East Upland Rd & Triphammer Rd & Hanshaw Rd Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	L	TR	LTR	LTR	LTR	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	19.1	10.1	1.2	21.2	1.7	2.8

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	3	32	3	9	55
Future Vol, veh/h	1	3	32	3	9	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	58	58	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	55	5	11	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	58	0	0	60	0
Stage 1	58	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1008	-	-	1544	-
Stage 1	965	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	837	1008	-	-	1544	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 959	1544	-
HCM Lane V/C Ratio	-	- 0.008	0.007	-
HCM Control Delay (s)	-	- 8.8	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	28	0	1	42
Future Vol, veh/h	0	2	28	0	1	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	58	58	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	48	0	1	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	48	0	0	48	0
Stage 1	48	-	-	-	-	-
Stage 2	61	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	888	1021	-	-	1559	-
Stage 1	974	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	887	1021	-	-	1559	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	961	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.5		0		0.2
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1021	1559	-
HCM Lane V/C Ratio	-	- 0.004	0.001	-
HCM Control Delay (s)	-	- 8.5	7.3	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	4	25	14	12	35
Future Vol, veh/h	2	4	25	14	12	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	38	38	61	61	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	11	41	23	17	51

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	138	52	0
Stage 1	52	-	-
Stage 2	86	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	855	1016	1538
Stage 1	970	-	-
Stage 2	937	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	846	1016	1538
Mov Cap-2 Maneuver	846	-	-
Stage 1	970	-	-
Stage 2	927	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	952	1538
HCM Lane V/C Ratio	-	-	0.017	0.011
HCM Control Delay (s)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	406	15	23	305	15	10
Future Vol, veh/h	406	15	23	305	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	89	89	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	18	26	343	22	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	507	892
Stage 1	-	-	498
Stage 2	-	-	394
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1058	312
Stage 1	-	-	611
Stage 2	-	-	681
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1058	303
Mov Cap-2 Maneuver	-	-	303
Stage 1	-	-	611
Stage 2	-	-	661

Approach	EB	WB	NE
HCM Control Delay, s	0	0.6	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	373	-	-	1058	-
HCM Lane V/C Ratio	0.097	-	-	0.024	-
HCM Control Delay (s)	15.7	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

15: Pleasant Grove Rd & Hanshaw Rd Performance by lane

Lane	EB	WB	NB	NB	All
Movements Served	TR	LT	L	R	
Denied Del/Veh (s)					0.1
Total Del/Veh (s)	1.3	7.2	61.2	2.5	10.6

16: Pleasant Grove Rd & Pleasant Grove Entrance Performance by lane

Lane	EB	NB	SB	All
Movements Served	LR	LT	TR	
Denied Del/Veh (s)				0.0
Total Del/Veh (s)	91.8	28.2	0.3	8.8

1: Hanshaw Rd & N Triphammer Rd Performance by lane

Lane	EB	WB	SB	SB	All
Movements Served	LT	TR	L	R	
Denied Del/Veh (s)					0.4
Total Del/Veh (s)	21.5	0.8	17.4	3.8	8.7

4: East Upland Rd & Triphammer Rd & Hanshaw Rd Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	L	TR	LTR	LTR	LTR	
Denied Del/Veh (s)						0.6
Total Del/Veh (s)	110.5	267.6	1.4	60.6	1.7	23.9

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	62	8	5	46
Future Vol, veh/h	1	5	62	8	5	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	92	92	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	7	67	9	6	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	142	72	0	0	76	0
Stage 1	72	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	851	990	-	-	1523	-
Stage 1	951	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	990	-	-	1523	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		0.7
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	963	1523	-
HCM Lane V/C Ratio	-	-	0.008	0.004	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	51	0	0	44
Future Vol, veh/h	0	4	51	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	85	85	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	60	0	0	64

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	60	0	0	60	0
Stage 1	60	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	871	1005	-	-	1544	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	871	1005	-	-	1544	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	959	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1005	1544	-
HCM Lane V/C Ratio	-	- 0.008	-	-
HCM Control Delay (s)	-	- 8.6	0	-
HCM Lane LOS	-	- A	A	-
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	13	2	40	8	10	35
Future Vol, veh/h	13	2	40	8	10	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	86	86	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	3	47	9	13	44

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	120	51	0	0	56	0
Stage 1	51	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	876	1017	-	-	1549	-
Stage 1	971	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	868	1017	-	-	1549	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.2		0		1.6
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	885	1549	-
HCM Lane V/C Ratio	-	-	0.023	0.008	-
HCM Control Delay (s)	-	-	9.2	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	367	25	25	488	40	33
Future Vol, veh/h	367	25	25	488	40	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	88	88	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	403	27	28	555	48	40

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	431	1028
Stage 1	-	-	417
Stage 2	-	-	611
Critical Hdwy	-	4.12	7.12
Critical Hdwy Stg 1	-	-	6.12
Critical Hdwy Stg 2	-	-	6.12
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1129	212
Stage 1	-	-	613
Stage 2	-	-	481
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1129	206
Mov Cap-2 Maneuver	-	-	206
Stage 1	-	-	613
Stage 2	-	-	464

Approach	EB	WB	NE
HCM Control Delay, s	0	0.4	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	297	-	-	1129	-
HCM Lane V/C Ratio	0.296	-	-	0.025	-
HCM Control Delay (s)	22.1	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

15: Pleasant Grove Rd & Hanshaw Rd Performance by lane

Lane	EB	WB	NB	NB	All
Movements Served	TR	LT	L	R	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	1.1	2.6	159.5	2.5	50.2

16: Pleasant Grove Rd & Pleasant Grove Entrance Performance by lane

Lane	EB	NB	SB	All
Movements Served	LR	LT	TR	
Denied Del/Veh (s)				0.0
Total Del/Veh (s)	833.7	74.6	0.4	55.9

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**Level of Service Calculations:
Full Development Conditions**

1: Hanshaw Rd & N Triphammer Rd Performance by lane

Lane	EB	WB	SB	SB	All
Movements Served	LT	TR	L	R	
Denied Del/Veh (s)					0.5
Total Del/Veh (s)	8.8	0.6	12.0	2.9	7.5

4: East Upland Rd & Triphammer Rd & Hanshaw Rd Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	L	TR	LTR	LTR	LTR	
Denied Del/Veh (s)						0.1
Total Del/Veh (s)	20.6	11.2	1.2	19.0	2.2	3.4

Intersection

Int Delay, s/veh 1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	33	3	12	66
Future Vol, veh/h	1	4	33	3	12	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	58	58	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	57	5	15	83

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	172	59	0	0	62	0
Stage 1	59	-	-	-	-	-
Stage 2	113	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	818	1007	-	-	1541	-
Stage 1	964	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	810	1007	-	-	1541	-
Mov Cap-2 Maneuver	810	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		1.1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	1541	-
HCM Lane V/C Ratio	-	-	0.01	0.01	-
HCM Control Delay (s)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	29	0	1	53
Future Vol, veh/h	0	2	29	0	1	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	58	58	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	50	0	1	74

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	126	50	0	0	50	0
Stage 1	50	-	-	-	-	-
Stage 2	76	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	869	1018	-	-	1557	-
Stage 1	972	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	868	1018	-	-	1557	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	946	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.6		0		0.1
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1557	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	25	22	23	35
Future Vol, veh/h	6	5	25	22	23	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	38	38	61	61	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	13	41	36	33	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	176	59	0	0	77	0
Stage 1	59	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	814	1007	-	-	1522	-
Stage 1	964	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	796	1007	-	-	1522	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.2		0		2.9
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 880	1522	-
HCM Lane V/C Ratio	-	- 0.033	0.022	-
HCM Control Delay (s)	-	- 9.2	7.4	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0.1	-

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	406	31	39	310	16	13
Future Vol, veh/h	406	31	39	310	16	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	89	89	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	37	44	348	23	19

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	527
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1040
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1040
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NE
HCM Control Delay, s	0	1	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	358	-	-	1040	-
HCM Lane V/C Ratio	0.117	-	-	0.042	-
HCM Control Delay (s)	16.4	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

15: Pleasant Grove Rd & Hanshaw Rd Performance by lane

Lane	EB	WB	NB	NB	All
Movements Served	TR	LT	L	R	
Denied Del/Veh (s)					0.1
Total Del/Veh (s)	1.1	6.6	53.1	1.7	10.8

16: Pleasant Grove Rd & Pleasant Grove Entrance Performance by lane

Lane	EB	NB	SB	All
Movements Served	LR	LT	TR	
Denied Del/Veh (s)				2.2
Total Del/Veh (s)	100.6	55.1	10.6	25.0

1: Hanshaw Rd & N Triphammer Rd Performance by lane

Lane	EB	WB	SB	SB	All
Movements Served	LT	TR	L	R	
Denied Del/Veh (s)					0.3
Total Del/Veh (s)	24.1	0.9	12.8	3.4	6.9

4: East Upland Rd & Triphammer Rd & Hanshaw Rd Performance by lane

Lane	EB	EB	WB	NB	SB	All
Movements Served	L	TR	LTR	LTR	LTR	
Denied Del/Veh (s)						0.5
Total Del/Veh (s)	74.9	52.7	1.3	52.1	1.6	13.2

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	8	69	8	6	51
Future Vol, veh/h	1	8	69	8	6	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	92	92	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	75	9	8	64

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	158	79	0	0	84	0
Stage 1	79	-	-	-	-	-
Stage 2	79	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	833	981	-	-	1513	-
Stage 1	944	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	829	981	-	-	1513	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	8.8		0		0.8
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 961	1513	-
HCM Lane V/C Ratio	-	- 0.012	0.005	-
HCM Control Delay (s)	-	- 8.8	7.4	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	58	0	0	49
Future Vol, veh/h	0	4	58	0	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	85	85	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	68	0	0	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	68	0	0	68	0
Stage 1	68	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	995	-	-	1533	-
Stage 1	955	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	995	-	-	1533	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	952	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	995	1533	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection

Int Delay, s/veh 3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	30	9	40	12	15	35
Future Vol, veh/h	30	9	40	12	15	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	86	86	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	12	47	14	19	44

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	134	53	0	0	60	0
Stage 1	53	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	860	1014	-	-	1544	-
Stage 1	970	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	1014	-	-	1544	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	9.3		0		2.2
HCM LOS	A				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	882	1544	-
HCM Lane V/C Ratio	-	-	0.059	0.012	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	367	33	33	498	57	46
Future Vol, veh/h	367	33	33	498	57	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	88	88	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	403	36	38	566	69	55

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	440	1062
Stage 1	-	-	421
Stage 2	-	-	641
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1120	247
Stage 1	-	-	662
Stage 2	-	-	525
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1120	235
Mov Cap-2 Maneuver	-	-	235
Stage 1	-	-	662
Stage 2	-	-	499

Approach	EB	WB	NE
HCM Control Delay, s	0	0.5	22.6
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	327	-	-	1120	-
HCM Lane V/C Ratio	0.379	-	-	0.033	-
HCM Control Delay (s)	22.6	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

15: Pleasant Grove Rd & Hanshaw Rd Performance by lane

Lane	EB	WB	NB	NB	All
Movements Served	TR	LT	L	R	
Denied Del/Veh (s)					0.0
Total Del/Veh (s)	0.9	2.3	177.4	3.0	55.4

16: Pleasant Grove Rd & Pleasant Grove Entrance Performance by lane

Lane	EB	NB	SB	All
Movements Served	LR	LT	TR	
Denied Del/Veh (s)				5.1
Total Del/Veh (s)	1741.3	101.7	0.5	75.0