

TRAFFIC IMPACT STUDY
WHITE PINE COMMERCE PARK
TOWN OF CLAY, NEW YORK

Prepared For:

Onondaga County Industrial Development Agency
Office of Economic Development
Onondaga County
333 West Washington Street, Suite 130
Syracuse, NY 13202

Prepared By:



441 South Salina Street
Syracuse, NY 13202

(315) 471-3920

CHA Project No. 20735

August 2012
Revised May 2013

TABLE OF CONTENTS

	PAGE
1.0 INTRODUCTION	1
2.0 EXISTING CONDITIONS	2
2.1 Roadway Network	2
2.2 Data Collection	2
2.3 Roadway Description	3
2.4 Existing Traffic Volumes	3
3.0 FUTURE CONDITIONS	4
3.1 Background Traffic Condition (Future No Build)	4
3.2 Trip Generation	5
3.3 Trip Distribution	6
3.4 Build Condition	6
4.0 CAPACITY ANALYSES	7
4.1 Existing Condition	11
4.2 2014 Future No Build and Build Conditions	11
4.3 2016 Future No Build and Build Conditions	12
4.4 2018 Future No Build and Build Conditions	13
4.5 2021 Future No Build and Build Conditions	13
4.7 2024 Future No Build and Build Conditions	14
4.8 2027 Future No Build and Build Conditions	16
4.7 Mitigation	18
5.0 SUMMARY	21

List of Appendices

FIGURES
TRIP GENERATION CALCULATIONS
LEVEL OF SERVICE CRITERIA
CAPACITY ANALYSIS WORKSHEETS
TRAFFIC COUNTS
LOS AND QUEUE SUMMARY SHEETS

APPENDIX A
APPENDIX B
APPENDIX C
Available Upon Request
APPENDIX E
APPENDIX F

List of Tables

		Page
Table 1	Background Development	6
Table 2	Trip Generation	7
Table 3	Level of Service Summary – Phase I	8
Table 4	Level of Service Summary – Phase II	8
Table 5	Level of Service Summary – Phase III	9
Table 6	Level of Service Summary – Phase IV	9
Table 7	Level of Service Summary – Phase V	10
Table 8	Level of Service Summary – Phase VI	11

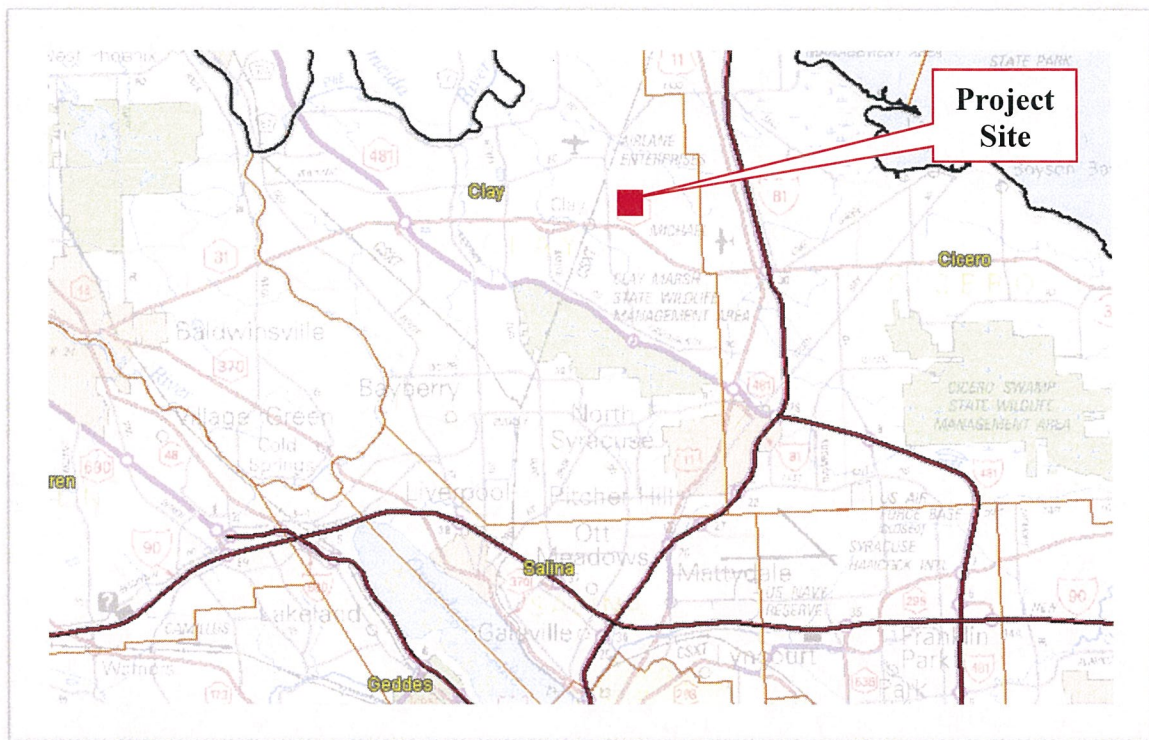
List of Figures

		Page
Figure 1	Location Map	1
Figure 2	Conceptual Site Plan	Appendix A
Figure 3	2012 Existing Traffic Volumes	Appendix A
Figure 4	2014 Future No Build Traffic Volumes	Appendix A
Figure 5	2016 Future No Build Traffic Volumes	Appendix A
Figure 6	2018 Future No Build Traffic Volumes	Appendix A
Figure 7	2021 Future No Build Traffic Volumes	Appendix A
Figure 8	2024 Future No Build Traffic Volumes	Appendix A
Figure 9	2027 Future No Build Traffic Volumes	Appendix A
Figure 10	Trip Distribution Percentages	Appendix A
Figure 11	Trip Distribution Volumes – 100,000 SF	Appendix A
Figure 12	Trip Distribution Volumes – 250,000 SF	Appendix A
Figure 13	Trip Distributions Volumes – 500,000 SF	Appendix A
Figure 14	Trip Distribution Volumes – 1,000,00- SF	Appendix A
Figure 15	Trip Distribution Volumes – 1,500,000 SF	Appendix A
Figure 16	Trip Distribution Volumes – 2,000,000 SF	Appendix A
Figure 17	2014 Build Traffic Volumes	Appendix A
Figure 18	2016 Build Traffic Volumes	Appendix A
Figure 19	2018 Build Traffic Volumes	Appendix A
Figure 20	2021 Build Traffic Volumes	Appendix A
Figure 21	2024 Build Traffic Volumes	Appendix A
Figure 22	2027 Build Traffic Volumes	Appendix A
Figure 23	2024 & 2027 Saturday No Build Traffic Volumes	Appendix A
Figure 24	2024 & 2027 Saturday Distribution Volumes	Appendix A
Figure 25	2024 & 2027 Saturday Build Traffic Volumes	Appendix A

1.0 INTRODUCTION

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

Figure 1
Site Location Map
White Pine Commerce Park



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

2.0 EXISTING CONDITIONS

2.1 Roadway Network

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

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

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

The existing conditions of these roadways are summarized below.

2.2 Data Collection

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

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

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

2.3 Roadway Description

NYS Route 31 is an east/west roadway classified as an urban principal arterial west of Interstate 81 and an urban minor arterial east of Interstate 81 and is owned by the New York State Department of Transportation. NYS Route 31 provides access to residential and commercial developments along its length between County Route 57 and Thompson Road. In the immediate vicinity of the project site, NYS Route 31 provides access mainly to residential development. In the area of the proposed site NYS Route 31 is a two-lane roadway, approximately 40 feet in width, with a single lane in each direction and 8 foot shoulders. According to New York State Department of Transportation (NYSDOT) traffic counts, NYS Route 31 carries between 13,000 and 26,000 vehicles per day.

2.4 Existing Traffic Volumes

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

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

This information was supplemented by traffic volumes provide by NYSDOT that were used in the development of calibrated Synchro models that were also provided by NYSDOT. The existing weekday AM and PM peak hour traffic volumes for the study area are shown in Figure 3. In addition, existing traffic data for the Saturday peak hour was provided by NYSDOT for all the study area intersections with the exception of Henry Clay Boulevard and Caughdenoy Road. These intersections were counted in March 2013. Existing Saturday peak hour data is also shown on Figure 3.

3.0 FUTURE CONDITIONS

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

3.1 Background Traffic Condition (Future No Build)

The background traffic condition represents the estimated traffic volumes on the roadway network in the future without the proposed development. It is anticipated that the proposed development will be complete within 15 years. As requested by the NYSDOT, development planned for the area of NYS Route 31 that is within the area of the White Pine Commerce Park has been included in the background traffic conditions. The background traffic includes the following developments:

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

These developments have the potential to generate approximately 720 new vehicle trips during the weekday AM peak hour and 2,066 new vehicle trips during the weekday PM peak hour. This information is illustrated in Table 1 below.

Table 1
Background Development
White Pine Commerce Park

	AM Peak	PM Peak
Orange Commons	89	117
Clay Park	75	301
Alt-Davis	220	936
Henry Clay Commons	90	284
Nice & Easy Phase 2	46	160
Lepinske	200	268
Total	720	2,066

As one will see in the following sections, the trips generated during the AM peak hour are approximately the same as full build out of the White Pine Commerce Park and the trips generated during the PM peak hour is approximately 1.5 times the amount of traffic generated by full build out of the White Pine Commerce Park.

In addition, existing traffic volumes were increased by an annual percentage rate of 1.0 percent per year to serve as increases in traffic due to development that is not known. The 2014, 2016, 2018, 2021, 2024 and 2027 future No Build weekday AM and PM peak hour traffic volumes for the study area are shown in Figures 4 through 9. Future No Build volumes for the 2024 and 2027 Saturday peak hour are shown on Figure 23.

3.2 Trip Generation

The proposed development will add trips to the adjacent street network. The number of trips was estimated using the *Trip Generation* (9th Edition) informational report published by the Institute of Transportation Engineers (ITE). The trips were estimated using ITE Land Use Code 130: Industrial Park and Land Use Code 160: Data Center. Trips were estimated for the following sizes of development 100,000 SF, 250,000 SF, 500,000 SF, 1,000,000 SF, 1,500,000 SF and 2,000,000 SF. For development between, 100,000 SF and 1,000,000 SF, the size of the industrial park and data center were evenly split. After 1,000,000 SF, the size of the data center was held at 500,000 SF while the remaining development was considered industrial park

Trips were generated for the weekday AM and PM peak hours to coincide with the peak hours for which traffic volumes were obtained. As requested by NYSDOT, Saturday peak hour trip generation was also estimated for the 2024 and 2027 Build conditions. It is assumed that all site trips are considered new trips to the surrounding roadway network and represent motorists whose primary destination is the White Pine Commerce Park.

The estimated number of new trips generated for each build out phase is summarized in Table 2. It was assumed the first three phases of development would occur in two year increments and the remaining development in three year increments. The trip generation calculations are contained in Appendix C.

Table 2
Trip Generation
White Pine Commerce Park

Land Use	Year of Completion	Total Size of Development	Weekday AM Peak			Weekday PM Peak			Saturday Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Phase I	2014	100,000 SF	47	12	59	18	67	85	N/A	N/A	N/A
Phase II	2016	250,000 SF	98	26	124	31	118	149	N/A	N/A	N/A
Phase III	2018	500,000 SF	171	46	217	54	203	257	N/A	N/A	N/A
Phase IV	2021	1,000,000 SF	300	82	382	99	373	472	N/A	N/A	N/A
Phase V	2024	1,500,000 SF	501	126	627	180	677	857	135	261	396
Phase VI	2027	2,000,000 SF	681	166	847	261	981	1242	191	380	571

The estimated trips shown in Table 2 for each phase are the total number of trips that are expected to be generated by each phase of development.

3.3 Trip Distribution

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

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

The distribution percentages for new site trips generated by the White Pine Commerce Park can be seen on Figure 10 Appendix A. The distribution of the site trips is displayed on Figures 11 through 16 in Appendix A. The Saturday trip distributions are illustrated on Figure 24.

3.4 Build Condition

To estimate the cumulative impacts of the White Pine Commerce Park development, the Future No Build traffic volumes were combined with the proposed site trips to develop the Build condition traffic volumes, as shown on Figures 17 through 22 and Figure 25 for the Saturday Build volumes in Appendix A.

4.0 CAPACITY ANALYSES

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

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

For the Build analyses, the only improvement that is included in the analyses is a new traffic signal at the intersection of NYS Route 31 and Caughdenoy Road and widening at the intersection. The proposed widening includes left turn lanes on all approaches and right turn lanes on all approaches except the southbound approach of Caughdenoy Road. It should be noted that the eastbound right turn lane and the northbound right turn lane are needed at this intersection because of the development described in **Section 3.1** that is located south of NYS Route 31 and not the White Pine Commerce Park.

Tables 3-8 on the following pages show the overall intersection operation for each of the No Build and Build scenarios. More detailed summaries by movement are included in Appendix C. Also included in Appendix C is a summary of queue lengths by movement for each of the study area intersections.

It should be noted that all the analyses were performed using the most recent signal timing information (2012) that was provided by NYSDOT. All future year analyses were completed using the same signal timing information to provide a basis for comparison.

Table 3
Level of Service Summary - Phase I

Intersection With NYS Route 31	2012 Existing		2014 No Build		2014 Build	
	AM	PM	AM	PM	AM	PM
County Route 57	C(24.2)	D(40.6)	C(25.0)	D(54.9)	C(25.0)	D(55.3)
Target Driveway	B(12.2)	C(29.5)	B(11.9)	D(36.1)	B(11.9)	D(36.7)
Dell Center Drive	B(10.8)	B(12.0)	B(10.7)	B(12.5)	B(10.7)	B(12.6)
Carling Road	A(8.3)	C(29.3)	A(8.7)	D(37.1)	A(8.7)	D(37.7)
Wegmans East	A(5.1)	C(21.7)	A(4.7)	C(26.6)	A(4.6)	C(26.9)
Soule Road/I-481 SB	B(15.7)	D(37.5)	B(16.5)	E(59.8)	B(16.5)	E(58.8)
I-481 NB	A(9.0)	C(34.7)	A(8.6)	D(52.3)	A(8.6)	D(53.0)
Marketfair Mall	A(1.7)	A(9.2)	A(1.7)	B(16.2)	A(1.7)	B(16.3)
Great Northern Mall West	B(11.5)	C(21.2)	B(12.9)	E(64.3)	B(12.9)	E(66.1)
Great Northern Mall East	A(8.5)	B(10.3)	A(8.6)	B(11.2)	A(8.6)	B(11.3)
Morgan Road	C(26.8)	D(40.6)	C(30.2)	E(75.9)	C(30.3)	E(77.7)
Henry Clay Boulevard	B(13.6)	D(40.3)	C(26.9)	F(269)	C(28.0)	F(280)
Caughdenoy Road	A(4.1)	A(6.7)	F(25.4)	F(999)	B(14.1)	C(23.5)
US Route 11	C(23.6)	D(36.0)	C(26.3)	D(48.2)	C(26.5)	D(51.4)
I-81 SB Ramps	D(35.9)	C(26.5)	E(58.6)	E(66.1)	E(59.5)	E(72.7)
I-81 NB Ramps	C(21.4)	D(48.5)	C(23.7)	F(95.0)	C(24.2)	F(97.1)
Lakeshore Road Spur	B(10.5)	C(20.4)	B(10.5)	C(24.0)	B(10.4)	C(24.0)
New County Plaza	B(10.6)	A(8.8)	B(10.8)	A(9.4)	B(10.8)	A(9.4)
CNS High School	B(12.2)	B(10.3)	B(14.2)	B(14.5)	B(14.2)	B(14.7)
Thompson Road	B(15.4)	C(25.2)	B(15.9)	D(49.2)	B(15.9)	D(50.4)

Table 4
Level of Service Summary - Phase II

Intersection With NYS Route 31	2016 No Build		2016 Build	
	AM	PM	AM	PM
County Route 57	C(25.4)	E(58.4)	C(25.4)	E(59.1)
Target Driveway	B(11.9)	D(38.6)	B(11.9)	D(39.4)
Dell Center Drive	B(10.7)	B(12.8)	B(10.7)	B(12.9)
Carling Road	A(8.7)	D(39.6)	A(8.7)	D(40.7)
Wegmans East	A(4.7)	C(29.0)	A(4.7)	C(29.8)
Soule Road/I-481 SB	B(16.7)	E(61.2)	B(16.8)	E(61.7)
I-481 NB	A(8.7)	D(59.0)	A(8.7)	E(60.6)
Marketfair Mall	A(1.7)	B(18.1)	A(1.7)	B(18.4)
Great Northern Mall West	B(13.1)	E(67.2)	B(13.2)	E(70.1)
Great Northern Mall East	A(8.6)	B(11.4)	A(8.7)	B(11.5)
Morgan Road	C(31.4)	E(79.3)	C(31.6)	F(82.4)
Henry Clay Boulevard	C(29.0)	F(280)	C(32.6)	F(297)
Caughdenoy Road	F(27.9)	F(999)	B(14.5)	C(25.1)
US Route 11	C(27.0)	D(50.5)	C(27.3)	D(57.4)
I-81 SB Ramps	E(63.4)	E(72.9)	E(64.9)	F(85.2)
I-81 NB Ramps	C(24.7)	F(104)	C(25.7)	F(108)
Lakeshore Road Spur	B(10.6)	C(24.9)	B(10.6)	C(25.1)
New County Plaza	B(10.9)	A(9.8)	B(10.9)	A(9.7)
CNS High School	B(14.7)	B(15.2)	B(14.8)	B(15.6)
Thompson Road	B(16.3)	D(54.5)	B(16.3)	D(57.4)

Table 5
Level of Service Summary - Phase III

Intersection With NYS Route 31	2018 No Build		2018 Build	
	AM	PM	AM	PM
County Route 57	C(25.6)	E(62.4)	C(25.8)	E(63.8)
Target Driveway	B(12.0)	D(41.3)	B(12.0)	D(43.0)
Dell Center Drive	B(10.8)	B(12.9)	B(10.7)	B(13.0)
Carling Road	A(8.8)	D(34.2)	A(8.8)	D(45.6)
Wegmans East	A(5.0)	C(32.1)	A(5.0)	C(33.8)
Soule Road/I-481 SB	B(17.0)	E(65.0)	B(17.2)	E(66.1)
I-481 NB	A(8.7)	E(65.9)	A(8.7)	E(69.1)
Marketfair Mall	A(1.6)	C(20.7)	A(1.7)	C(21.6)
Great Northern Mall West	B(13.5)	E(70.1)	B(13.5)	E(75.4)
Great Northern Mall East	A(8.8)	B(11.6)	A(8.8)	B(11.7)
Morgan Road	C(32.8)	F(83.1)	C(33.1)	F(88.4)
Henry Clay Boulevard	C(32.7)	F(289)	D(38.6)	F(319)
Caughdenoy Road	F(31.0)	F(999)	B(14.1)	C(27.3)
US Route 11	C(27.7)	D(53.3)	C(28.2)	E(67.4)
I-81 SB Ramps	E(69.6)	F(80.3)	E(71.7)	F(102)
I-81 NB Ramps	C(26.1)	F(113)	C(27.6)	F(119)
Lakeshore Road Spur	B(10.7)	C(26.0)	B(10.7)	C(26.1)
New County Plaza	B(11.1)	A(9.8)	B(11.1)	A(9.8)
CNS High School	B(15.1)	B(16.3)	B(15.4)	B(17.1)
Thompson Road	B(16.5)	E(62.0)	B(16.5)	E(64.7)

Table 6
Level of Service Summary - Phase IV

Intersection With NYS Route 31	2021 No Build		2021 Build	
	AM	PM	AM	PM
County Route 57	C(26.1)	E(69.0)	C(26.3)	E(72.1)
Target Driveway	B(12.0)	D(46.2)	B(12.0)	D(49.9)
Dell Center Drive	B(11.6)	B(13.3)	B(11.5)	B(13.4)
Carling Road	A(9.0)	D(50.0)	A(9.0)	D(54.5)
Wegmans East	A(5.1)	D(39.0)	A(5.0)	D(42.7)
Soule Road/I-481 SB	B(17.3)	E(71.6)	B(17.7)	E(74.1)
I-481 NB	A(8.8)	E(78.5)	A(8.8)	F(84.6)
Marketfair Mall	A(1.6)	C(25.5)	A(1.6)	C(27.1)
Great Northern Mall West	B(13.9)	E(74.5)	B(14.1)	F(84.5)
Great Northern Mall East	A(9.0)	B(12.0)	A(9.1)	B(12.3)
Morgan Road	C(34.8)	F(89.1)	D(35.8)	F(100)
Henry Clay Boulevard	D(37.4)	F(306)	D(52.3)	F(365)
Caughdenoy Road	F(35.0)	F(999)	B(15.0)	C(32.8)
US Route 11	C(28.8)	D(57.6)	C(29.8)	F(88.6)
I-81 SB Ramps	E(77.7)	F(91.1)	F(82.7)	F(133)
I-81 NB Ramps	C(27.9)	F(127)	C(32.4)	F(142)
Lakeshore Road Spur	B(10.9)	C(27.8)	B(10.8)	C(27.9)
New County Plaza	B(11.3)	B(10.1)	B(11.4)	B(10.2)
CNS High School	B(16.1)	B(18.1)	B(16.3)	C(20.4)
Thompson Road	B(17.0)	E(69.7)	B(17.1)	E(71.6)

Table 7
Level of Service Summary - Phase V

Intersection With NYS Route 31	2024 No Build			2024 Build		
	AM	PM	Sat.	AM	PM	Sat.
County Route 57	C(26.4)	E(76.9)	D(51.9)	C(26.9)	F(83.6)	D(52.4)
Target Driveway	B(12.1)	D(52.0)	E(57.2)	B(12.0)	E(59.3)	E(60.2)
Dell Center Drive	B(11.7)	B(13.5)	C(25.3)	B(11.6)	B(14.1)	C(27.2)
Carling Road	A(9.2)	E(56.2)	D(40.7)	A(9.2)	E(64.5)	D(43.5)
Wegmans East	A(5.2)	D(45.9)	C(24.7)	A(5.1)	D(52.9)	C(25.0)
Soule Road/I-481 SB	B(18.0)	E(79.1)	F(170)	B(18.5)	F(85.8)	F(172)
I-481 NB	A(9.0)	F(92.9)	C(23.1)	A(8.9)	F(105)	C(23.8)
Marketfair Mall	A(1.6)	C(31.1)	C(23.7)	A(1.7)	C(34.1)	C(25.5)
Great Northern Mall West	B(14.5)	E(79.3)	E(64.5)	B(14.9)	F(97.9)	E(71.2)
Great Northern Mall East	A(9.3)	B(12.4)	B(13.5)	A(9.4)	B(13.0)	B(13.7)
Morgan Road	D(37.4)	F(95.6)	E(70.7)	D(38.8)	F(118)	E(76.0)
Henry Clay Boulevard	D(43.7)	F(326)	F(218)	E(72.6)	F(429)	F(296)
Caughdenoy Road	F(35.0)	F(999)	F(999)	B(15.4)	E(61.3)	E(56.1)
US Route 11	C(30.0)	E(62.1)	D(41.9)	C(31.8)	F(127)	D(51.6)
I-81 SB Ramps	F(86.9)	F(104)	C(25.2)	F(97.2)	F(182)	D(36.8)
I-81 NB Ramps	C(30.3)	F(142)	C(25.3)	D(54.8)	F(172)	C(26.2)
Lakeshore Road Spur	B(11.0)	C(30.6)	A(8.4)	B(10.9)	C(31.1)	A(8.3)
New County Plaza	B(11.6)	B(10.5)	A(8.2)	B(11.8)	B(10.7)	A(8.2)
CNS High School	B(16.8)	C(20.4)	A(6.6)	B(17.3)	C(26.2)	A(6.9)
Thompson Road	B(17.6)	E(76.2)	E(62.4)	F(204)	F(81.0)	E(65.2)

Table 8
Level of Service Summary - Phase VI

Intersection With NYS Route 31	2027 No Build			2027 Build		
	AM	PM	Sat.	AM	PM	Sat.
County Route 57	C(27.0)	F(86.2)	E(55.6)	C(27.8)	F(96.8)	E(56.8)
Target Driveway	B(12.1)	E(58.9)	E(63.8)	B(12.1)	E(69.9)	E(68.1)
Dell Center Drive	B(11.8)	B(14.0)	C(30.4)	B(11.8)	B(14.9)	C(34.1)
Carling Road	A(9.4)	E(62.9)	D(46.6)	A(9.4)	E(75.4)	D(51.2)
Wegmans East	A(5.2)	D(52.6)	C(25.8)	A(5.1)	E(64.2)	C(26.8)
Soule Road/I-481 SB	B(18.6)	F(88.1)	F(184)	B(19.4)	F(98.9)	F(186)
I-481 NB	A(9.1)	F(90.0)	C(24.9)	A(9.0)	F(109)	C(27.1)
Marketfair Mall	A(1.6)	D(36.8)	C(29.7)	A(1.6)	D(41.0)	C(32.8)
Great Northern Mall West	B(15.0)	F(84.3)	E(68.7)	B(15.4)	F(112)	E(78.5)
Great Northern Mall East	A(9.7)	B(12.8)	B(14.1)	A(9.9)	B(14.0)	B(14.6)
Morgan Road	D(40.4)	F(102)	E(77.7)	D(42.5)	F(135)	F(87.2)
Henry Clay Boulevard	D(51.2)	F(343)	F(233)	F(97.5)	F(498)	F(346)
Caughdenoy Road	F(47.7)	F(999)	F(999)	B(19.3)	F(122)	F(113)
US Route 11	C(31.5)	E(66.9)	D(44.3)	C(33.1)	F(172)	E(64.2)
I-81 SB Ramps	F(97.4)	F(116)	C(28.4)	F(113)	F(236)	D(54.1)
I-81 NB Ramps	C(33.7)	F(160)	C(26.8)	F(83.6)	F(204)	C(28.9)
Lakeshore Road Spur	B(11.2)	C(33.8)	A(8.6)	B(11.2)	C(34.5)	A(8.7)
New County Plaza	B(12.1)	B(11.0)	A(8.4)	B(12.2)	B(11.3)	A(8.4)
CNS High School	B(17.9)	C(23.0)	A(7.0)	B(18.6)	C(34.1)	A(7.3)
Thompson Road	B(18.5)	F(83.8)	D(48.0)	B(18.9)	F(92.3)	D(53.4)

4.1 Existing Condition

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

- Eastbound left turn at County Route 57
- Southbound left turn at County Route 57
- Northbound left turn at Soule Road
- Northbound left turn at Morgan Road
- Northbound movements at Henry Clay Boulevard
- Northbound right turn at I-81 Northbound Ramps

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

4.2 2014 Future No Build and Build Conditions

Under 2014 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service (LOS E or better) with the exception of the following intersections:

- Henry Clay Boulevard – PM peak hour
- Interstate 81 Northbound Ramps – PM peak hour
- Caughdenoy Road – AM & PM peak hours

In addition to the movements that currently operate at LOS F (which are identified in Section 4.1 above), the following movements are projected to worsen to LOS F under 2014 No Build conditions:

- Westbound left turn at County Route 57 – PM peak hour
- Eastbound through movement at Soule Road – PM peak hour
- Westbound through movement at I-481 northbound ramps – PM peak hour
- Westbound through movement at Great Northern Mall West – PM peak hour
- Westbound thru/right movement at Morgan Road – PM peak hour
- Eastbound movements at Henry Clay Boulevard – PM peak hour
- Westbound movements at Henry Clay Boulevard – PM peak hour
- Eastbound through/right movement at I-81 Southbound Ramps – AM & PM peak hours
- Westbound thru/right at Interstate 81 northbound ramps – PM peak hour
- Westbound left turn at Thompson Road – PM peak hour
- Northbound left/through movement at Thompson Road – PM peak hour

Under 2014 Build conditions, all intersections that are projected to operate at LOS F under 2014 No Build conditions will continue to operate at LOS F under 2014 Build

conditions. All study area intersections are projected to operate at the same levels of service as they do under 2014 No Build conditions.

There are no movements that are projected to degrade to unacceptable levels (LOS F) when compared to 2014 No Build conditions.

All movements at the reconstructed intersection of Caughdenoy Road are projected to operate at LOS D or better during both peak hours. The movements at the proposed site driveways onto Caughdenoy Road are projected to operate at LOS B or better during both peak hours.

4.3 2016 Future No Build and Build Conditions

Under 2016 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of the intersections identified under 2014 No Build conditions. All other intersections are project to operate at LOS E or better during the weekday AM and PM peak hours.

In addition to the movements that are projected to operate at LOS F during the 2014 No Build conditions, the following movements are projected to worsen to LOS F under 2016 No Build conditions:

- Eastbound left turn at Morgan Road – PM peak hour

All other movements are projected to operate at LOS E or better during the weekday AM and PM peak hours under 2016 No Build conditions.

Under 2016 Build conditions, all intersections that are projected to operate at the same overall level of service as they do when compared to 2016 No Build conditions with the exception of the following intersections:

- NYS Route 481 Northbound Ramps – LOS D to LOS E during PM peak hour
- Morgan Road – LOS E to LOS F during PM peak hour
- I-81 Southbound Ramps – LOS E to LOS F during PM peak hour

All other intersections are projected to operate at LOS E or better during the AM and PM peak hours.

There are no movements that are projected to degrade to unacceptable levels (LOS F) when compared to 2016 No Build conditions.

All movements at the reconstructed intersection of Caughdenoy Road are projected to operate at LOS D or better during both peak hours. The movements at the proposed site driveways onto Caughdenoy Road are projected to operate at LOS B or better during both peak hours.

4.4 2018 Future No Build and Build Conditions

Under 2018 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of those intersections identified under 2014 and 2016 No Build conditions and the additional following intersections:

- Morgan Road – PM peak hour
- Interstate 81 Southbound Ramps – PM peak hour

All other intersections are projected to operate at LOS E or better during the weekday AM and PM peak hours.

In addition to the movements that are projected to operate at LOS F during the 2014 and 2016 No Build conditions for weekday AM and PM peak hours, there are no other movements that are projected to worsen to LOS F under 2018 No Build conditions. All other movements are projected to operate at LOS E or better during both the weekday AM and PM peak hours under 2018 No Build conditions.

Under 2018 Build conditions, all intersections are projected to operate at the same overall level of service as they do under 2018 No Build conditions with the exception of the following:

- Henry Clay Boulevard – LOS C to LOS D during AM peak hour
- US Route 11 – LOS D to LOS E during PM peak hour

In addition the following movement is anticipated to degrade to an unacceptable level of service when compared to 2018 No Build conditions:

- Morgan Road southbound through/right – LOS E to LOS F during AM peak hour

There are no other movements that are projected to degrade to unacceptable levels (LOS F) when compared to 2018 No Build conditions.

All movements at the reconstructed intersection of Caughdenoy Road are projected to operate at LOS D or better during both peak hours. The movements at the proposed site driveways onto Caughdenoy Road are projected to operate at LOS B or better during both peak hours.

4.5 2021 Future No Build and Build Conditions

Under 2021 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of those intersections identified under 2014, 2016 and 2018 No Build conditions. No additional intersections are projected to worsen to LOS F.

In addition to the movements that are projected to operate at LOS F during the 2014, 2016 and 2018 No Build conditions for weekday AM or PM peak hour, the following movement is projected to worsen to LOS F under 2021 No Build conditions:

- Southbound through/right at Target Driveway – PM peak hour

All other movements are projected to operate at LOS E or better during the weekday AM and PM peak hours under 2021 No Build conditions.

Under 2021 Build conditions, all intersections are projected to operate at the same overall level of service as they do under 2021 No Build conditions with the exception of the following:

- State Route 481 Northbound Ramps – LOS E to LOS F during PM peak hour
- Great Northern Mall West – LOS E to LOS F during PM peak hour
- Morgan Road – LOS C to LOS D during AM peak hour
- US Route 11 – LOS D to LOS F during PM peak hour
- Interstate 81 Southbound Ramps – LOS E to LOS F during AM peak hour
- CNS High School – LOS B to LOS C during PM peak hour

In addition to the following movements are anticipated to degrade to an unacceptable level of service (LOS F) when compared to 2021 No Build conditions:

- Westbound through at Carling Road – LOS E to LOS F during PM peak hour
- Westbound movements at Henry Clay Boulevard – LOS E to LOS F during AM peak hour
- Eastbound through at Interstate 81 Northbound Ramps – LOS E to LOS F during PM peak hour
- Northbound left at Interstate 81 Northbound Ramps - LOS D to LOS F during PM peak hour

There are no other movements that are projected to worsen to an unacceptable level of service when compared to 2021 No Build conditions.

All movements at the reconstructed intersection of Caughdenoy Road are projected to operate at LOS D or better during both peak hours. The movements at the proposed site driveways onto Caughdenoy Road are projected to operate at LOS B or better during both peak hours.

4.7 2024 Future No Build and Build Conditions

As part of the 2024 analysis, it was also requested to perform an analysis of the Saturday peak hour.

Under 2024 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of those

intersections identified under 2014, 2016, 2018 and 2021 No Build conditions and the following intersections:

- Soule Road – Saturday peak hour
- NYS Route 481 Northbound Ramps – PM peak hour
- Henry Clay Boulevard – Saturday peak hour
- Interstate 81 Southbound Ramps – AM peak hour

In addition to the movements that are projected to operate at LOS F during the 2014, 2016, 2018 and 2021 No Build conditions for weekday AM, PM and Saturday peak hours, the following movements are projected to operate at LOS F under 2024 No Build conditions:

- Westbound left at Route 57 – Saturday peak hour
- Southbound left at Route 57 – Saturday peak hour
- Westbound through/right at Target Driveway – PM and Saturday peak hours
- Westbound through at Carling Road – PM peak hour
- Northbound left at Soule Road – Saturday peak hour
- Northbound right at Soule Road – Saturday peak hour
- Southbound right at Soule Road – Saturday peak hour
- Eastbound through at NYS Route 481 Northbound Ramps – PM peak hour
- Westbound through at Great Northern Mall West – Saturday peak hour
- Northbound left/through at Great Northern Mall East – Saturday peak hour
- Westbound through/right at Morgan Road – Saturday peak hour
- Northbound left at Morgan Road – Saturday peak hour
- Eastbound, Westbound and Northbound movements at Henry Clay Boulevard – Saturday peak hour
- Northbound left/through at Thompson Road – Saturday peak hour
- Southbound movement at Thompson Road – Saturday peak hour

All other movements are projected to operate at LOS E or better during the weekday AM, PM and Saturday peak hours under 2024 No Build conditions.

Under 2024 Build conditions, all intersections are projected to operate at the same overall level of service as they do under 2024 No Build conditions with the exception of the following:

- Route 57 – LOS E to LOS F during PM peak hour
- Target Driveway – LOS D to LOS E during PM Peak hour
- Soule Road – LOS E to LOS F during PM peak hour
- Great Northern Mall West – LOS E to LOS F during PM peak hour
- Henry Clay Boulevard – LOS D to LOS E during AM peak hour
- US Route 11 – LOS E to LOS F during PM peak hour
- Interstate 81 Southbound Ramps – LOS C to LOS D during Saturday peak hour

- Thompson Road – LOS B to LOS F during AM peak hour and LOS E to LOS F during PM peak hour.

In addition, the following movements are anticipated to degrade to level of service F when compared to 2024 No Build conditions:

- Eastbound through/right at Route 57 – LOS E to LOS F during PM peak hour
- Westbound through/right at Route 57 – LOS E to LOS F during PM peak hour
- Eastbound left at US Route 11 – LOS E to LOS F during PM peak hour
- Eastbound through/right at US Route 11 – LOS D to LOS F during Saturday peak hour
- Eastbound left at Interstate 81 Northbound Ramps – LOS E to LOS F during Saturday peak hour
- Eastbound through at Interstate 81 Northbound Ramps – LOS E to LOS F during PM peak hour
- Northbound left at Interstate 81 Northbound Ramps – LOS D to LOS F during AM peak hour, LOS E to LOS F during PM peak hour
- Eastbound through/right at Thompson Road – LOS B to LOS F during AM peak hour
- Westbound left at Thompson Road – LOS C to LOS F during AM peak hour

There are no other movements that are projected to worsen to an unacceptable level of service when compared to 2024 No Build conditions.

All movements at the reconstructed intersection of Caughdenoy Road are projected to operate at LOS E or better during all three peak hours with the exception of the following:

- Westbound left during Saturday peak hour
- Northbound left during Saturday peak hour
- Northbound through during PM peak hour
- Southbound left during PM peak hour
- Southbound through/right during PM and Saturday peak hours

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

4.8 2027 Future No Build and Build Conditions

As part of the 2027 analysis, it was also requested to perform an analysis of the Saturday peak hour.

Under 2027 Future No Build conditions, all study area intersections are projected to continue to operate at overall acceptable levels of service with the exception of those intersections identified under 2014, 2016, 2018, 2021 and 2024 No Build conditions and the following intersections:

- Route 57 – PM peak hour
- Soule Road – PM peak hour
- Great Northern Mall West – PM peak hour
- Thompson Road – PM peak hour

In addition to the movements that are projected to operate at LOS F during the 2014, 2016, 2018, 2021 and 2024 No Build conditions for weekday AM, PM and Saturday peak hours, the following movements are projected to operate at LOS F under 2027 No Build conditions:

- Eastbound through/right at Route 57 – PM peak hour
- Westbound through/right at Route 57 – PM peak hour
- Westbound through at Wegmans East Driveway – PM peak hour
- Northbound through at Soule Road – PM peak hour
- Westbound left at Thompson Road – Saturday peak hour
- Southbound movement at Thompson Road – PM peak hour

All other movements are projected to operate at LOS E or better during the weekday AM, PM and Saturday peak hours under 2027 No Build conditions.

Under 2027 Build conditions, all intersections are projected to operate at the same overall level of service as they do under 2024 No Build conditions with the exception of the following:

- Wegmans East Driveway – LOS D to LOS E during PM peak hour
- Morgan Road – LOS E to LOS F during Saturday peak hour
- Henry Clay Boulevard – LOS D to LOS F during AM peak hour
- US Route 11 – LOS E to LOS F during PM peak hour, LOS D to LOS E during Saturday peak hour
- Interstate 81 Southbound Ramps – LOS C to LOS D during Saturday peak hour
- Interstate 81 Northbound Ramps – LOS C to LOS F during AM peak hour

In addition, the following movements are anticipated to worsen in level of service when compared to 2027 No Build conditions:

- Westbound through at Carling Road – LOS E to LOS F during Saturday peak hour
- Eastbound through at Morgan Road – LOS D to LOS F during PM peak hour
- Westbound left at Morgan Road – LOS D to LOS F during PM peak hour
- Eastbound left at US Route 11 – LOS E to LOS F during PM peak hour
- Eastbound through/right at US Route 11 – LOS D to LOS F during Saturday peak hour
- Eastbound through/right at Interstate 81 Southbound ramps – LOS D to LOS F during Saturday peak hour

- Southbound right at Interstate 81 Southbound Ramps – LOS B to LOS F during AM peak hour
- Eastbound left at Interstate 81 Northbound Ramps – LOS E to LOS F during PM peak hour
- Northbound left at Interstate 81 Northbound Ramps – LOS D to LOS F during AM peak hour, LOS E to LOS F during PM peak hour
- Eastbound through/right at Thompson Road – LOS E to LOS F during Saturday peak hour

All other movements are projected to operate at the same level of service as they do under 2024 No Build conditions.

All movements at the reconstructed intersection of Caughdenoy Road are projected to operate at LOS E or better during all three peak hours with the exception of the following:

- Eastbound left during PM peak hour
- Eastbound through during PM and Saturday peak hours
- Westbound left during Saturday peak hour
- Westbound through during PM peak hour
- Northbound left during PM and Saturday peak hour
- Northbound through during PM and Saturday peak hour
- Northbound right during PM peak hour
- Southbound left during PM peak hour
- Southbound through/right during PM and Saturday peak hours

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

4.7 Mitigation

The only initial mitigation that is proposed for this project is reconstruction of the intersection of NYS Route 31 at Caughdenoy Road and widening of Caughdenoy Road. The intersection would be widened to provide exclusive left turn lanes on all approaches and an exclusive westbound right turn lane. In addition, eastbound and north bound right turn lanes would also be needed, but these improvements are necessary based on the background growth and other development that has already been identified and not due to the White Pine Commerce Park. The eastbound and northbound right turn lanes would not be constructed initially and would be the responsibility of the developers associated with the background development. As discussed in **Section 3.1**, the background development included with this study has the trip generation equivalent or more than an additional White Pine Commerce Park.

By 2024 these improvements will be inadequate to accommodate the projected traffic that will be generated by the combination of the background development and the White Pine Commerce Park during the weekday PM peak hour. Since this is 12 years in the future

and the amount and type of background development is unknown, it is recommended that this intersection be re-evaluated when, and if, the complete build out of the background development and the White Pine Commerce Park occurs. In addition, a right turn in only from NYS Route 31 should be considered. This has the effect of reducing the number of trips traveling through the Caughdenoy Road intersection.

Caughdenoy Road would also be reconstructed to provide for a three lane section with exclusive left and right turn lanes at each of the driveways and separate left and right turn lanes exiting the driveways. This reconstruction would occur between NYS Route 31 and the northern end of the site. Based on the analysis, these driveway configurations will be able to accommodate the projected full build out of the White Pine Commerce Park.

The following discusses the additional mitigation that may be required. Again, it should be clearly stated that this mitigation is based on development within the White Pine Commerce Park and additional background development that is the equivalent or more than full build out of the White Pine Commerce Park. If this background development is delayed or does not occur, the mitigation discussed below may not be necessary. The mitigation discussed below is based upon the impacts of the additional traffic due to the White Pine Commerce Park. There are a number of intersections/movements that are projected to operate at LOS F under future No Build conditions and the improvements required to improve the operations at these intersections will need to be completed by others.

For Year 2014 Build conditions, no other improvements are required to mitigate the impacts of the additional traffic due to the White Pine Commerce Park.

For Year 2016 Build conditions, the only other improvement that is required to mitigate the impacts of the additional traffic due to the White Pine Commerce Park would be minor signal timing changes at the intersections and/or movements that are projected to degrade to LOS F under 2016 Build conditions. These signal timing changes would improve operations at these intersections to LOS E or better.

For Year 2018 Build conditions, the only other improvement that is required to mitigate the impacts of the additional traffic due to the White Pine Commerce Park would be minor signal timing changes at the intersections and/or movements that are projected to degrade to LOS F under 2018 Build conditions. These signal timing changes would improve operations at these intersections to LOS E or better.

For Year 2021 Build conditions, the improvements that are required to mitigate the impacts of the additional traffic due to the White Pine Commerce Park would be minor signal timing changes at the intersections and/or movements that are projected to degrade to LOS F under 2021 Build conditions, an eastbound right turn lane at the Interstate 81 Southbound Ramps intersection and restripe the Interstate 81 Northbound Ramps northbound through lane to a left/through/right lane. These changes would improve operations at these intersections to LOS E or better.

Mitigation for 2024 and 2027 has been identified in the following paragraphs however these mitigation measures are over 10 years into the future and any identified mitigation is purely speculative at this time especially considering the uncertainty of the background development. It is recommended that if and when the development of 1.5 and 2.0 million square feet of White Pine Commerce Park is contemplated, these mitigation measures be revisited to determine if they are appropriate for the traffic traveling through the NYS Route 31 corridor at that time.

For Year 2024 Build conditions, in addition to the improvements that were identified for 2021 Build conditions, the improvements that are required to mitigate the impacts of the additional traffic due to the White Pine Commerce Park would be minor signal timing changes at the intersections and/or movements that are projected to degrade to LOS F under 2024 Build conditions, and an additional eastbound right turn lane at the Soule Road intersection. These changes would improve operations at these intersections to LOS E or better.

For Year 2027 Build conditions, in addition to the improvements that were identified for 2021 and 2024 Build conditions, the improvements that are required to mitigate the impacts of the additional traffic due to the White Pine Commerce Park would be minor signal timing changes at the intersections and/or movements that are projected to degrade to LOS F under 2024 Build conditions, and an additional westbound left turn lane at the US Route 11 intersection. These changes would improve operations at these intersections to LOS E or better.

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

5.0 SUMMARY

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

- The development was analyzed in multiple phases, with access to the site via two driveways on Caughdenoy Road. The phased development analysis considered development at 100,000, 250,000, 500,000 square feet, one million square feet, 1.5 million square feet and 2 million square feet.
- The study area included all the signalized intersections on NYS Route 31 between County Route 57 and Thompson Road and the unsignalized intersection of NYS Route 31 and Caughdenoy Road.
- It is estimated that the proposed Phase I development will generate a total of 59 trips during the weekday AM peak hour and 85 trips during the weekday PM peak hour. Phase II will generate a total of 124 trips during the weekday AM peak hour and 149 trips during the weekday PM peak hour. Phase III will generate a total of 217 trips during the weekday AM peak hour and 257 trips during the weekday PM peak hour. Phase IV development will generate a total of 382 trips during the weekday AM peak hour and 472 trips during the PM peak hour. Phase V will generate a total of 627 trips during the AM peak hour, 857 trips during the PM peak hour and 396 trips during the Saturday peak hour. Phase VI will generate a total of 847 trips during the AM peak hour, 1,242 trips during the PM peak hour and 571 trips during the Saturday peak hour.
- Included in the future traffic volumes is a 1 percent per year background growth of traffic to account for any unknown development and six specific developments that have been identified by the NYSDOT as being needed for inclusion in the background traffic volumes. These background developments are estimated to generate the same or more than full build out of the White Pine Commerce Park.
- Traffic volumes were distributed through the study area using the results of the Syracuse Metropolitan Transportation Council's Regional Travel Demand Model. This model shows that the majority of traffic will be traveling to and from the east towards Interstate 81.
- There are a number of movements and intersections that currently or are projected to operate at LOS E or F during the weekday AM or PM peak hours without the proposed development of the White Pine Commerce Park.
- The capacity analyses indicate that the traffic generated by the proposed development will have the greatest impact at the intersection of NYS Route 31 and Caughdenoy Road. Mitigation proposed for this intersection include exclusive left turn lanes on all approaches, an exclusive westbound right turn lane and signalization of the intersection. Additional improvements at the intersection

that are needed at the intersection that are not caused by the White Pine Commerce Park included exclusive eastbound and northbound right turn lanes.

- Improvements proposed for Caughdenoy Road include widening for a three-lane section from NYS Route 31 to the northern end of the White Pine Commerce Park and exclusive right turn lanes at each of the driveways.
- Other mitigation identified to mitigate impacts for Phases I-IV include minor changes to signal timing and a eastbound right turn lane at the Interstate 81 Southbound Ramps intersection.
- Regardless of the White Pine Commerce Park, improvements are needed at the intersections of NYS Route 31 with the NYS Route 481 Ramps, Henry Clay Boulevard, NYS Route 31 between US Route 11 and Interstate 81 Northbound Ramps and Thompson Road. The analyses for these intersections show that under future No Build conditions these areas are anticipated to operate at LOS F.
- Mitigation measures for Phases V and VI (1.5 and 2.0 million square feet of development) have been identified, but should be considered uncertain at this time due to the speculative nature of the background development in the corridor that has been included in this study and length of time it will take to develop full build out of the White Pines Commerce Park.
- All study area intersections should be monitored periodically as the White Pine Commerce Park is developed and other development occurs in the corridor. Traffic signal timing and coordination parameters should be adjusted as needed to assure that the intersections are operating as efficiently as possible.

APPENDIX A FIGURES

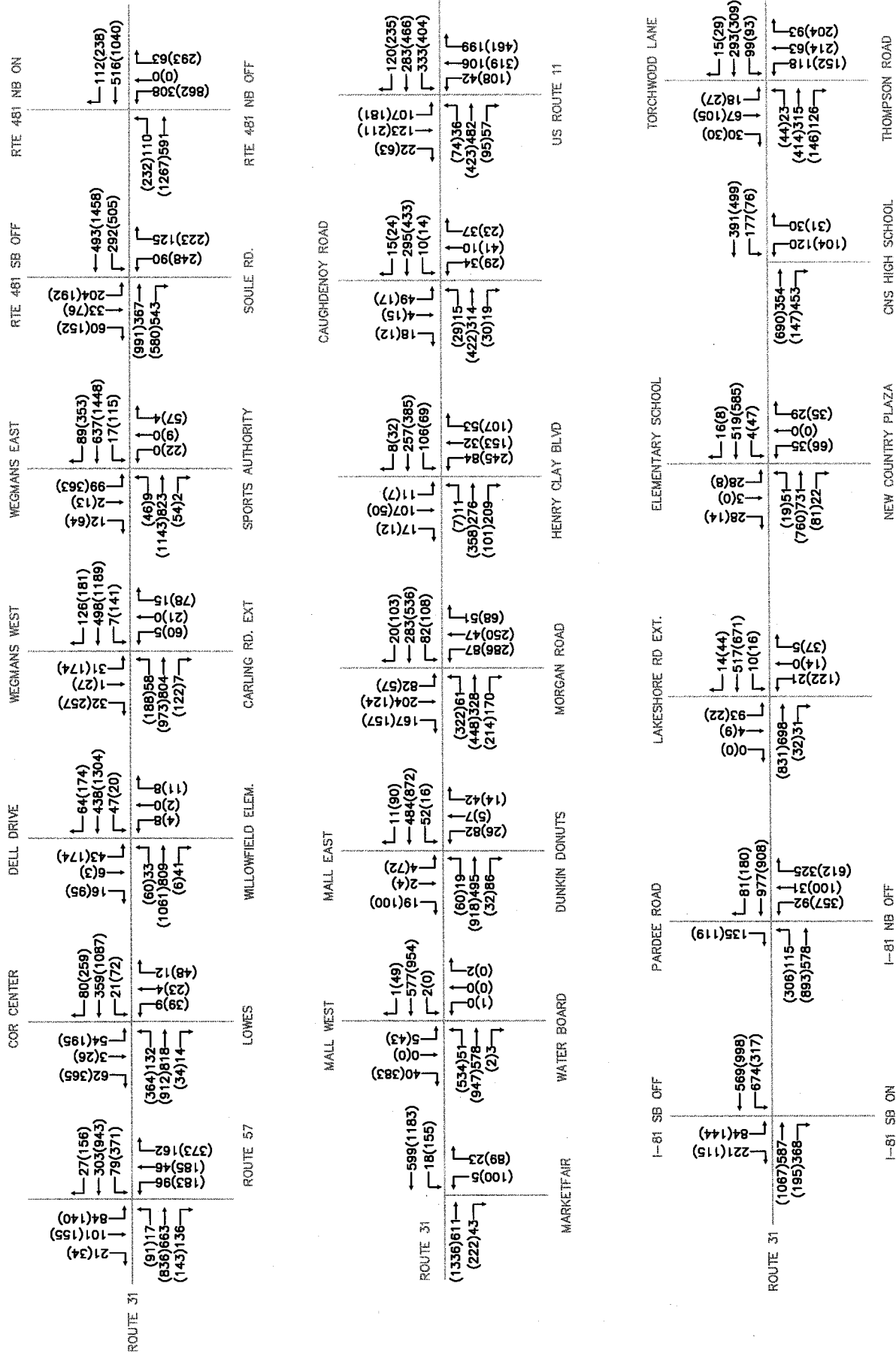
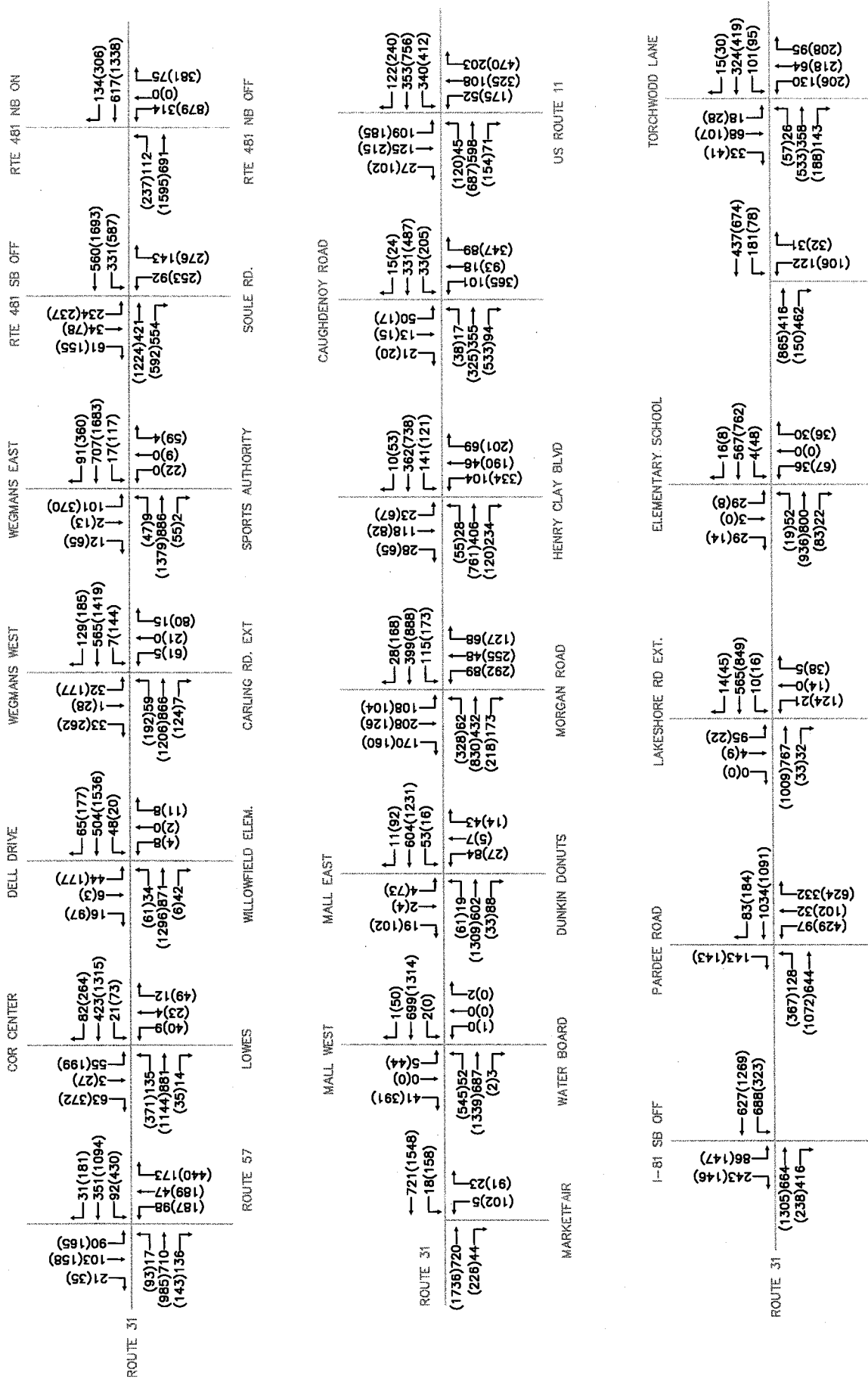


FIGURE 3
EXISTING TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

LEGEND:
AM(PM)

PROJECT NO. 20735

NOT TO SCALE



CLOUGH HARBOUR & ASSOCIATES LLP
www.cloughharbour.com

FIGURE 4
2014 NO BUILD TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735 NOT TO SCALE

LEGEND:
AM(PM)

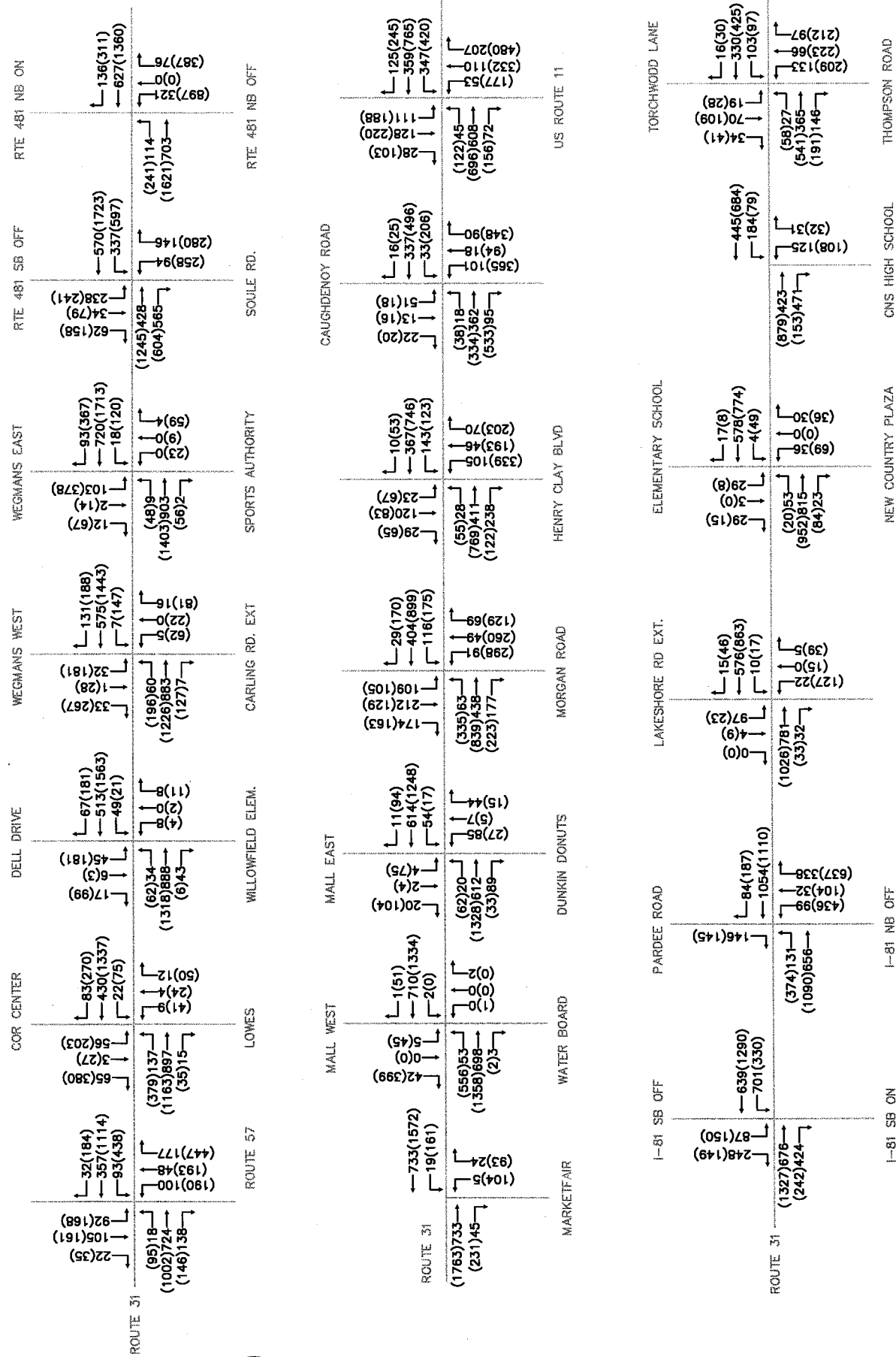


FIGURE 5
2016 NO BUILD TRAFFIC VOLUMES
 WHITE PINES COMMERCE PARK
 TOWN OF CLAY, NEW YORK

LEGEND:
 AM(PM)

PROJECT NO. 20735

NOT TO SCALE

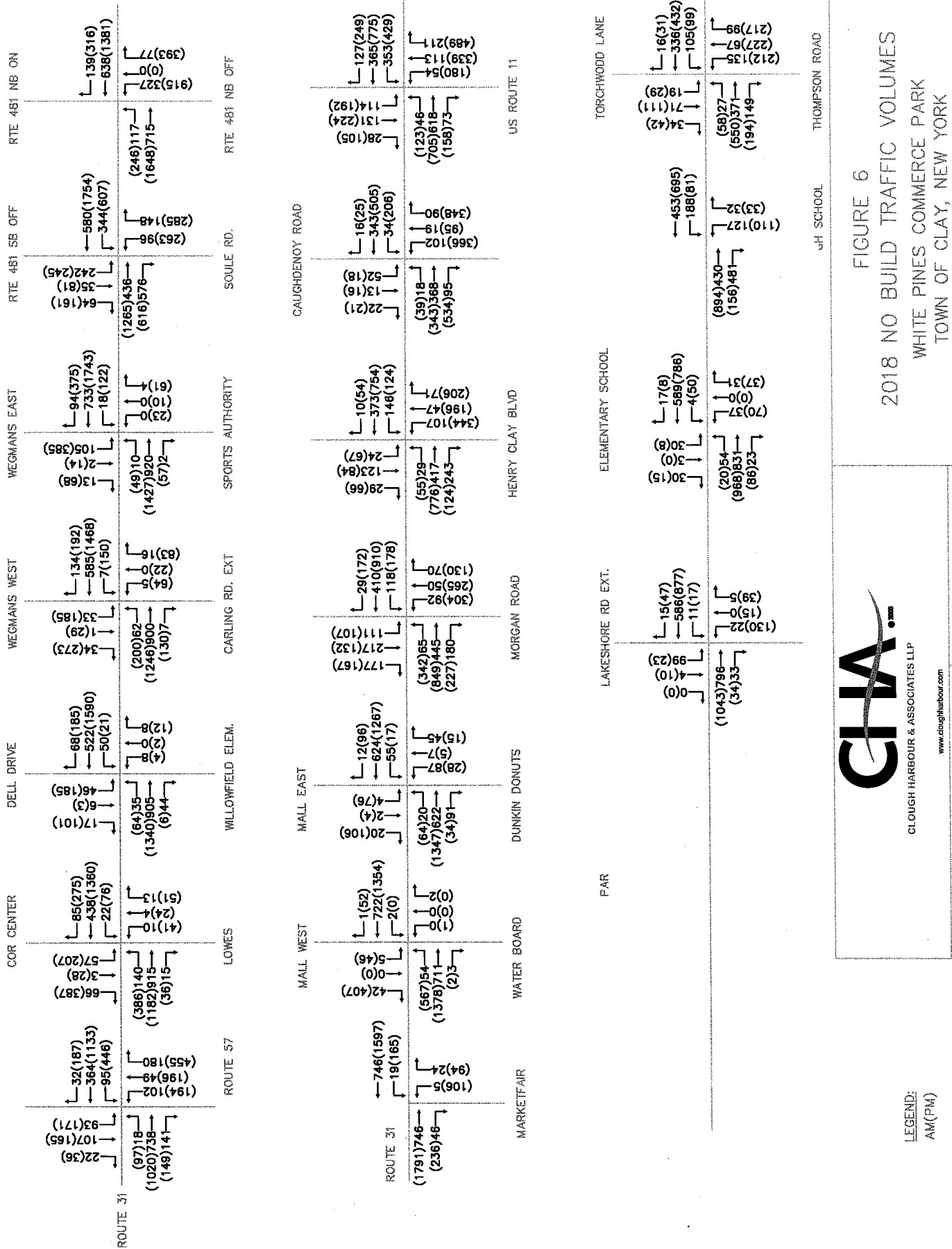


FIGURE 6
2018 NO BUILD TRAFFIC VOLUMES
 WHITE PINES COMMERCE PARK
 TOWN OF CLAY, NEW YORK

LEGEND:
 AM(PM)

PROJECT NO. 20735

NOT TO SCALE

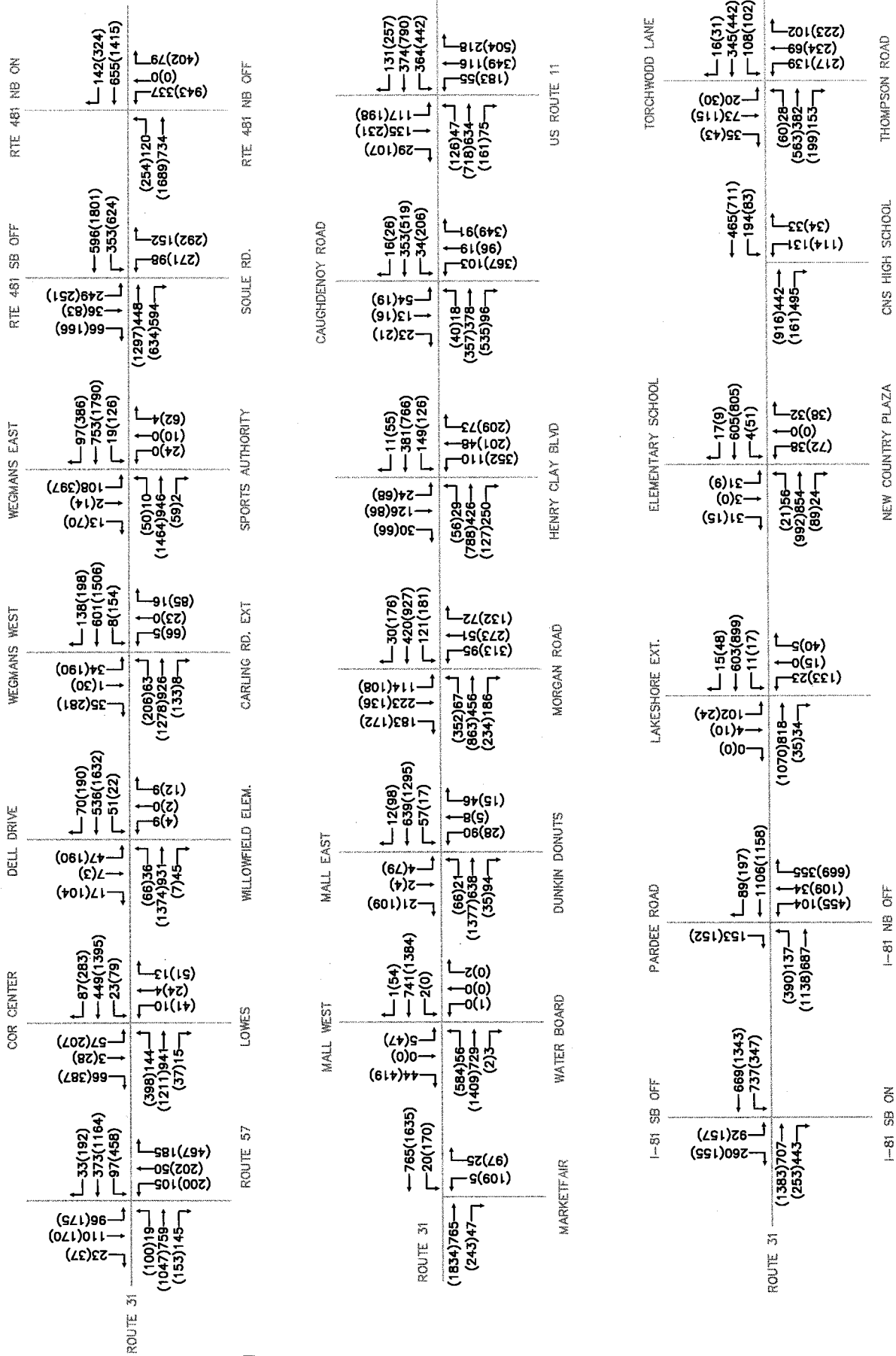
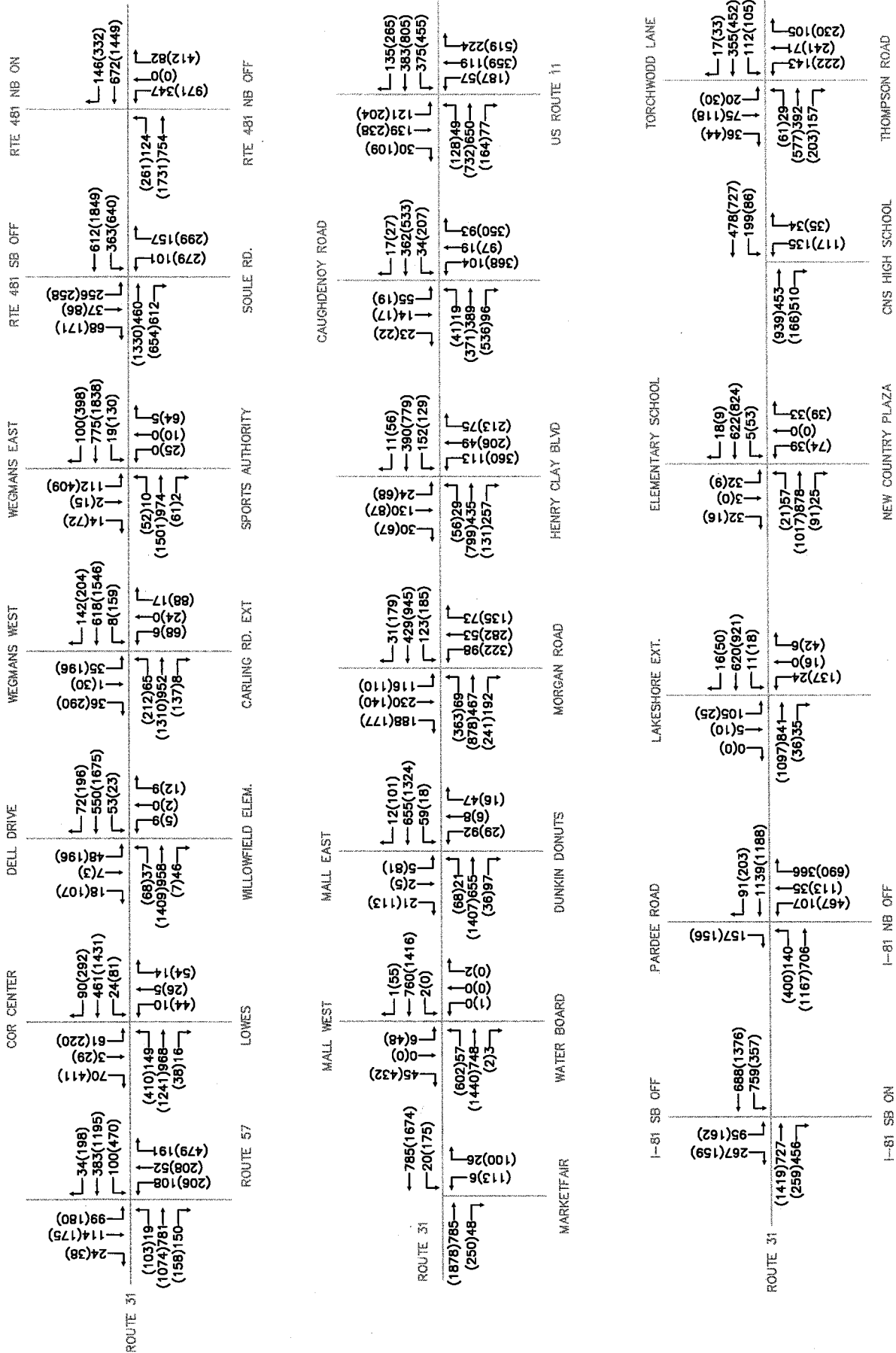


FIGURE 7
2021 NO BUILD TRAFFIC VOLUMES
 WHITE PINES COMMERCE PARK
 TOWN OF CLAY, NEW YORK

LEGEND:
 AM(PM)

PROJECT NO. 20735

NOT TO SCALE



www.doughharbour.com

FIGURE 8
2024 NO BUILD TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735 NOT TO SCALE

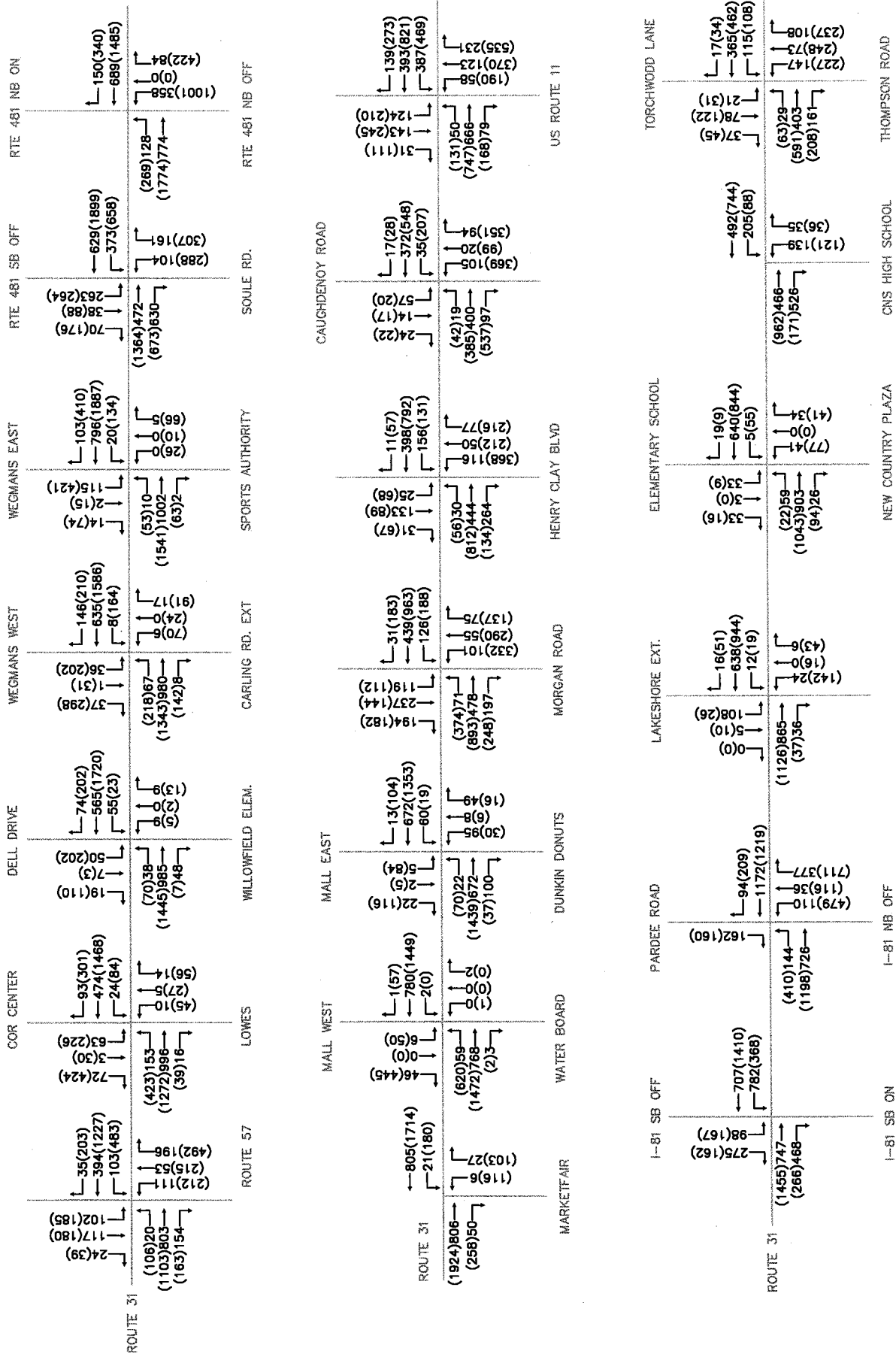
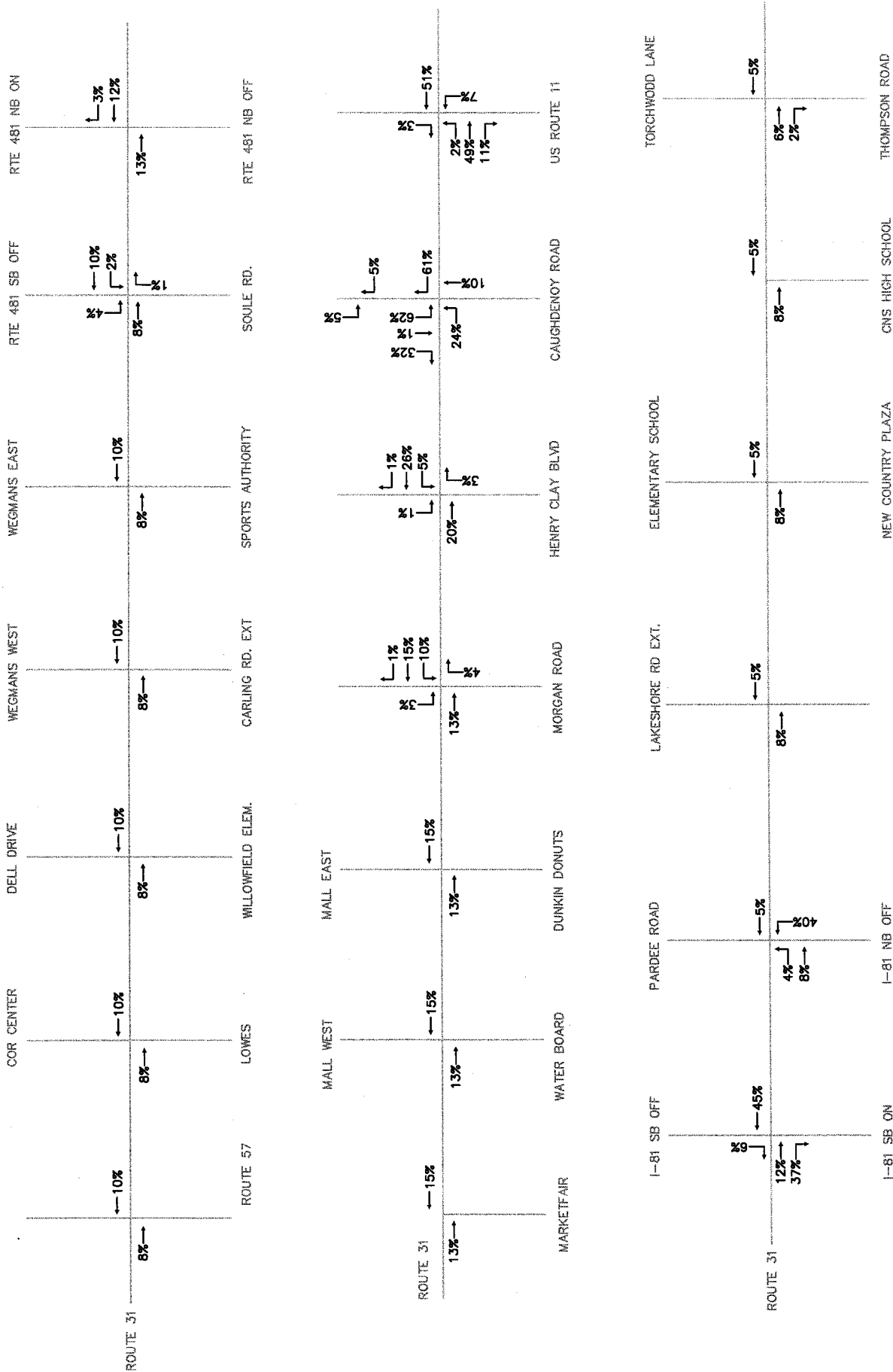


FIGURE 9
2027 NO BUILD TRAFFIC VOLUMES
 WHITE PINES COMMERCE PARK
 TOWN OF CLAY, NEW YORK

PROJECT NO. 20735 NOT TO SCALE

LEGEND:
 AM(PM)



Clough Harbour & Associates LLP

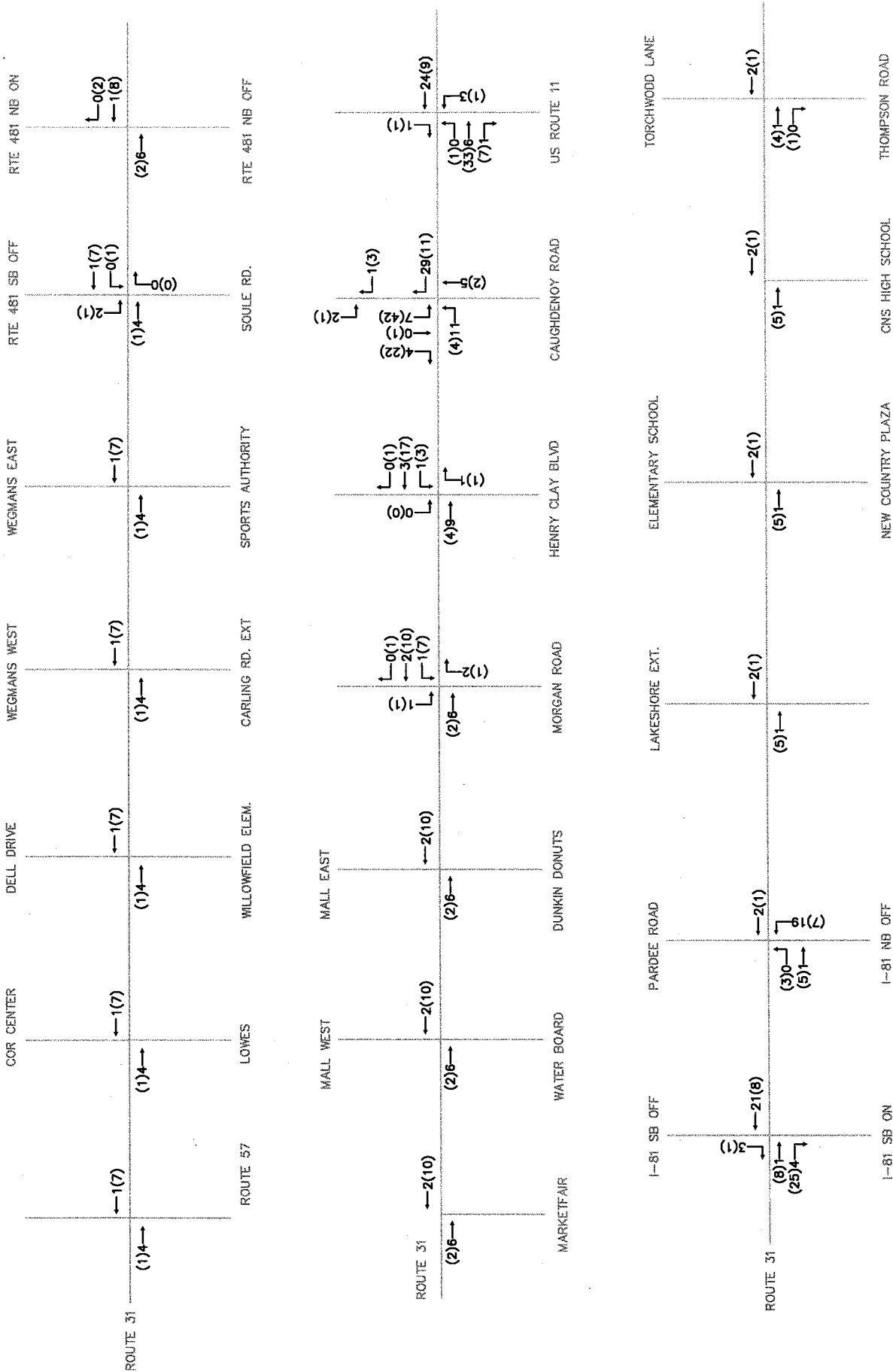
www.cloughharbour.com

FIGURE 10
TRIP DISTRIBUTION PCTS.
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735

NOT TO SCALE

LEGEND:
AM(PM)



CLOUGH HARBOUR & ASSOCIATES LLP
www.cloughharbour.com

FIGURE 11
2014 DISTRIBUTION VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735 NOT TO SCALE

LEGEND:
AM(PM)



CLIA 2003

www.cloughharbour.com

PROJECT NO. 20735

LEGEND:
AM(PM)

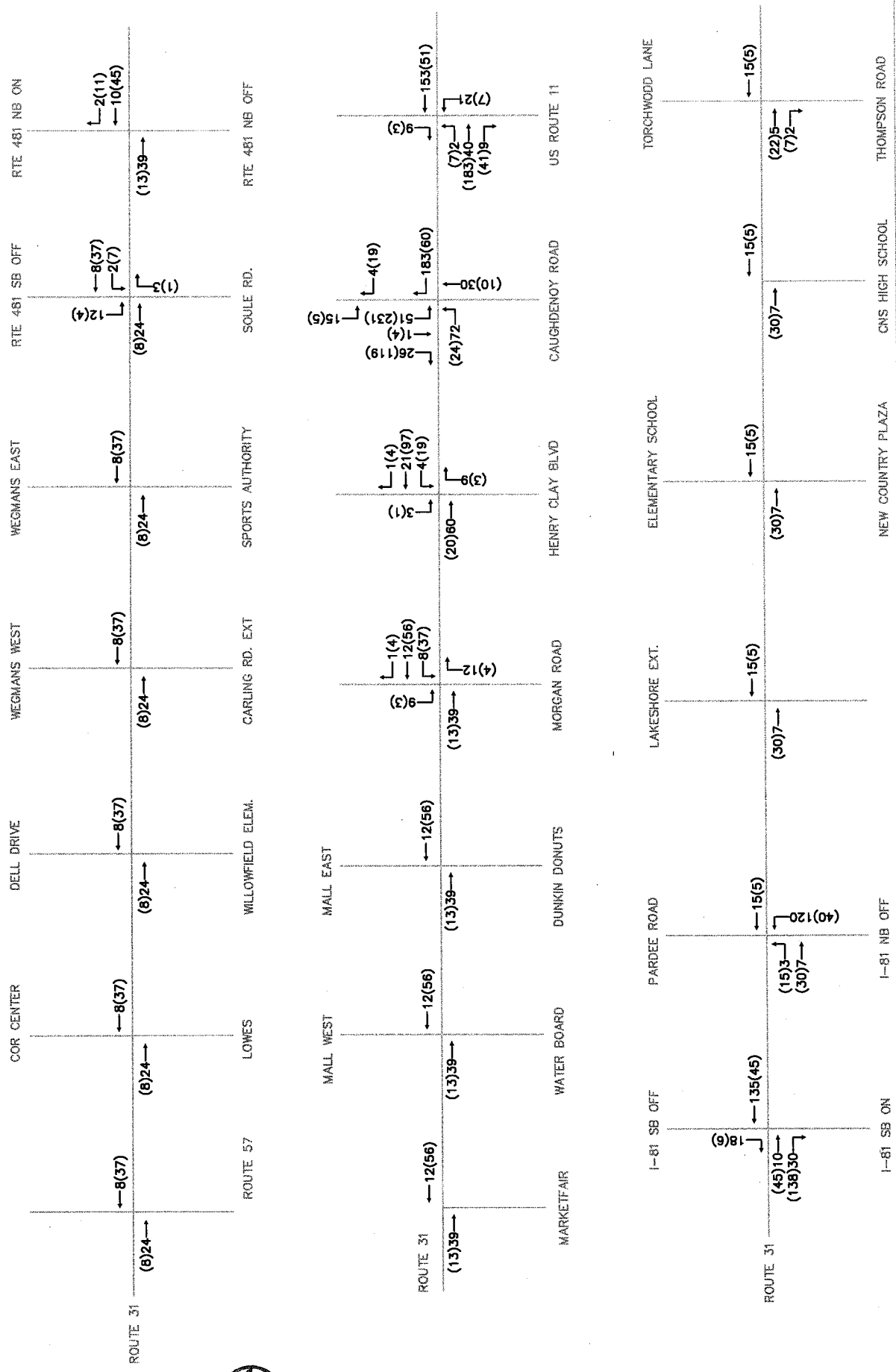
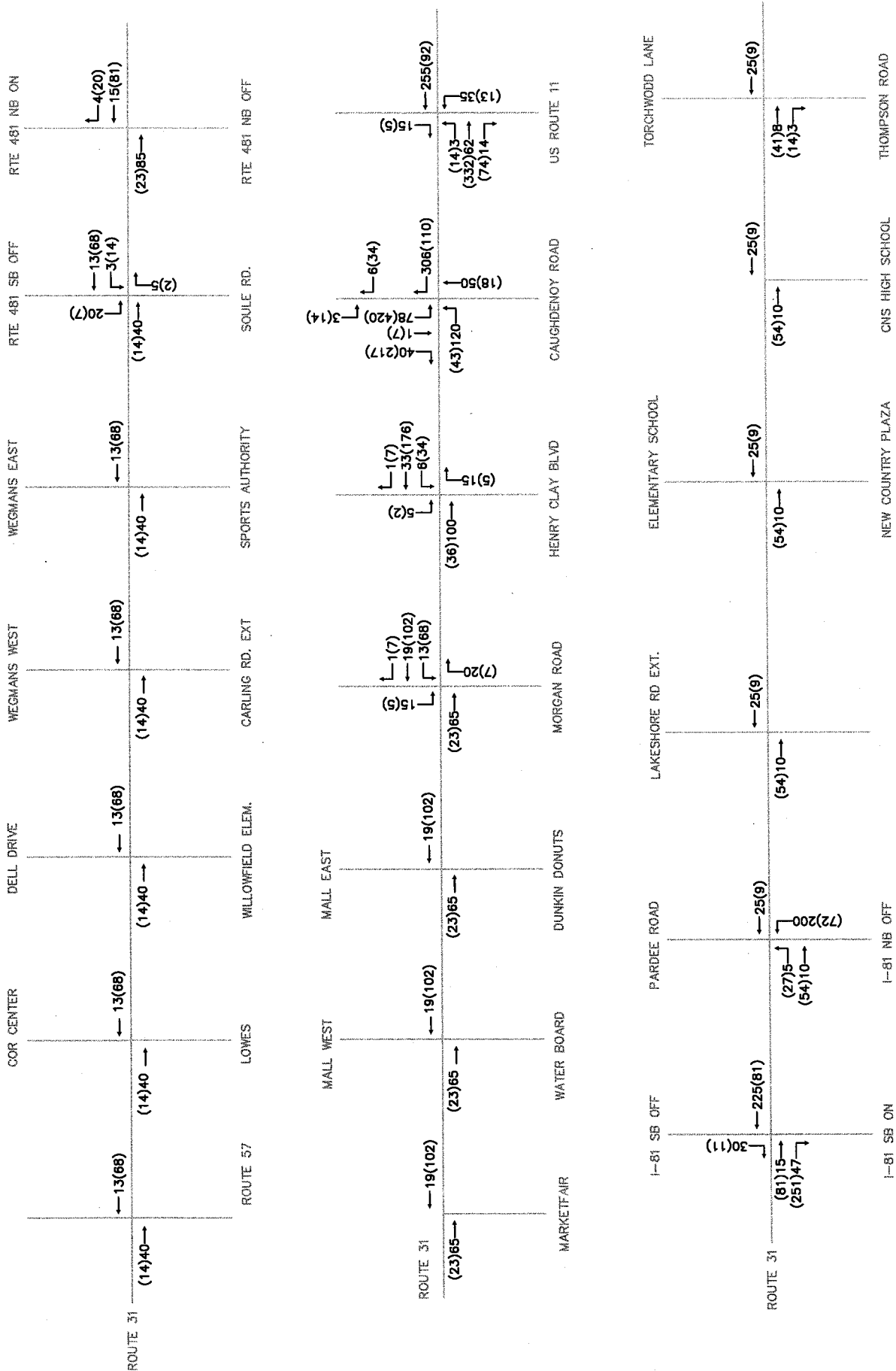


FIGURE 14
2021 DISTRIBUTION VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

LEGEND:
AM(PM)



CLOUGH HARBOUR & ASSOCIATES LLP

www.cloughharbour.com

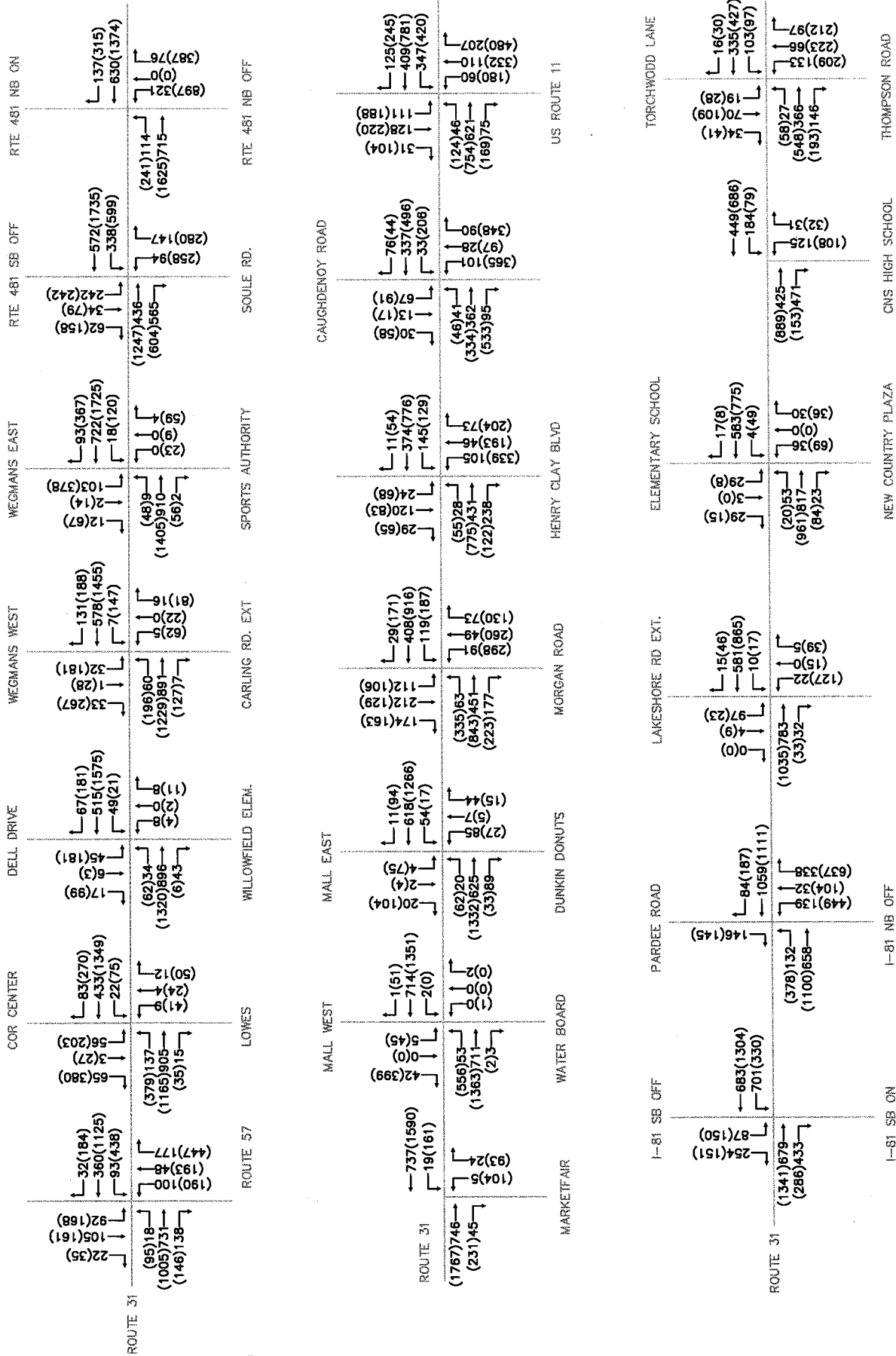
FIGURE 15
2024 DISTRIBUTION VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

LEGEND:
AM(PM)

PROJECT NO. 20735

NOT TO SCALE





CLOUGH HARBOUR & ASSOCIATES LLP
www.cloughharbour.com

FIGURE 18
2016 BUILD TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735

NOT TO SCALE

LEGEND:
AM(PM)



COR CENTER		DELL DRIVE		WEGMANS WEST		WEGMANS EAST		RTE 481 SB OFF		RTE 481 NB ON	
ROUTE 31	22(36)	32(187)	32(28)	57(207)	85(275)	17(10)	48(185)	88(185)	134(192)	136(185)	94(375)
	107(165)	368(1154)	442(1380)	526(1611)	590(1489)	590(1489)	590(1489)	590(1489)	590(1489)	590(1489)	590(1489)
	93(171)	95(446)	22(76)	50(21)	34(273)	34(273)	34(273)	34(273)	34(273)	34(273)	34(273)
ROUTE 57	194(102)	386(140)	386(140)	64(35)	200(62)	49(10)	49(10)	49(10)	49(10)	49(10)	49(10)
	1024(751)	1186(928)	1186(928)	1344(919)	1251(913)	1431(934)	1431(934)	1431(934)	1431(934)	1431(934)	1431(934)
	149(141)	36(15)	36(15)	64(44)	130(7)	57(2)	57(2)	57(2)	57(2)	57(2)	57(2)
ROUTE 31	1798(768)	753(1627)	753(1627)	12(96)	116(108)	30(174)	30(174)	30(174)	30(174)	30(174)	30(174)
	236(46)	19(165)	19(165)	631(1297)	217(132)	417(940)	417(940)	417(940)	417(940)	417(940)	417(940)
	106(5)	94(24)	94(24)	55(17)	177(167)	123(198)	123(198)	123(198)	123(198)	123(198)	123(198)
ROUTE 31	1798(768)	753(1627)	753(1627)	12(96)	116(108)	30(174)	30(174)	30(174)	30(174)	30(174)	30(174)
	236(46)	19(165)	19(165)	631(1297)	217(132)	417(940)	417(940)	417(940)	417(940)	417(940)	417(940)
	106(5)	94(24)	94(24)	55(17)	177(167)	123(198)	123(198)	123(198)	123(198)	123(198)	123(198)
ROUTE 31	1798(768)	753(1627)	753(1627)	12(96)	116(108)	30(174)	30(174)	30(174)	30(174)	30(174)	30(174)
	236(46)	19(165)	19(165)	631(1297)	217(132)	417(940)	417(940)	417(940)	417(940)	417(940)	417(940)
	106(5)	94(24)	94(24)	55(17)	177(167)	123(198)	123(198)	123(198)	123(198)	123(198)	123(198)

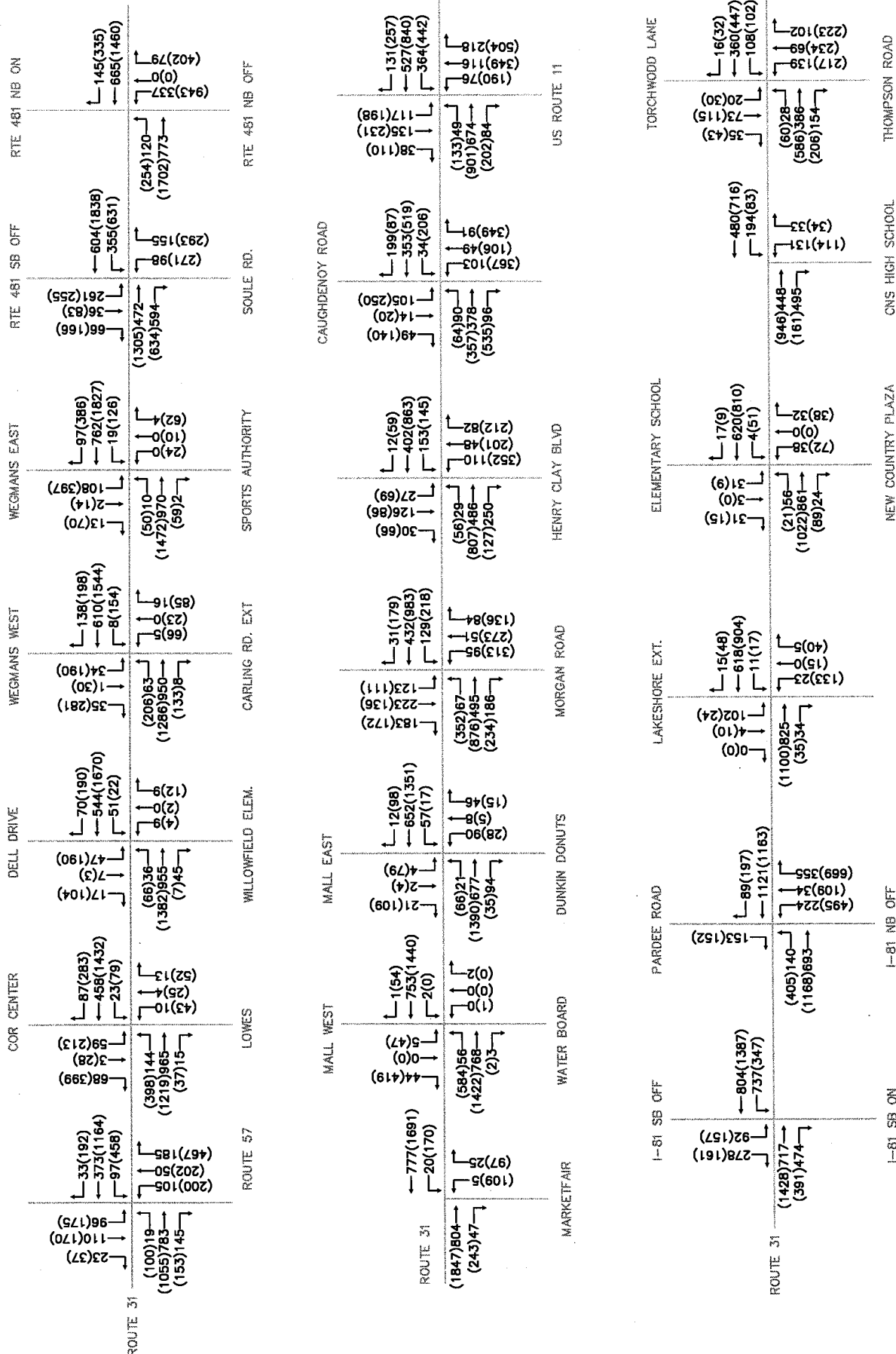


LEGEND:
AM(PM)

FIGURE 19
2018 BUILD TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

NOT TO SCALE

PROJECT NO. 20735



CLOUGH HARBOUR & ASSOCIATES LLP

www.cloughharbour.com

FIGURE 20
2021 BUILD TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735

NOT TO SCALE

LEGEND:
AM(PM)

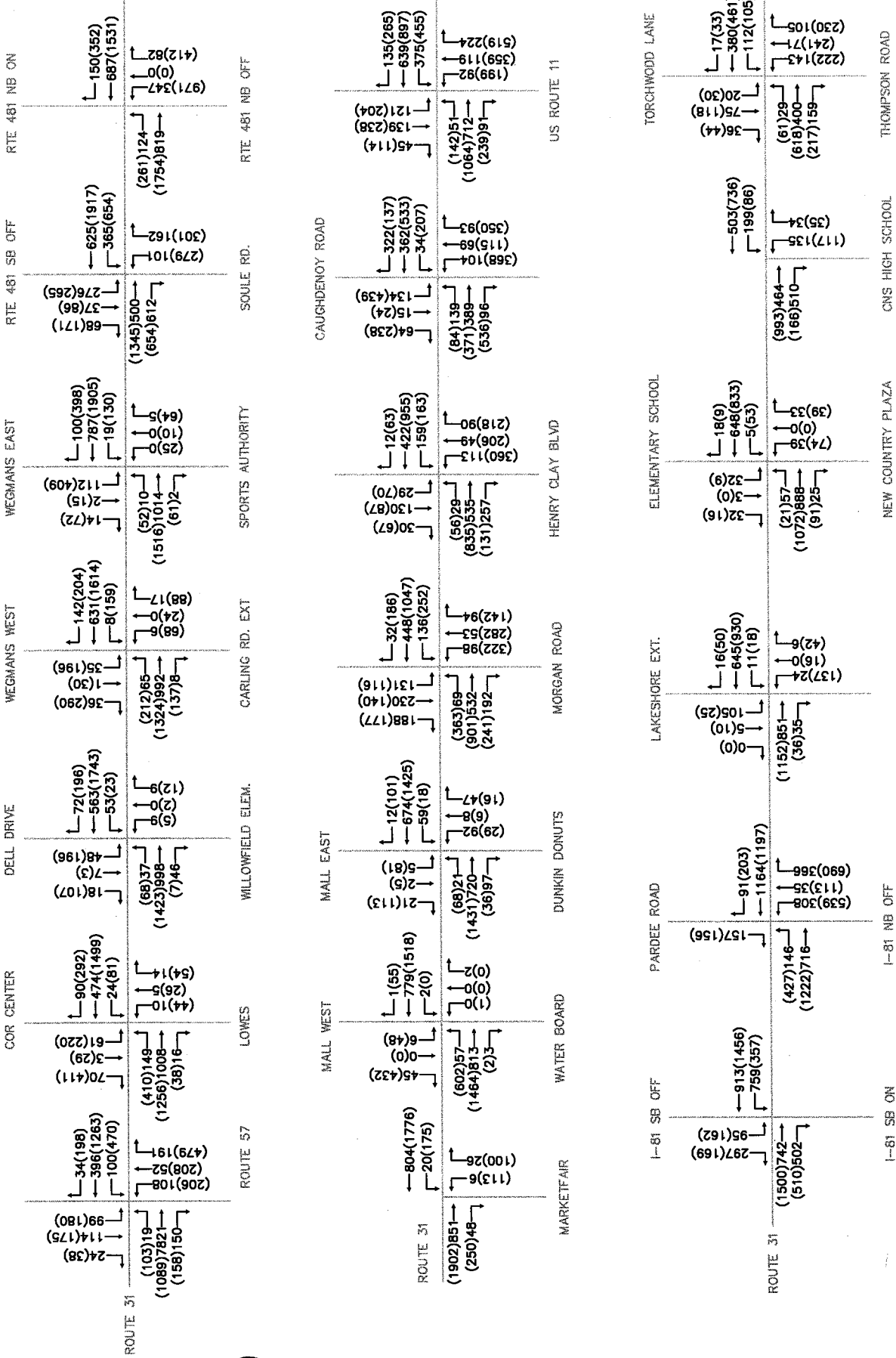


FIGURE 21
2024 BUILD TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

LEGEND:
AM(PM)

PROJECT NO. 20735

NOT TO SCALE



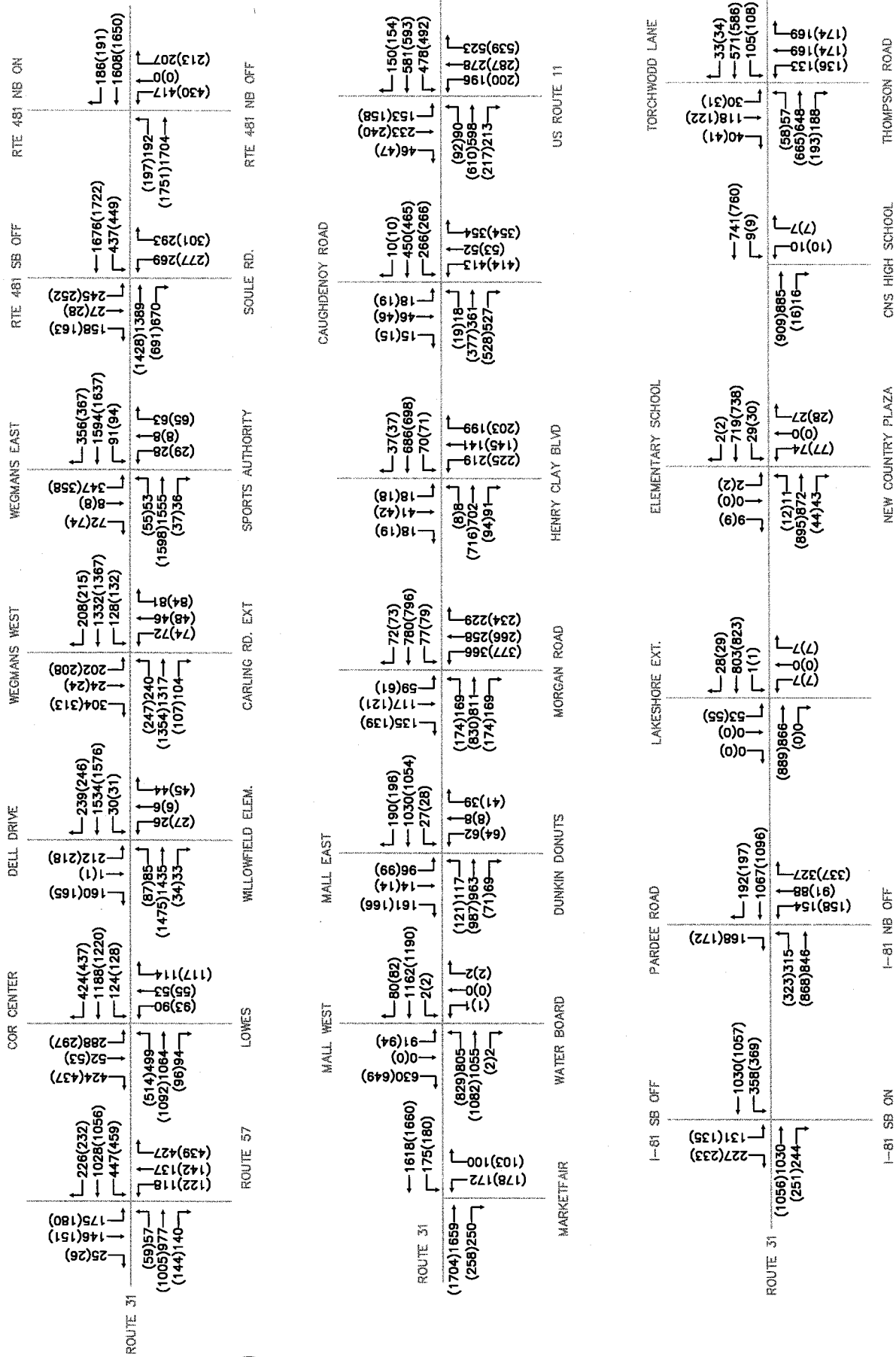
CLOUGH HARBOUR & ASSOCIATES LLP
www.cloughharbour.com

FIGURE 22
2027 BUILD TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735

NOT TO SCALE

LEGEND:
AM(PM)



CLOUGH HARBOUR & ASSOCIATES LLP
www.cloughharbour.com

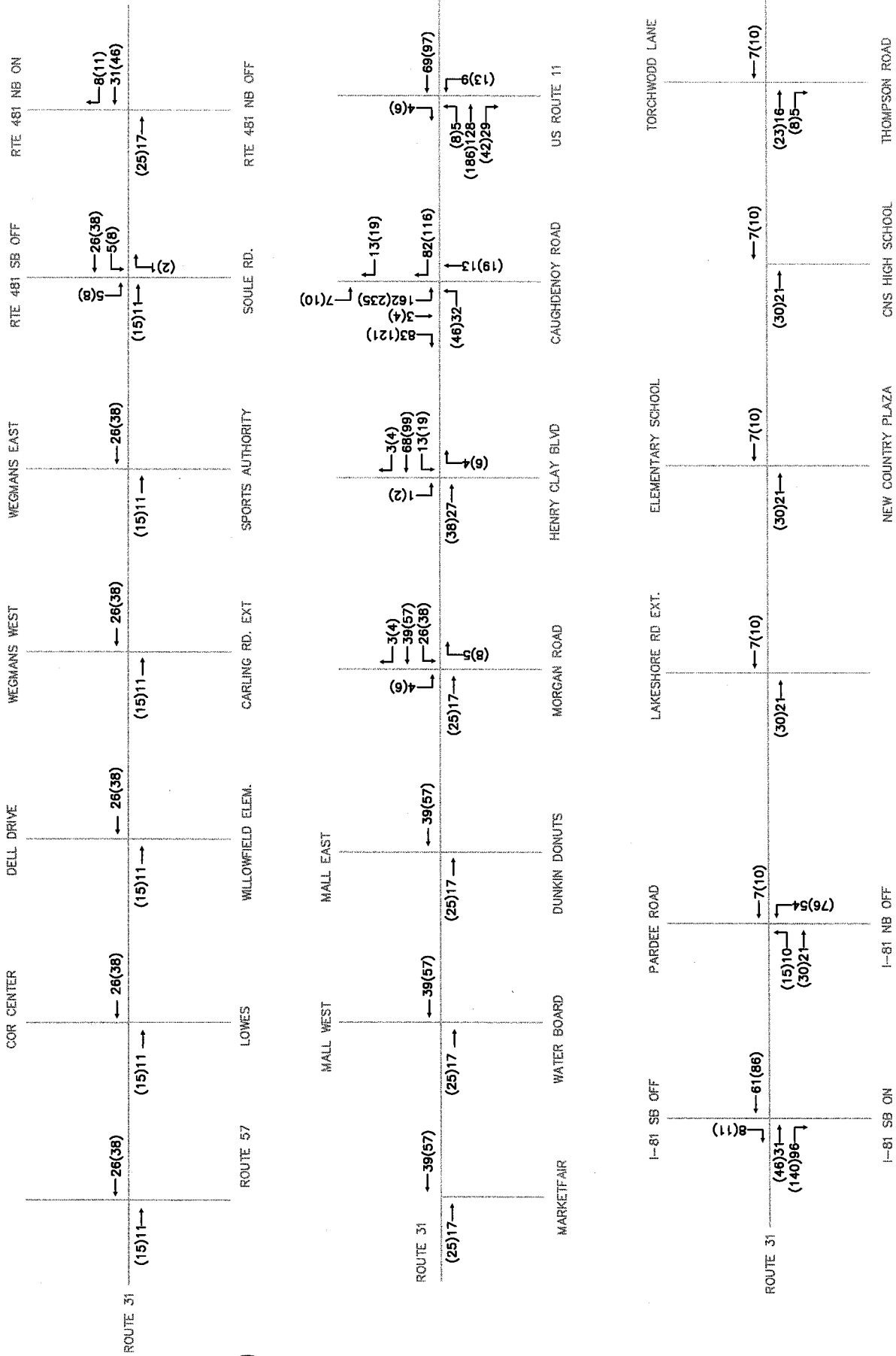
FIGURE 23

2024 & 2027 SATURDAY NO BUILD TRAFFIC VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735

NOT TO SCALE

LEGEND:
2024(2027)



www.cloughharbour.com

2024 & 2027 SATURDAY DISTRIBUTION VOLUMES
WHITE PINES COMMERCE PARK
TOWN OF CLAY, NEW YORK

PROJECT NO. 20735 NOT TO SCALE

PROJECT NO. 20735

APPENDIX B
TRIP GENERATION CALCULATIONS

		AM	PM	Sat.						
100,000 SF										
LUC 130	50,000	55	81		AM Enter	45	PM Enter	17		
					Exit	10	Exit	64		
LUC 160	50,000	5	5		AM Enter	2	PM Enter	1		
					Exit	2	Exit	4		
			Total		AM Enter	47	PM Enter	18		
					Exit	12	Exit	67		
250,000 SF										
LUC 130	125,000	113	138		AM Enter	92	PM Enter	29		
					Exit	20	Exit	109		
LUC 160	125,000	11	11		AM Enter	6	PM Enter	2		
					Exit	5	Exit	9		
			Total		AM Enter	98	PM Enter	31		
					Exit	26	Exit	118		
500,000 SF										
LUC 130	250,000	195	235		AM Enter	160	PM Enter	49		
					Exit	35	Exit	185		
LUC 160	250,000	23	23		AM Enter	12	PM Enter	5		
					Exit	11	Exit	18		
			Total		AM Enter	171	PM Enter	54		
					Exit	46	Exit	203		
1,000,000 SF										
LUC 130	500,000	337	427		AM Enter	276	PM Enter	90		
					Exit	61	Exit	337		
LUC 160	500,000	45	45		AM Enter	23	PM Enter	9		
					Exit	22	Exit	36		
			Total		AM Enter	300	PM Enter	99		
					Exit	82	Exit	373		
1,500,000 SF										
LUC 130	1,000,000	582	812	350	AM Enter	478	PM Enter	171	Sat Enter	112
					Exit	105	Exit	642	Exit	238
LUC 160	500,000	45	45	45	AM Enter	23	PM Enter	9	Sat Enter	23
					Exit	22	Exit	36	Exit	23
			Total		AM Enter	501	PM Enter	180	Sat Enter	135
					Exit	126	Exit	677	Exit	261
2,000,000 SF										
LUC 130	1,500,000	802	1197	525	AM Enter	658	PM Enter	251	Sat Enter	168
					Exit	144	Exit	946	Exit	357
LUC 160	500,000	45	45	45	AM Enter	23	PM Enter	9	Sat Enter	23
					Exit	22	Exit	36	Exit	23
			Total		AM Enter	681	PM Enter	261	Sat Enter	191
					Exit	166	Exit	981	Exit	380

APPENDIX C
LEVEL OF SERVICE CRITERIA

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

Signalized Intersections

LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

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

* s/veh = seconds per vehicle

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

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

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

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

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

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

Unsignalized Intersection Delay

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

LOS CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

Highway Capacity Manual 2000

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

APPENDIX D
CAPACITY ANALYSIS WORKSHEETS

AVAILABLE UPON REQUEST

APPENDIX E
TRAFFIC COUNTS

Default Comments

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

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

Groups Printed - Unshifted - Bank 1

	Rte. 57						SR 31						Rte. 57						SR 31					
	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
07:00 AM	1	21	13	0	35		0	57	12	0	69	29	12	21	0	62	40	157	2	0	199	365		
07:15 AM	0	23	15	0	38		6	50	15	0	71	28	21	17	0	66	34	167	0	0	201	376		
07:30 AM	6	19	18	0	43		3	69	15	0	87	38	20	22	0	80	37	161	2	0	200	410		
07:45 AM	8	28	15	0	51		5	97	18	0	120	41	11	30	0	82	34	177	3	0	214	467		
Total	15	91	61	0	167		14	273	60	0	347	136	64	90	0	290	145	662	7	0	814	1618		
08:00 AM	3	33	15	0	51		8	76	16	0	100	36	12	22	0	70	46	149	7	0	202	423		
08:15 AM	3	27	23	0	53		8	69	19	0	96	46	11	22	0	79	33	147	4	0	184	412		
08:30 AM	2	25	21	0	48		7	53	32	0	92	33	22	14	0	69	31	125	6	0	162	371		
08:45 AM	8	29	26	0	63		10	72	19	0	101	47	22	21	0	90	32	125	4	0	161	415		
Total	16	114	85	0	215		33	270	86	0	389	162	67	79	0	308	142	546	21	0	709	1621		
Grand Total	31	205	146	0	382		47	543	146	0	736	298	131	169	0	598	287	1208	28	0	1523	3239		
Approch %	8.1	53.7	38.2	0			6.4	73.8	19.8	0		49.8	21.9	28.3	0		18.8	79.3	1.8	0				
Total %	1	6.3	4.5	0	11.8		1.5	16.8	4.5	0	22.7	9.2	4	5.2	0	18.5	8.9	37.3	0.9	0	47			
Unshifted	31	205	146	0	382		47	543	146	0	736	298	131	169	0	598	287	1208	28	0	1523	3239		
% Unshifted	100	100	100	0	100		100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100		
Bank 1	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Bank 1	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Rte. 57 Southbound						SR 31 Westbound						Rte. 57 Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																							
07:30 AM	6	19	18	0	43	3	69	15	0	87	38	20	22	0	80	37	161	2	0	200	410		
07:45 AM	8	28	15	0	51	5	97	18	0	120	41	11	30	0	82	34	177	3	0	214	467		
08:00 AM	3	33	15	0	51	8	76	16	0	100	36	12	22	0	70	46	149	7	0	202	423		
08:15 AM	3	27	23	0	53	8	69	19	0	96	46	11	22	0	79	33	147	4	0	184	412		
Total Volume	20	107	71	0	198	24	311	68	0	403	161	54	96	0	311	150	634	16	0	800	1712		
% App. Total	10.1	54	35.9	0		6	77.2	16.9	0		51.8	17.4	30.9	0		18.8	79.2	2	0				
PHF	.625	.811	.772	.000	.934	.750	.802	.895	.000	.840	.875	.675	.800	.000	.948	.815	.895	.571	.000	.935	.916		

OK



441 South Salina Street
Syracuse, NY 13202

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

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

Rte. 57 Southbound						SR 31 Westbound						Rte. 57 Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:45 PM																							
04:45 PM	13	33	19	0	65	25	214	80	0	319	78	43	35	0	156	38	149	13	0	200	740		
05:00 PM	11	26	23	0	60	42	160	90	0	292	87	49	36	0	172	35	162	12	0	209	733		
05:15 PM	15	33	39	0	87	31	208	84	0	323	67	45	40	0	152	41	165	15	0	221	783		
05:30 PM	12	49	24	0	85	33	220	103	0	356	65	43	41	0	149	34	156	12	0	202	792		
Total Volume	51	141	105	0	297	131	802	357	0	1290	297	180	152	0	629	148	632	52	0	832	3048		
% App. Total	17.2	47.5	35.4	0		10.2	62.2	27.7	0		47.2	28.6	24.2	0		17.8	76	6.2	0				
PHF	.850	.719	.673	.000	.853	.780	.911	.867	.000	.906	.853	.918	.927	.000	.914	.902	.958	.867	.000	.941	.962		

OK

Default Comments

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

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

Groups Printed- Unshifted - Bank 1

	Target						SR 31						Lowes						SR 31							
	Southbound						Westbound						Northbound						Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	0	6	0	12	13	52	2	0	67	1	0	0	0	1	2	171	14	0	187	2	171	14	0	187	267
07:15 AM	10	0	8	0	18	12	61	4	0	77	2	0	2	0	4	1	182	14	0	197	6	182	14	0	197	296
07:30 AM	9	1	11	0	21	8	69	5	0	82	4	2	2	0	8	6	208	25	0	239	6	208	25	0	239	350
07:45 AM	12	2	9	0	23	19	93	5	0	117	2	2	4	0	8	5	179	34	0	218	5	179	34	0	218	366
Total	37	3	34	0	74	52	275	16	0	343	9	4	8	0	21	14	740	87	0	841	14	740	87	0	841	1279
08:00 AM	9	0	8	0	17	14	80	2	0	96	3	1	2	0	6	4	169	29	0	202	6	169	29	0	202	321
08:15 AM	11	0	13	0	24	19	58	3	0	80	2	1	2	0	5	1	144	29	0	174	5	144	29	0	174	283
08:30 AM	16	2	17	0	35	19	67	10	0	96	4	1	6	0	11	9	155	31	0	195	11	155	31	0	195	337
08:45 AM	25	1	15	0	41	40	79	9	0	128	5	2	4	0	11	4	160	43	0	207	11	160	43	0	207	387
Total	61	3	53	0	117	92	284	24	0	400	14	5	14	0	33	18	628	132	0	778	33	628	132	0	778	1328
Grand Total	98	6	87	0	191	144	559	40	0	743	23	9	22	0	54	32	1368	219	0	1619	54	1368	219	0	1619	2607
Approach %	51.3	3.1	45.5	0		19.4	75.2	5.4	0		42.6	16.7	40.7	0		2	84.5	13.5	0							
Total %	3.8	0.2	3.3	0	7.3	5.5	21.4	1.5	0	28.5	0.9	0.3	0.8	0	2.1	1.2	52.5	8.4	0	62.1						
Unshifted	98	6	87	0	191	144	559	40	0	743	23	9	22	0	54	32	1368	219	0	1619						
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100						
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						

	Target Southbound						SR 31 Westbound						Lowes Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:15 AM																								
07:15 AM	10	0	8	0	18	12	61	4	0	77	2	0	2	0	4	1	182	14	0	197	296			
07:30 AM	9	1	11	0	21	8	69	5	0	82	4	2	2	0	8	6	208	25	0	239	350			
07:45 AM	12	2	9	0	23	19	93	5	0	117	2	2	4	0	8	5	179	34	0	218	366			
08:00 AM	9	0	8	0	17	14	80	2	0	96	3	1	2	0	6	4	169	29	0	202	321			
Total Volume	40	3	36	0	79	53	303	16	0	372	11	5	10	0	26	16	738	102	0	856	1333			
% App. Total	50.6	3.8	45.6	0		14.2	81.5	4.3	0		42.3	19.2	38.5	0		1.9	86.2	11.9	0					
PHF	.833	.375	.818	.000	.859	.697	.815	.800	.000	.795	.688	.625	.625	.000	.813	.667	.887	.750	.000	.895	.911			

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15 AM

0.89

0.80

0.84

0.87

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

	Target						SR 31						Lowes						SR 31					
	Southbound						Westbound						Northbound						Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
04:00 PM	66	3	51	0	120	60	202	18	0	280	15	2	11	1	29	7	149	56	0	212	641			
04:15 PM	60	6	38	0	104	59	246	14	0	319	15	2	10	0	27	15	163	50	0	228	678			
04:30 PM	70	8	32	1	111	59	224	10	0	293	14	8	14	0	36	10	154	68	0	232	672			
04:45 PM	82	3	53	0	138	46	234	13	0	293	18	4	9	0	31	5	185	62	0	252	714			
Total	278	20	174	1	473	224	906	55	0	1185	62	16	44	1	123	37	651	236	0	924	2705			
05:00 PM	78	4	39	0	121	50	252	6	0	308	22	3	6	0	31	8	169	64	0	241	701			
05:15 PM	70	5	48	0	123	45	276	26	0	347	14	5	6	0	25	6	189	64	0	259	754			
05:30 PM	68	6	35	0	109	55	273	14	0	342	11	4	4	0	19	8	189	63	0	260	730			
05:45 PM	83	7	32	0	122	60	220	19	0	299	15	4	12	0	31	15	161	52	1	229	681			
Total	299	22	154	0	475	210	1021	65	0	1296	62	16	28	0	106	37	708	243	1	989	2866			
Grand Total	577	42	328	1	948	434	1927	120	0	2481	124	32	72	1	229	74	1359	479	1	1913	5571			
Approach %	60.9	4.4	34.6	0.1		17.5	77.7	4.8	0		54.1	14	31.4	0.4		3.9	71	25	0.1					
Total %	10.4	0.8	5.9	0	17	7.8	34.6	2.2	0	44.5	2.2	0.6	1.3	0	4.1	1.3	24.4	8.6	0	34.3				
Unshifted	577	42	328	1	948	434	1927	120	0	2481	124	32	72	1	229	74	1359	479	1	1913	5571			
% Unshifted	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100	100	100	100	100	100	100			
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Start Time	Target Southbound					SR 31 Westbound					Lowes Northbound					SR 31 Eastbound						
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:45 PM																						
04:45 PM	82	3	53	0	138	46	234	13	0	293	18	4	9	0	31	5	185	62	0	252	714	
05:00 PM	78	4	39	0	121	50	252	6	0	308	22	3	6	0	31	8	169	64	0	241	701	
05:15 PM	70	5	48	0	123	45	276	26	0	347	14	5	6	0	25	6	189	64	0	259	754	
05:30 PM	68	6	35	0	109	55	273	14	0	342	11	4	4	0	19	8	189	63	0	260	730	
Total Volume	298	18	175	0	491	196	1035	59	0	1290	65	16	25	0	106	27	732	253	0	1012	2899	
% App. Total	60.7	3.7	35.6	0		15.2	80.2	4.6	0		61.3	15.1	23.6	0		2.7	72.3	25	0			
PHF	.909	.750	.825	.000	.889	.891	.938	.567	.000	.929	.739	.800	.694	.000	.855	.844	.968	.988	.000	.973	.961	

OK

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

Groups Printed- Unshifted - Bank 1

	Dell Drive Southbound					SR 31 Westbound					Willowfield Elem. Northbound					SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	3	0	4	6	67	0	0	73	1	0	0	0	1	1	165	3	0	169	247
07:15 AM	1	0	9	0	10	6	79	4	0	89	1	0	1	0	2	4	201	1	0	206	307
07:30 AM	0	0	0	0	0	7	78	6	0	91	5	0	0	0	5	4	206	2	0	212	308
07:45 AM	2	1	2	0	5	14	138	4	0	156	9	0	2	0	11	12	185	9	0	206	378
Total	4	1	14	0	19	33	362	14	0	409	16	0	3	0	19	21	757	15	0	793	1240
08:00 AM	4	0	10	0	14	13	93	7	0	113	3	1	2	0	6	7	169	7	0	183	316
08:15 AM	1	0	12	0	13	11	92	8	0	111	0	0	1	0	1	4	180	9	0	193	318
08:30 AM	1	1	7	0	9	14	81	7	0	102	3	0	0	0	3	6	150	4	0	160	274
08:45 AM	5	0	16	0	21	15	114	12	0	141	3	0	2	0	5	7	153	12	0	172	339
Total	11	1	45	0	57	53	380	34	0	467	9	1	5	0	15	24	652	32	0	708	1247
Grand Total	15	2	59	0	76	86	742	48	0	876	25	1	8	0	34	45	1409	47	0	1501	2487
Approch %	19.7	2.6	77.6	0		9.8	84.7	5.5	0		73.5	2.9	23.5	0		3	93.9	3.1	0		
Total %	0.6	0.1	2.4	0	3.1	3.5	29.8	1.9	0	35.2	1	0	0.3	0	1.4	1.8	56.7	1.9	0	60.4	
Unshifted	15	2	59	0	76	86	742	48	0	876	25	1	8	0	34	45	1409	47	0	1501	2487
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dell Drive Southbound					SR 31 Westbound					Willowfield Elem. Northbound					SR 31 Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	7	78	6	0	91	5	0	0	0	5	4	206	2	0	212	308
07:45 AM	2	1	2	0	5	14	138	4	0	156	9	0	2	0	11	12	185	9	0	206	378
08:00 AM	4	0	10	0	14	13	93	7	0	113	3	1	2	0	6	7	169	7	0	183	316
08:15 AM	1	0	12	0	13	11	92	8	0	111	0	0	1	0	1	4	180	9	0	193	318
Total Volume	7	1	24	0	32	45	401	25	0	471	17	1	5	0	23	27	740	27	0	794	1320
% App. Total	21.9	3.1	75	0		9.6	85.1	5.3	0		73.9	4.3	21.7	0		3.4	93.2	3.4	0		
PHF	.438	.250	.500	.000	.571	.804	.726	.781	.000	.755	.472	.250	.625	.000	.523	.563	.898	.750	.000	.936	.873

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:30 AM

0.0

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

	Dell Drive Southbound					SR 31 Westbound					Willowfield Elem. Northbound					SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	0	47	0	58	39	263	2	0	304	2	2	5	0	9	1	204	13	0	218	589
04:15 PM	9	0	34	0	43	26	266	2	0	294	6	1	3	0	10	6	179	6	0	191	538
04:30 PM	6	0	28	0	34	14	248	2	0	264	5	0	4	0	9	3	207	7	0	217	524
04:45 PM	12	1	27	0	40	31	294	0	0	325	3	0	1	0	4	2	211	3	0	216	585
Total	38	1	136	0	175	110	1071	6	0	1187	16	3	13	0	32	12	801	29	0	842	2236
05:00 PM	12	0	29	0	41	41	286	4	0	331	7	0	2	0	9	0	190	6	0	196	577
05:15 PM	15	0	26	0	41	38	308	1	0	347	1	0	3	0	4	0	230	19	0	249	641
05:30 PM	16	2	35	0	53	45	287	4	0	336	1	1	1	0	3	1	213	6	0	220	612
05:45 PM	23	3	26	0	52	35	284	14	0	333	4	0	0	0	4	13	216	7	0	236	625
Total	66	5	116	0	187	159	1165	23	0	1347	13	1	6	0	20	14	849	38	0	901	2455
Grand Total	104	6	252	0	362	269	2236	29	0	2534	29	4	19	0	52	26	1650	67	0	1743	4691
Approch %	28.7	1.7	69.6	0		10.6	88.2	1.1	0		55.8	7.7	36.5	0		1.5	94.7	3.8	0		
Total %	2.2	0.1	5.4	0	7.7	5.7	47.7	0.6	0	54	0.6	0.1	0.4	0	1.1	0.6	35.2	1.4	0	37.2	
Unshifted	104	6	252	0	362	269	2236	29	0	2534	29	4	19	0	52	26	1650	67	0	1743	4691
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dell Drive Southbound					SR 31 Westbound					Willowfield Elem. Northbound					SR 31 Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	12	0	29	0	41	41	286	4	0	331	7	0	2	0	9	0	190	6	0	196	577
05:15 PM	15	0	26	0	41	38	308	1	0	347	1	0	3	0	4	0	230	19	0	249	641
05:30 PM	16	2	35	0	53	45	287	4	0	336	1	1	1	0	3	1	213	6	0	220	612
05:45 PM	23	3	26	0	52	35	284	14	0	333	4	0	0	0	4	13	216	7	0	236	625
Total Volume	66	5	116	0	187	159	1165	23	0	1347	13	1	6	0	20	14	849	38	0	901	2455
% App. Total	35.3	2.7	62	0		11.8	86.5	1.7	0		65	5	30	0		1.6	94.2	4.2	0		
PHF	.717	.417	.829	.000	.882	.883	.946	.411	.000	.970	.464	.250	.500	.000	.556	.269	.923	.500	.000	.905	.957

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

0.83

0.97

0.56

0.89

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

	Walmart Driveway Southbound						SR 31 Westbound						Carling Road Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
07:00 AM	3	0	1	0	4	5	76	1	0	82	6	0	0	0	6	2	167	10	0	179	271			
07:15 AM	4	1	5	0	10	9	83	0	0	92	3	0	4	0	7	0	185	13	0	198	307			
07:30 AM	14	0	1	0	15	9	96	2	0	107	3	0	0	0	3	3	198	13	0	214	339			
07:45 AM	8	0	12	0	20	25	111	7	0	143	7	0	2	0	9	3	187	10	0	200	372			
Total	29	1	19	0	49	48	366	10	0	424	19	0	6	0	25	8	737	46	0	791	1289			
08:00 AM	2	1	5	0	8	30	100	1	0	131	2	0	0	0	2	1	179	20	0	200	341			
08:15 AM	10	0	10	0	20	33	121	4	0	158	6	0	2	0	8	0	141	30	0	171	357			
08:30 AM	14	0	16	0	30	53	103	2	0	158	5	0	1	0	6	2	129	29	0	160	354			
08:45 AM	16	4	10	0	30	48	120	3	0	171	3	0	1	0	4	8	120	27	0	155	360			
Total	42	5	41	0	88	164	444	10	0	618	16	0	4	0	20	11	569	106	0	686	1412			
Grand Total	71	6	60	0	137	212	810	20	0	1042	35	0	10	0	45	19	1306	152	0	1477	2701			
Approach %	51.8	4.4	43.8	0		20.3	77.7	1.9	0		77.8	0	22.2	0		1.3	88.4	10.3	0					
Total %	2.6	0.2	2.2	0	5.1	7.8	30	0.7	0	38.6	1.3	0	0.4	0	1.7	0.7	48.4	5.6	0	54.7				
Unshifted	71	6	60	0	137	212	810	20	0	1042	35	0	10	0	45	19	1306	152	0	1477	2701			
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	0	100	0	100	100	100	100	0	100	100			
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

	Walmart Driveway Southbound						SR 31 Westbound						Carling Road Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:45 AM																								
07:45 AM	8	0	12	0	20	25	111	7	0	143	7	0	2	0	9	3	187	10	0	200	372			
08:00 AM	2	1	5	0	8	30	100	1	0	131	2	0	0	0	2	1	179	20	0	200	341			
08:15 AM	10	0	10	0	20	33	121	4	0	158	6	0	2	0	8	0	141	30	0	171	357			
08:30 AM	14	0	16	0	30	53	103	2	0	158	5	0	1	0	6	2	129	29	0	160	354			
Total Volume	34	1	43	0	78	141	435	14	0	590	20	0	5	0	25	6	636	89	0	731	1424			
% App. Total	43.6	1.3	55.1	0		23.9	73.7	2.4	0		80	0	20	0		0.8	87	12.2	0					
PHF	.607	.250	.672	.000	.650	.665	.899	.500	.000	.934	.714	.000	.625	.000	.694	.500	.850	.742	.000	.914	.957			

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

Peak Hour for Entire Intersection Begins at 07:45 AM

0.79

0.85

0.61

0.92



441 South Salina Street
Syracuse, NY 13202

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

Walmart Driveway Southbound										SR 31 Westbound					Carling Road Northbound					SR 31 Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
04:00 PM	48	5	25	0	78	47	205	25	0	277	20	3	12	0	35	16	188	34	0	238	628			
04:15 PM	56	5	37	0	98	48	226	24	0	298	11	3	13	0	27	17	216	36	0	269	692			
04:30 PM	58	5	28	0	91	46	237	21	0	304	17	4	14	0	35	19	221	39	0	279	709			
04:45 PM	59	5	40	0	104	45	236	37	0	318	17	3	13	0	33	19	182	37	0	238	693			
Total	221	20	130	0	371	186	904	107	0	1197	65	13	52	0	130	71	807	146	0	1024	2722			
05:00 PM	63	3	35	0	101	57	251	32	0	340	16	5	15	0	36	26	190	41	0	257	734			
05:15 PM	58	2	46	0	106	65	285	44	0	394	18	3	16	0	37	31	234	52	0	317	854			
05:30 PM	57	5	52	0	114	56	263	52	0	371	14	4	16	0	34	28	175	35	0	238	757			
05:45 PM	44	8	33	0	85	43	242	29	0	314	25	10	20	0	55	27	188	36	0	251	705			
Total	222	18	166	0	406	221	1041	157	0	1419	73	22	67	0	162	112	787	164	0	1063	3050			
Grand Total	443	38	296	0	777	407	1945	284	0	2616	138	35	119	0	292	183	1594	310	0	2087	5772			
Approch %	57	4.9	38.1	0	13.5	15.6	74.4	10.1	0	45.3	47.3	12	40.8	0	5.1	8.8	76.4	14.9	0	36.2				
Total %	7.7	0.7	5.1	0	13.5	7.1	33.7	4.6	0	45.3	2.4	0.6	2.1	0	5.1	3.2	27.6	5.4	0	36.2				
Unshifted	443	38	296	0	777	407	1945	284	0	2616	138	35	119	0	292	183	1594	310	0	2087	5772			
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100			
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Walmart Driveway Southbound										SR 31 Westbound					Carling Road Northbound					SR 31 Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 05:00 PM																								
05:00 PM	63	3	35	0	101	57	251	32	0	340	16	5	15	0	36	26	190	41	0	257	734			
05:15 PM	58	2	46	0	106	65	285	44	0	394	18	3	16	0	37	31	234	52	0	317	854			
05:30 PM	57	5	52	0	114	56	263	52	0	371	14	4	16	0	34	28	175	35	0	238	757			
05:45 PM	44	8	33	0	85	43	242	29	0	314	25	10	20	0	55	27	188	36	0	251	705			
Total Volume	222	18	166	0	406	221	1041	157	0	1419	73	22	67	0	162	112	787	164	0	1063	3050			
% App. Total	54.7	4.4	40.9	0	100	54.7	40.9	39.1	0	100	16.2	2.9	12.1	0	35.5	10.5	74	15.4	0	35.5	893			
PHF	.881	.563	.798	.000	.890	.850	.913	.755	.000	.900	.730	.550	.838	.000	.736	.903	.841	.788	.000	.838	.893			

0.93

0.90

0.95

0.83



441 South Salina Street
Syracuse, NY 13202

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

File Name : Wegmans East AM
Site Code : 000000005
Start Date : 3/3/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

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

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

04

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

File Name : Wegmans East PM
Site Code : 00000005
Start Date : 3/3/2010
Page No : 1

Groups Printed: Unshifted - Bank 1

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

		Wegmans East Southbound						SR 31 Westbound						Shopping Center Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	6	0	73	0	79	86	327	21	0	434	12	1	0	0	13	4	235	7	0	246	772				
05:00 PM	8	2	82	0	92	97	291	27	0	415	13	5	4	0	22	11	261	7	0	279	808				
05:15 PM	9	4	56	0	69	92	333	30	0	455	12	8	4	0	24	12	227	8	0	247	795				
05:30 PM	8	4	79	0	91	93	312	13	0	418	8	0	7	0	15	10	212	29	0	251	775				
Total Volume	31	10	290	0	331	368	1263	91	0	1722	45	14	15	0	74	37	935	51	0	1023	3150				
% App. Total	9.4	3	87.6	0		21.4	73.3	5.3	0		60.8	18.9	20.3	0		3.6	91.4	5	0						
PHF	.861	.625	.884	.000	.899	.948	.948	.758	.000	.946	.865	.438	.536	.000	.771	.771	.896	.440	.000	.917	.975				

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

Default Comments

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

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

Groups Printed- Unshifted - Bank 1

Start Time	SR 481 SB Off Ramp						SR 31 Westbound						Soule Road Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	7	52	0	71		0	70	49	0	119		38	0	11	0	49		97	65	0	0	162	401
07:15 AM	13	8	45	0	66		0	76	69	0	145		53	0	34	0	87		97	62	0	0	159	457
07:30 AM	7	8	60	0	75		0	97	63	0	160		26	0	21	0	47		121	85	0	0	206	488
07:45 AM	22	5	66	0	93		0	142	48	0	190		39	0	23	0	62		115	111	0	0	226	571
Total	54	28	223	0	305		0	385	229	0	614		156	0	89	0	245		430	323	0	0	753	1917
08:00 AM	14	6	38	0	58		0	103	54	0	157		33	0	37	0	70		141	61	0	0	202	487
08:15 AM	21	6	27	0	54		0	110	52	0	162		46	0	20	0	66		112	75	0	0	187	469
08:30 AM	12	9	27	0	48		0	126	55	0	181		25	0	23	0	48		81	67	0	0	148	425
08:45 AM	29	12	29	0	70		0	145	47	0	192		31	0	33	0	64		96	82	0	0	178	504
Total	76	33	121	0	230		0	484	208	0	692		135	0	113	0	248		430	285	0	0	715	1885
Grand Total	130	61	344	0	535		0	869	437	0	1306		291	0	202	0	493		860	608	0	0	1468	3802
Apprch %	24.3	11.4	64.3	0			0	66.5	33.5	0			59	0	41	0			58.6	41.4	0	0		
Total %	3.4	1.6	9	0	14.1		0	22.9	11.5	0	34.4		7.7	0	5.3	0	13		22.6	16	0	0	38.6	
Unshifted	130	61	344	0	535		0	869	437	0	1306		291	0	202	0	493		860	608	0	0	1468	3802
% Unshifted	100	100	100	0	100		0	100	100	0	100		100	0	100	0	100		100	100	0	0	100	100
Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
% Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0

Start Time	SR 481 SB Off Ramp						SR 31 Westbound						Soule Road Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:30 AM																								
07:30 AM	7	8	60	0	75		0	97	63	0	160		26	0	21	0	47		121	85	0	0	206	488
07:45 AM	22	5	66	0	93		0	142	48	0	190		39	0	23	0	62		115	111	0	0	226	571
08:00 AM	14	6	38	0	58		0	103	54	0	157		33	0	37	0	70		141	61	0	0	202	487
08:15 AM	21	6	27	0	54		0	110	52	0	162		46	0	20	0	66		112	75	0	0	187	469
Total Volume	64	25	191	0	280		0	452	217	0	669		144	0	101	0	245		489	332	0	0	821	2015
% App. Total	22.9	8.9	68.2	0			0	67.6	32.4	0			58.8	0	41.2	0			59.6	40.4	0	0		
PHF	.727	.781	.723	.000	.753		.000	.796	.861	.000	.880		.783	.000	.682	.000	.875		.867	.748	.000	.000	.908	.882

OK

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

Groups Printed- Unshifted - Bank 1

	SR 481 SB Off Ramp Southbound							SR 31 Westbound							Soule Road Northbound							SR 31 Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total							
04:00 PM	35	24	37	0	96	0	256	98	0	354	52	0	36	1	89	109	188	0	0	297	836							
04:15 PM	25	16	33	0	74	0	309	112	0	421	50	0	51	1	102	135	199	0	0	334	931							
04:30 PM	29	13	53	0	95	0	287	96	0	383	37	0	56	0	93	128	161	0	0	289	860							
04:45 PM	38	24	42	0	104	0	352	117	0	469	40	0	59	0	99	111	181	0	0	292	964							
Total	127	77	165	0	369	0	1204	423	0	1627	179	0	202	2	383	483	729	0	0	1212	3591							
05:00 PM	32	17	35	0	84	0	348	109	0	457	40	0	46	0	86	110	221	0	0	331	958							
05:15 PM	43	17	50	0	110	0	346	142	0	488	49	0	67	0	116	109	178	0	0	287	1001							
05:30 PM	35	10	42	0	87	0	340	126	0	466	35	0	53	0	88	111	193	0	0	304	945							
05:45 PM	30	16	36	0	82	0	288	115	0	403	40	0	57	0	97	79	165	0	0	244	826							
Total	140	60	163	0	363	0	1322	492	0	1814	164	0	223	0	387	409	757	0	0	1166	3730							
Grand Total	267	137	328	0	732	0	2526	915	0	3441	343	0	425	2	770	892	1486	0	0	2378	7321							
Approch %	36.5	18.7	44.8	0		0	73.4	26.6	0		44.5	0	55.2	0.3		37.5	62.5	0	0									
Total %	3.6	1.9	4.5	0	10	0	34.5	12.5	0	47	4.7	0	5.8	0	10.5	12.2	20.3	0	0	32.5								
Unshifted	267	137	328	0	732	0	2526	915	0	3441	343	0	425	2	770	892	1486	0	0	2378	7321							
% Unshifted	100	100	100	0	100	0	100	100	0	100	100	0	100	100	100	100	100	0	0	100	100							
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							

	SR 481 SB Off Ramp Southbound					SR 31 Westbound					Soule Road Northbound					SR 31 Eastbound							
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:45 PM																							
04:45 PM	38	24	42	0		104	0	352	117	0	469	40	0	59	0	99	111	181	0	0		292	964
05:00 PM	32	17	35	0		84	0	348	109	0	457	40	0	46	0	86	110	221	0	0		331	958
05:15 PM	43	17	50	0		110	0	346	142	0	488	49	0	67	0	116	109	178	0	0		287	1001
05:30 PM	35	10	42	0		87	0	340	126	0	466	35	0	53	0	88	111	193	0	0		304	945
Total Volume	148	68	169	0		385	0	1386	494	0	1880	164	0	225	0	389	441	773	0	0		1214	3868
% App. Total	38.4	17.7	43.9	0		100	0	73.7	26.3	0	100	42.2	0	57.8	0	100	36.3	63.7	0	0		100	100
PHF	.860	.708	.845	.000		.875	.000	.984	.870	.000	.963	.837	.000	.840	.000	.838	.993	.874	.000	.000		.917	.966

06



441 South Salina Street
Syracuse, NY 13202

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

	Southbound						SR 31 Westbound						SR 481 NB Off Ramp Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
07:00 AM	0	0	0	0	0	37	85	0	0	122	7	10	33	0	50	0	143	26	0	169	341			
07:15 AM	0	0	0	0	0	31	110	0	0	141	7	0	40	0	47	0	124	30	0	154	342			
07:30 AM	0	0	0	0	0	25	120	0	0	145	8	0	64	0	72	0	144	24	0	168	385			
07:45 AM	0	0	0	0	0	28	124	0	0	152	11	0	82	0	93	0	170	27	0	197	442			
Total	0	0	0	0	0	121	439	0	0	560	33	10	219	0	262	0	581	107	0	688	1510			
08:00 AM	0	0	0	0	0	26	103	0	0	129	18	0	54	0	72	0	124	18	0	142	343			
08:15 AM	0	0	0	0	0	19	122	0	0	141	16	0	72	0	88	0	107	24	0	131	360			
08:30 AM	0	0	0	0	0	30	131	0	0	161	11	0	69	0	80	0	117	33	0	150	391			
08:45 AM	0	0	0	0	0	11	119	0	0	130	26	0	65	0	91	0	141	14	0	155	376			
Total	0	0	0	0	0	86	475	0	0	561	71	0	260	0	331	0	489	89	0	578	1470			
Grand Total	0	0	0	0	0	207	914	0	0	1121	104	10	479	0	593	0	1070	196	0	1266	2980			
Approch %	0	0	0	0		18.5	81.5	0	0		17.5	1.7	80.8	0		0	84.5	15.5	0					
Total %	0	0	0	0	0	6.9	30.7	0	0	37.6	3.5	0.3	16.1	0	19.9	0	35.9	6.6	0	42.5				
Unshifted	0	0	0	0	0	207	914	0	0	1121	104	10	479	0	593	0	1070	196	0	1266	2980			
% Unshifted	0	0	0	0	0	100	100	0	0	100	100	100	100	0	100	0	100	100	0	100	100			
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Start Time	Southbound					SR 31 Westbound					SR 481 NB Off Ramp Northbound					SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	28	124	0	0	152	11	0	82	0	93	0	170	27	0	197	442
08:00 AM	0	0	0	0	0	26	103	0	0	129	18	0	54	0	72	0	124	18	0	142	343
08:15 AM	0	0	0	0	0	19	122	0	0	141	16	0	72	0	88	0	107	24	0	131	360
08:30 AM	0	0	0	0	0	30	131	0	0	161	11	0	69	0	80	0	117	33	0	150	391
Total Volume	0	0	0	0	0	103	480	0	0	583	56	0	277	0	333	0	518	102	0	620	1536
% App. Total	0	0	0	0	0	17.7	82.3	0	0	0	16.8	0	83.2	0	0	0	83.5	16.5	0	0	0
PHF	.000	.000	.000	.000	.000	.858	.916	.000	.000	.905	.778	.000	.845	.000	.895	.000	.762	.773	.000	.787	.869

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:45 AM

0.93

0.87

0.81

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed-Unshifted - Bank 1

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

Start Time	Southbound						Westbound						SR 481 NB Off Ramp Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	Int. Total	Int. Total	Int. Total
04:30 PM	0	0	0	0	0	76	229	0	0	305	95	0	182	0	277	0	244	53	0	297	879	879	879	879
04:45 PM	0	0	0	0	0	64	253	0	0	317	85	0	235	0	320	0	240	52	0	292	929	929	929	929
05:00 PM	0	0	0	0	0	55	221	0	0	276	83	0	223	0	306	0	249	51	0	300	882	882	882	882
05:15 PM	0	0	0	0	0	54	246	0	0	300	70	0	270	0	340	0	233	34	0	267	907	907	907	907
Total Volume	0	0	0	0	0	249	949	0	0	1198	333	0	910	0	1243	0	966	190	0	1156	3597	3597	3597	3597
% App. Total	0	0	0	0	0	20.8	79.2	0	0	0	26.8	0	73.2	0	0	0	83.6	16.4	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.819	.938	.000	.000	.945	.876	.000	.843	.000	.914	.000	.970	.896	.000	.963	.968	.968	.968	.968

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

0.93

0.93

0.93

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

Groups Printed- Unshifted - Bank 1

	SR 31										Market Fair Mall										SR 31									
	Southbound					Westbound					Northbound					Eastbound														
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total									
Start Time																														
07:15 AM	0	0	0	0	0	0	114	1	0	115	0	0	0	0	0	0	2	92	0	0	94	209								
07:30 AM	0	0	0	0	0	0	134	1	0	135	0	0	1	0	1	0	1	126	0	0	127	263								
07:45 AM	0	0	0	0	0	0	155	0	0	155	1	0	1	0	2	4	175	0	0	179	336									
Total	0	0	0	0	0	0	403	2	0	405	1	0	2	0	3	7	393	0	0	400	808									
08:00 AM	0	0	0	0	0	0	143	7	0	150	3	0	2	0	5	13	159	0	0	172	327									
08:15 AM	0	0	0	0	0	0	122	2	0	124	2	0	5	0	7	10	106	0	0	116	247									
08:30 AM	0	0	0	0	0	0	149	1	0	150	3	0	4	0	7	5	112	0	0	117	274									
08:45 AM	0	0	0	0	0	0	145	4	0	149	3	0	9	0	12	16	135	0	0	151	312									
Total	0	0	0	0	0	0	559	14	0	573	11	0	20	0	31	44	512	0	0	556	1160									
Grand Total	0	0	0	0	0	0	962	16	0	978	12	0	22	0	34	51	905	0	0	956	1968									
Approch %	0	0	0	0	0	0	98.4	1.6	0	97.8	35.3	0	64.7	0	64.7	5.3	94.7	0	0	94.7	94.7									
Total %	0	0	0	0	0	0	48.9	0.8	0	49.7	0.6	0	1.1	0	1.7	2.6	46	0	0	48.6	48.6									
Unshifted	0	0	0	0	0	0	962	16	0	978	12	0	22	0	34	51	905	0	0	956	1968									
% Unshifted	0	0	0	0	0	0	100	100	0	100	100	0	100	0	100	100	100	0	0	100	100									
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									

Southbound						SR 31 Westbound						Market Fair Mall Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:45 AM																							
07:45 AM	0	0	0	0	0	0	155	0	0	155	1	0	1	0	2	4	175	0	0	179	336		
08:00 AM	0	0	0	0	0	0	143	7	0	150	3	0	2	0	5	13	159	0	0	172	327		
08:15 AM	0	0	0	0	0	0	122	2	0	124	2	0	5	0	7	10	106	0	0	116	247		
08:30 AM	0	0	0	0	0	0	149	1	0	150	3	0	4	0	7	5	112	0	0	117	274		
Total Volume	0	0	0	0	0	0	569	10	0	579	9	0	12	0	21	32	552	0	0	584	1184		
% App. Total	0	0	0	0	0	0	98.3	1.7	0	99.7	42.9	0	57.1	0	21	5.5	94.5	0	0	95.5	95.5		
PHF	.000	.000	.000	.000	.000	.000	.918	.357	.000	.934	.750	.000	.600	.000	.750	.615	.789	.000	.000	.816	.881		

0.91 0.54 0.83



441 South Salina Street
Syracuse, NY 13202

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

File Name : Market Fair PM
Site Code : 00000008
Start Date : 3/2/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

	Southbound						SR 31 Westbound						Market Fair Mall Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
04:00 PM	0	0	0	0	0	0	236	12	0	248	8	0	25	0	33	23	250	0	0	273	554			
04:15 PM	0	0	0	0	0	0	267	10	0	277	10	0	31	0	41	24	286	0	0	310	628			
04:30 PM	0	0	0	0	0	0	292	11	0	303	4	0	13	0	17	32	302	0	0	334	654			
04:45 PM	0	0	0	0	0	0	284	18	0	302	12	0	29	0	41	24	298	0	0	322	665			
Total	0	0	0	0	0	0	1079	51	0	1130	34	0	98	0	132	103	1136	0	0	1239	2501			
05:00 PM	0	0	0	0	0	0	268	6	0	274	14	0	31	0	45	25	309	0	0	334	653			
05:15 PM	0	0	0	0	0	0	279	12	0	291	9	0	28	0	37	34	268	0	0	302	630			
05:30 PM	0	0	0	0	0	0	279	9	0	288	14	0	19	0	33	38	267	0	0	305	626			
Grand Total	0	0	0	0	0	0	1905	78	0	1983	71	0	176	0	247	200	1980	0	0	2180	4410			
Approch %	0	0	0	0	0	0	96.1	3.9	0	28.7	0	71.3	0	0	5.6	9.2	90.8	0	0	49.4				
Total %	0	0	0	0	0	0	43.2	1.8	0	45	1.6	0	4	0	5.6	4.5	44.9	0	0	49.4				
Unshifted	0	0	0	0	0	0	1905	78	0	1983	71	0	176	0	247	200	1980	0	0	2180	4410			
% Unshifted	0	0	0	0	0	0	100	100	0	100	100	0	100	0	100	100	100	0	0	100	100			
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Southbound						SR 31 Westbound						Market Fair Mall Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:30 PM																							
04:30 PM	0	0	0	0	0	0	292	11	0	303	4	0	13	0	17	32	302	0	0	334	654		
04:45 PM	0	0	0	0	0	0	284	18	0	302	12	0	29	0	41	24	298	0	0	322	665		
05:00 PM	0	0	0	0	0	0	268	6	0	274	14	0	31	0	45	25	309	0	0	334	653		
05:15 PM	0	0	0	0	0	0	279	12	0	291	9	0	28	0	37	34	268	0	0	302	630		
Total Volume	0	0	0	0	0	0	1123	47	0	1170	39	0	101	0	140	115	1177	0	0	1292	2602		
% App. Total	0	0	0	0	0	0	96	4	0	96	27.9	0	72.1	0	8.9	8.9	91.1	0	0	96	97.8		
PHF	.000	.000	.000	.000	.000	.000	.961	.653	.000	.965	.696	.000	.815	.000	.778	.846	.952	.000	.000	.967	.978		

0.96

0.87

0.95

Default Comments

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

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

Groups Printed- Unshifted - Bank 1

Great Northern Mall West Southbound												NYS Route 31 Westbound						Driveway Northbound						NYS Route 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total								
07:00 AM	10	0	1	0	11	2	124	1	0	127	0	0	0	0	0	1	130	10	0	141	279								
07:15 AM	13	0	0	0	13	1	128	0	0	129	0	0	0	0	0	0	134	5	0	139	281								
07:30 AM	7	0	0	0	7	1	127	0	0	128	0	0	1	0	1	1	137	6	0	144	280								
07:45 AM	8	0	3	0	11	3	144	1	0	148	0	0	0	0	0	1	157	12	0	170	329								
Total	38	0	4	0	42	7	523	2	0	532	0	0	1	0	1	3	558	33	0	594	1169								
08:00 AM	9	0	0	0	9	0	119	0	0	119	0	0	0	0	0	0	124	14	0	138	266								
08:15 AM	11	0	2	0	13	3	140	0	0	143	0	0	0	0	0	0	108	10	0	118	274								
08:30 AM	20	0	0	0	20	3	139	0	0	142	0	0	0	0	0	0	106	28	0	134	296								
08:45 AM	16	0	0	0	16	2	147	1	0	150	0	0	0	0	0	0	91	31	0	122	288								
Total	56	0	2	0	58	8	545	1	0	554	0	0	0	0	0	0	429	83	0	512	1124								
Grand Total	94	0	6	0	100	15	1068	3	0	1086	0	0	1	0	1	3	987	116	0	1106	2293								
Approch %	94	0	6	0	100	1.4	98.3	0.3	0	47.4	0	0	100	0	0	0.3	89.2	10.5	0	48.2									
Total %	4.1	0	0.3	0	4.4	0.7	46.6	0.1	0	47.4	0	0	0	0	0	0.1	43	5.1	0	48.2									
Unshifted	94	0	6	0	100	15	1068	3	0	1086	0	0	1	0	1	3	987	116	0	1106	2293								
% Unshifted	100	0	100	0	100	100	100	100	0	100	0	0	100	0	100	100	100	100	0	100	100								
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								

	Great Northern Mall West Southbound						NYS Route 31 Westbound						Driveway Northbound						NYS Route 31 Eastbound					
	Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
07:00 AM	10	0	1	0	11		2	124	1	0	127		0	0	0	0	1	130	10	0	141	279		
07:15 AM	13	0	0	0	13		1	128	0	0	129		0	0	0	0	0	134	5	0	139	281		
07:30 AM	7	0	0	0	7		1	127	0	0	128		0	1	0	1	1	137	6	0	144	280		
07:45 AM	8	0	3	0	11		3	144	1	0	148		0	0	0	0	1	157	12	0	170	329		
Total Volume	38	0	4	0	42		7	523	2	0	532		0	0	1	0	3	558	33	0	594	1169		
% App. Total	90.5	0	9.5	0			1.3	98.3	0.4	0			0	0	100	0	0.5	93.9	5.6	0				
PHF	.731	.000	.333	.000	.808		.583	.908	.500	.000	.899		.000	.000	.250	.000	.750	.889	.688	.000	.874	.888		

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

0.77

0.94

0.25

0.84

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

	Great Northern Mall West Southbound						NYS Route 31 Westbound						Driveway Northbound						NYS Route 31 Eastbound								
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
04:00 PM	86	0	10	0	96	20	179	2	0	201	0	0	0	0	0	0	169	68	0	0	240	3	169	68	0	240	537
04:15 PM	66	0	11	0	77	9	198	0	0	207	0	2	0	0	2	0	152	67	0	0	219	0	152	67	0	219	505
04:30 PM	68	0	11	0	79	9	186	0	0	195	0	0	0	0	0	0	189	90	0	0	279	0	189	90	0	279	553
04:45 PM	66	12	9	0	87	9	233	0	0	242	0	0	0	0	0	0	187	71	0	0	258	0	187	71	0	258	587
Total	286	12	41	0	339	47	796	2	0	845	0	2	0	0	2	0	697	296	0	0	996	3	697	296	0	996	2182
05:00 PM	87	0	11	0	98	13	200	0	0	213	0	0	0	0	0	0	182	91	0	0	273	0	182	91	0	273	584
05:15 PM	92	0	12	0	104	11	230	0	0	241	0	0	0	0	0	0	213	101	0	0	315	1	213	101	0	315	660
05:30 PM	102	0	5	0	107	11	206	0	0	217	0	0	0	0	0	0	177	88	0	0	265	0	177	88	0	265	589
05:45 PM	87	0	17	0	104	9	197	0	0	206	0	0	0	0	0	0	157	78	0	0	235	0	157	78	0	235	545
Total	368	0	45	0	413	44	833	0	0	877	0	0	0	0	0	0	729	358	0	0	1088	1	729	358	0	1088	2378
Grand Total	654	12	86	0	752	91	1629	2	0	1722	0	2	0	0	2	0	1426	654	0	0	2084	4	1426	654	0	2084	4560
Approch %	87	1.6	11.4	0	104	5.3	94.6	0.1	0	100	0	100	0	0	0	0	68.4	31.4	0	0	100	0.2	68.4	31.4	0	100	45.7
Total %	14.3	0.3	1.9	0	16.5	2	35.7	0	0	37.8	0	0	0	0	0	0	31.3	14.3	0	0	45.7	0.1	31.3	14.3	0	45.7	45.7
Unshifted	654	12	86	0	752	91	1629	2	0	1722	0	2	0	0	2	0	1426	654	0	0	2084	4	1426	654	0	2084	4560
% Unshifted	100	100	100	0	100	100	100	100	0	100	0	100	0	0	100	0	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Great Northern Mall West Southbound						NYS Route 31 Westbound						Driveway Northbound						NYS Route 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:45 PM																								
04:45 PM	66	12	9	0	87	9	233	0	0	242	0	0	0	0	0	0	187	71	0	258	587			
05:00 PM	87	0	11	0	98	13	200	0	0	213	0	0	0	0	0	0	182	91	0	273	584			
05:15 PM	92	0	12	0	104	11	230	0	0	241	0	0	0	0	0	1	213	101	0	315	660			
05:30 PM	102	0	5	0	107	11	206	0	0	217	0	0	0	0	0	0	177	88	0	265	589			
Total Volume	347	12	37	0	396	44	869	0	0	913	0	0	0	0	0	1	759	351	0	1111	2420			
% App. Total	87.6	3	9.3	0		4.8	95.2	0	0		0	0	0	0	0	0.1	68.3	31.6	0					
PHF	850	250	771	000	925	846	932	000	000	943	000	000	000	000	000	250	891	869	000	882	917			

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

0.6

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

Start Time	Great Northern Mall East						NYS Route 31						NYS Route 31					
	Southbound						Westbound						Northbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	0	2	0	8		3	94	8	0	105		11	0	10	0	21	266
07:15 AM	5	0	1	0	6		3	113	12	0	128		11	0	14	0	25	293
07:30 AM	3	1	1	0	5		3	105	15	0	123		10	1	16	0	27	292
07:45 AM	1	0	2	0	3		8	133	5	0	146		19	1	11	0	31	335
Total	15	1	6	0	22		17	445	40	0	502		51	2	51	0	104	1186
08:00 AM	2	0	1	0	3		2	102	17	0	121		8	1	11	0	20	267
08:15 AM	7	0	1	0	8		6	108	12	0	126		16	1	20	0	37	280
08:30 AM	4	0	2	0	6		2	119	15	0	136		4	3	24	0	31	276
08:45 AM	1	0	1	0	2		3	140	9	0	152		2	1	3	0	6	248
Total	14	0	5	0	19		13	469	53	0	535		30	6	58	0	94	1071
Grand Total	29	1	11	0	41		30	914	93	0	1037		81	8	109	0	198	2257
Approch %	70.7	2.4	26.8	0			2.9	88.1	9	0			40.9	4	55.1	0		
Total %	1.3	0	0.5	0	1.8		1.3	40.5	4.1	0	45.9		3.6	0.4	4.8	0	8.8	
Unshifted	29	1	11	0	41		30	914	93	0	1037		81	8	109	0	198	2257
% Unshifted	100	100	100	0	100		100	100	100	0	100		100	100	100	0	100	100
Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
% Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0

Start Time	Great Northern Mall East						NYS Route 31						NYS Route 31					
	Southbound						Westbound						Northbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
07:15 AM	5	0	1	0	6		3	113	12	0	128		11	0	14	0	25	293
07:30 AM	3	1	1	0	5		3	105	15	0	123		10	1	16	0	27	292
07:45 AM	1	0	2	0	3		8	133	5	0	146		19	1	11	0	31	335
08:00 AM	2	0	1	0	3		2	102	17	0	121		8	1	11	0	20	267
Total Volume	11	1	5	0	17		16	453	49	0	518		48	3	52	0	103	1187
% App. Total	64.7	5.9	29.4	0			3.1	87.5	9.5	0			46.6	2.9	50.5	0		
PHF	.550	.250	.625	.000	.708		.500	.852	.721	.000	.887		.632	.750	.813	.000	.831	.885

Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

0.59

0.88

0.78

0.85

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

Groups Printed- Unshifted - Bank 1

Great Northern Mall East Southbound												NYS Route 31 Westbound						Driveway Northbound						NYS Route 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
04:00 PM	14	0	8	0	22	12	168	2	0	182	6	1	3	0	10	4	188	15	0	207	4	188	15	0	207	421			
04:15 PM	17	3	11	0	31	19	186	5	0	210	2	0	7	0	9	5	169	13	0	187	5	169	13	0	187	437			
04:30 PM	20	1	19	0	40	15	167	3	0	185	7	0	8	0	15	9	184	13	0	206	9	184	13	0	206	446			
04:45 PM	15	2	13	0	30	21	223	7	0	251	5	2	6	0	13	3	179	16	0	198	3	179	16	0	198	492			
Total	66	6	51	0	123	67	744	17	0	828	20	3	24	0	47	21	720	57	0	798	21	720	57	0	798	1796			
05:00 PM	25	2	13	0	40	8	186	3	0	197	4	0	4	0	8	5	184	18	0	207	5	184	18	0	207	452			
05:15 PM	27	2	11	0	40	19	223	3	0	245	7	0	4	0	11	10	205	20	0	235	10	205	20	0	235	531			
05:30 PM	29	1	7	0	37	15	175	5	0	195	4	0	12	0	16	9	168	10	0	187	6	168	10	0	187	435			
05:45 PM	18	1	11	0	30	10	186	7	0	203	8	0	9	0	17	6	161	10	0	177	6	161	10	0	177	427			
Total	99	6	42	0	147	52	770	18	0	840	23	0	29	0	52	30	718	58	0	806	30	718	58	0	806	1845			
Grand Total	165	12	93	0	270	119	1514	35	0	1668	43	3	53	0	99	51	1438	115	0	1604	51	1438	115	0	1604	3641			
Approach %	61.1	4.4	34.4	0		7.1	90.8	2.1	0		43.4	3	53.5	0		3.2	89.7	7.2	0		3.2	89.7	7.2	0					
Total %	4.5	0.3	2.6	0	7.4	3.3	41.6	1	0	45.8	1.2	0.1	1.5	0	2.7	1.4	39.5	3.2	0	44.1	1.4	39.5	3.2	0					
Unshifted	165	12	93	0	270	119	1514	35	0	1668	43	3	53	0	99	51	1438	115	0	1604	51	1438	115	0	1604	3641			
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100			
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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

0.92

0.91

0.75

0.90

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

Groups Printed - Unshifted - Bank 1

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

Morgan Road Southbound						Westbound						Morgan Road Northbound						Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:15 AM																							
07:15 AM	52	48	19	0	119	3	52	12	0	67	8	16	23	0	47	37	61	8	0	106	339		
07:30 AM	50	57	31	0	138	7	67	16	0	90	11	11	28	0	50	31	72	11	0	114	392		
07:45 AM	45	43	21	0	109	3	69	25	0	97	12	6	23	0	41	36	100	13	0	149	396		
08:00 AM	50	46	14	0	110	8	62	16	0	86	25	11	26	0	62	33	82	10	0	125	383		
Total Volume	197	194	85	0	476	21	250	69	0	340	56	44	100	0	200	137	315	42	0	494	1510		
% App. Total	41.4	40.8	17.9	0		6.2	73.5	20.3	0		28	22	50	0		27.7	63.8	8.5	0				
PHF	.947	.851	.685	.000	.862	.656	.906	.690	.000	.876	.560	.688	.893	.000	.806	.926	.788	.808	.000	.829	.953		

7:30-9:30

0.80

0.91

0.75

0.84

Default Comments

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

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

Groups Printed- Unshifted - Bank 1

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

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

0.88

0.82

0.91

0.95



441 South Salina Street
Syracuse, NY 13202

File Name : Henry Clay AM
Site Code : 00000012
Start Date : 2/23/2010
Page No : 1

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

Groups Printed- Unshifted - Bank 1

	Henry Clay Blvd Southbound					NYS Route 31 Westbound					Henry Clay Blvd Northbound					NYS Route 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	18	6	0	26	0	47	20	0	67	17	11	29	0	57	28	58	2	0	88	238
07:15 AM	3	35	2	0	40	1	59	28	0	88	11	6	19	0	36	58	66	3	0	127	291
07:30 AM	3	34	6	0	43	4	69	24	0	97	13	8	21	0	42	53	60	3	0	116	298
07:45 AM	5	26	2	0	33	1	76	32	0	109	15	11	28	0	54	46	88	1	0	135	331
Total	13	113	16	0	142	6	251	104	0	361	56	36	97	0	189	185	272	9	0	466	1158
08:00 AM	6	12	1	0	19	2	53	22	0	77	14	7	16	0	37	52	62	4	0	118	251
08:15 AM	8	11	4	0	23	0	61	14	0	75	19	4	18	0	41	24	57	1	0	82	221
08:30 AM	3	13	2	0	18	1	69	13	0	83	11	4	28	0	43	19	41	1	0	61	205
08:45 AM	3	14	2	0	19	1	61	17	0	79	13	5	27	0	45	17	62	2	0	81	224
Total	20	50	9	0	79	4	244	66	0	314	57	20	89	0	166	112	222	8	0	342	901
Grand Total	33	163	25	0	221	10	495	170	0	675	113	56	186	0	355	297	494	17	0	808	2059
Approch %	14.9	73.8	11.3	0		1.5	73.3	25.2	0		31.8	15.8	52.4	0		36.8	61.1	2.1	0		
Total %	1.6	7.9	1.2	0	10.7	0.5	24	8.3	0	32.8	5.5	2.7	9	0	17.2	14.4	24	0.8	0	39.2	
Unshifted	33	163	25	0	221	10	495	170	0	675	113	56	186	0	355	297	494	17	0	808	2059
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Henry Clay Blvd Southbound					NYS Route 31 Westbound					Henry Clay Blvd Northbound					NYS Route 31 Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	35	2	0	40	1	59	28	0	88	11	6	19	0	36	58	66	3	0	127	291
07:30 AM	3	34	6	0	43	4	69	24	0	97	13	8	21	0	42	53	60	3	0	116	298
07:45 AM	5	26	2	0	33	1	76	32	0	109	15	11	28	0	54	46	88	1	0	135	331
08:00 AM	6	12	1	0	19	2	53	22	0	77	14	7	16	0	37	52	62	4	0	118	251
Total Volume	17	107	11	0	135	8	257	106	0	371	53	32	84	0	169	209	276	11	0	496	1171
% App. Total	12.6	79.3	8.1	0		2.2	69.3	28.6	0		31.4	18.9	49.7	0		42.1	55.6	2.2	0		
PHF	.708	.764	.458	.000	.785	.500	.845	.828	.000	.851	.883	.727	.750	.000	.782	.901	.784	.688	.000	.919	.884



441 South Salina Street
Syracuse, NY 13202

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

File Name : Henry Clay PM
Site Code : 00000012
Start Date : 2/23/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

	Henry Clay Blvd Southbound						NYS Route 31 Westbound						Henry Clay Blvd Northbound						NYS Route 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
04:00 PM	2	10	1	0	13	9	83	16	0	108	23	32	50	0	105	21	79	2	0	102	328			
04:15 PM	2	14	4	0	20	9	104	8	0	121	28	28	49	0	105	14	86	2	0	102	348			
04:30 PM	3	25	1	0	29	7	101	25	0	133	27	38	63	0	128	39	86	3	0	128	418			
04:45 PM	1	10	2	0	13	7	97	14	0	118	22	39	73	0	134	28	106	1	0	135	400			
Total	8	59	8	0	75	32	385	63	0	480	100	137	235	0	472	102	357	8	0	467	1494			
05:00 PM	6	9	2	0	17	11	88	15	0	114	34	40	49	0	123	14	73	1	0	88	342			
05:15 PM	2	6	2	0	10	7	99	15	0	121	24	36	60	0	120	20	93	2	0	115	366			
05:30 PM	2	7	2	0	11	2	103	8	0	113	31	17	48	0	96	26	78	0	0	104	324			
05:45 PM	1	11	4	0	16	1	85	10	0	96	23	21	44	0	88	17	79	4	0	100	300			
Total	11	33	10	0	54	21	375	48	0	444	112	114	201	0	427	77	323	7	0	407	1332			
Grand Total	19	92	18	0	129	53	760	111	0	924	212	251	436	0	899	179	680	15	0	874	2826			
Approch %	14.7	71.3	14	0		5.7	82.3	12	0		23.6	27.9	48.5	0		20.5	77.8	1.7	0					
Total %	0.7	3.3	0.6	0	4.6	1.9	26.9	3.9	0	32.7	7.5	8.9	15.4	0	31.8	6.3	24.1	0.5	0	30.9				
Unshifted	19	92	18	0	129	53	760	111	0	924	212	251	436	0	899	179	680	15	0	874	2826			
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100			
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Henry Clay Blvd Southbound						NYS Route 31 Westbound						Henry Clay Blvd Northbound						NYS Route 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 04:30 PM																							
04:30 PM	3	25	1	0	29	7	101	25	0	133	27	38	63	0	128	39	86	3	0	128	418		
04:45 PM	1	10	2	0	13	7	97	14	0	118	22	39	73	0	134	28	106	1	0	135	400		
05:00 PM	6	9	2	0	17	11	88	15	0	114	34	40	49	0	123	14	73	1	0	88	342		
05:15 PM	2	6	2	0	10	7	99	15	0	121	24	36	60	0	120	20	93	2	0	115	366		
Total Volume	12	50	7	0	69	32	385	69	0	486	107	153	245	0	505	101	358	7	0	466	1526		
% App. Total	17.4	72.5	10.1	0		6.6	79.2	14.2	0		21.2	30.3	48.5	0		21.7	76.8	1.5	0				
PHF	.500	.500	.875	.000	.595	.727	.953	.690	.000	.914	.787	.956	.839	.000	.942	.647	.844	.583	.000	.863	.913		



441 South Salina Street
Syracuse, NY 13202

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

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

Groups Printed- Unshifted - Bank 1

	Caughdenoy Road Southbound							SR 31 Westbound							Caughdenoy Road Northbound							SR 31 Eastbound						
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
07:00 AM	1	0	2	0	3	1	78	2	0	81	7	2	4	0	13	2	61	7	0	70	2	61	7	0	70	167		
07:15 AM	5	2	10	0	17	2	57	0	0	59	7	2	5	0	14	6	72	2	0	80	7	72	2	0	80	170		
07:30 AM	4	0	13	0	17	4	77	4	0	85	12	2	11	0	25	5	64	2	0	71	198	64	2	0	71	198		
07:45 AM	4	0	16	0	20	8	84	2	0	94	12	5	9	0	26	3	96	7	0	106	246	96	7	0	106	246		
Total	14	2	41	0	57	15	296	8	0	319	38	11	29	0	78	16	293	18	0	327	781	293	18	0	327	781		
08:00 AM	5	2	10	0	17	1	77	4	0	82	6	1	6	0	13	5	82	4	0	91	203	82	4	0	91	203		
08:15 AM	4	3	5	0	12	1	60	1	0	62	4	3	4	0	11	2	58	6	0	66	151	58	6	0	66	151		
08:30 AM	7	4	5	0	16	0	80	0	0	80	4	3	6	0	13	1	68	3	0	72	181	68	3	0	72	181		
08:45 AM	5	0	8	0	13	3	56	1	0	60	2	2	7	0	11	6	72	4	0	82	166	72	4	0	82	166		
Total	21	9	28	0	58	5	273	6	0	284	16	9	23	0	48	14	280	17	0	311	701	280	17	0	311	701		
Grand Total	35	11	69	0	115	20	569	14	0	603	54	20	52	0	126	30	573	35	0	638	1482	573	35	0	638	1482		
Approch %	30.4	9.6	60	0		3.3	94.4	2.3	0		42.9	15.9	41.3	0		4.7	89.8	5.5	0			89.8	5.5	0				
Total %	2.4	0.7	4.7	0	7.8	1.3	38.4	0.9	0	40.7	3.6	1.3	3.5	0	8.5	2	38.7	2.4	0	43		38.7	2.4	0				
Unshifted	35	11	69	0	115	20	569	14	0	603	54	20	52	0	126	30	573	35	0	638	1482	573	35	0	638	1482		
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100		100	100	0	100	100		
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Caughdenoy Road Southbound						SR 31 Westbound						Caughdenoy Road Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:15 AM																							
07:15 AM	5	2	10	0	17	2	57	0	0	59	7	2	5	0	14	6	72	2	0	80	170		
07:30 AM	4	0	13	0	17	4	77	4	0	85	12	2	11	0	25	5	64	2	0	71	198		
07:45 AM	4	0	16	0	20	8	84	2	0	94	12	5	9	0	26	3	96	7	0	106	246		
08:00 AM	5	2	10	0	17	1	77	4	0	82	6	1	6	0	13	5	82	4	0	91	203		
Total Volume	18	4	49	0	71	15	295	10	0	320	37	10	31	0	78	19	314	15	0	348	817		
% App. Total	25.4	5.6	69	0		4.7	92.2	3.1	0		47.4	12.8	39.7	0		5.5	90.2	4.3	0				
PHF	.900	.500	.766	.000	.888	.469	.878	.625	.000	.851	.771	.500	.705	.000	.750	.792	.818	.536	.000	.821	.830		

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

Groups Printed- Unshifted - Bank 1

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

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

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM



441 South Salina Street
Syracuse, NY 13202

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

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

Groups Printed- Unshifted - Bank 1

Start Time	US Rte. 11 Southbound						SR 31 Westbound						US Rte. 11 Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	20	17	0	43		17	59	49	0	125		79	10	7	0	96		7	149	10	0	166	430
07:15 AM	15	25	29	0	69		39	65	54	0	158		59	18	5	0	82		10	130	14	0	154	463
07:30 AM	1	33	29	0	63		23	75	60	0	158		41	19	12	0	72		11	132	13	0	156	449
07:45 AM	6	31	24	0	61		27	75	55	0	157		40	18	7	0	65		11	137	15	0	163	446
Total	28	109	99	0	236		106	274	218	0	598		219	65	31	0	315		39	548	52	0	639	1788
08:00 AM	1	30	33	0	64		25	80	60	0	165		32	15	9	0	56		10	135	14	0	159	444
08:15 AM	1	22	26	0	49		15	53	64	0	132		37	27	15	0	79		13	120	10	0	143	403
08:30 AM	10	29	21	0	60		23	67	64	0	154		31	19	8	0	58		9	88	8	0	105	377
08:45 AM	7	27	42	0	76		26	51	61	0	138		46	23	6	0	75		22	77	11	0	110	399
Total	19	108	122	0	249		89	251	249	0	589		146	84	38	0	268		54	420	43	0	517	1623
Grand Total	47	217	221	0	485		195	525	467	0	1187		365	149	69	0	583		93	968	95	0	1156	3411
Approch %	9.7	44.7	45.6	0			16.4	44.2	39.3	0			62.6	25.6	11.8	0			8	83.7	8.2	0		
Total %	1.4	6.4	6.5	0	14.2		5.7	15.4	13.7	0	34.8		10.7	4.4	2	0	17.1		2.7	28.4	2.8	0	33.9	
Unshifted	47	217	221	0	485		195	525	467	0	1187		365	149	69	0	583		93	968	95	0	1156	3411
% Unshifted	100	100	100	0	100		100	100	100	0	100		100	100	100	0	100		100	100	100	0	100	100
Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
% Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0

Start Time	US Rte. 11 Southbound						SR 31 Westbound						US Rte. 11 Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:15 AM																								
07:15 AM	15	25	29	0	69		39	65	54	0	158		59	18	5	0	82		10	130	14	0	154	463
07:30 AM	1	33	29	0	63		23	75	60	0	158		41	19	12	0	72		11	132	13	0	156	449
07:45 AM	6	31	24	0	61		27	75	55	0	157		40	18	7	0	65		11	137	15	0	163	446
08:00 AM	1	30	33	0	64		25	80	60	0	165		32	15	9	0	56		10	135	14	0	159	444
Total Volume	23	119	115	0	257		114	295	229	0	638		172	70	33	0	275		42	534	56	0	632	1802
% App. Total	8.9	46.3	44.7	0			17.9	46.2	35.9	0			62.5	25.5	12	0			6.6	84.5	8.9	0		
PHF	.383	.902	.871	.000	.931		.731	.922	.954	.000	.967		.729	.921	.688	.000	.838		.955	.974	.933	.000	.969	.973

0.93

0.93

0.86

0.95



441 South Salina Street
Syracuse, NY 13202

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

Then Click the Comments Tab

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

Groups Printed- Unshifted - Bank 1

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

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

0.93

0.96

0.87

0.98

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

Groups Printed- Unshifted - Bank 1

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

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

Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

0.88

0.88

0.88

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

Groups Printed- Unshifted - Bank 1

SR 31											
I-81 SB Off Ramp Southbound						Westbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	17	0	9	0	26	0	88	29	0	117	
04:15 PM	30	0	23	0	53	0	219	60	0	279	
04:30 PM	26	0	29	0	55	0	230	75	0	305	
04:45 PM	23	0	28	0	51	0	222	56	0	278	
Total	96	0	89	0	185	0	759	220	0	979	
05:00 PM	31	0	16	0	47	0	230	69	0	299	
05:15 PM	32	0	24	0	56	0	250	77	0	327	
05:30 PM	24	0	24	0	48	0	237	75	0	312	
05:45 PM	29	0	23	0	52	0	204	62	0	266	
Total	116	0	87	0	203	0	921	283	0	1204	
Grand Total	212	0	176	0	388	0	1680	503	0	2183	
Approch %	54.6	0	45.4	0		0	77	23	0		
Total %	4.6	0	3.9	0	8.5	0	36.8	11	0	47.9	
Unshifted	212	0	176	0	388	0	1680	503	0	2183	
% Unshifted	100	0	100	0	100	0	100	100	0	100	
Bank 1	0	0	0	0	0	0	0	0	0	0	
% Bank 1	0	0	0	0	0	0	0	0	0	0	
SR 31											
Northbound						Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	124	0	0	139	0	15	124	0	139	282
04:15 PM	47	209	0	0	256	0	47	209	0	256	588
04:30 PM	55	191	0	0	246	0	55	191	0	246	606
04:45 PM	62	239	0	0	301	0	62	239	0	301	630
Total	179	763	0	0	942	0	179	763	0	942	2106
05:00 PM	50	190	0	0	240	0	50	190	0	240	586
05:15 PM	51	246	0	0	297	0	51	246	0	297	680
05:30 PM	56	218	0	0	274	0	56	218	0	274	634
05:45 PM	36	202	0	0	238	0	36	202	0	238	556
Total	193	856	0	0	1049	0	193	856	0	1049	2456
Grand Total	372	1619	0	0	1991	0	372	1619	0	1991	4562
Approch %	18.7	81.3	0	0		0	18.7	81.3	0		
Total %	8.2	35.5	0	0	43.6	0	8.2	35.5	0	43.6	
Unshifted	372	1619	0	0	1991	0	372	1619	0	1991	4562
% Unshifted	100	100	0	0	100	0	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0
SR 31											
Westbound						Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:45 PM	23	0	28	0	51	0	222	56	0	278	630
05:00 PM	31	0	16	0	47	0	230	69	0	299	586
05:15 PM	32	0	24	0	56	0	250	77	0	327	680
05:30 PM	24	0	24	0	48	0	237	75	0	312	634
05:45 PM	110	0	92	0	202	0	939	277	0	1216	2530
Total Volume	110	0	92	0	202	0	939	277	0	1216	
% App. Total	54.5	0	45.5	0		0	77.2	22.8	0		
PHF	.859	.000	.821	.000	.902	.000	.939	.899	.000	.930	.930

OP

Default Comments

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

File Name : I 81 NB AM
Site Code : 00000016
Start Date : 3/23/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

Groups Filtered - Unlimited - Bank 1																									
Start Time	Pardee Rd Southbound					SR 31 Westbound					I-81 NB Off Ramp Northbound					SR 31 Eastbound					Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total					
07:00 AM	22	7	2	0	31	19	186	0	2	207	88	18	22	0	128	0	165	24	1	190	556				
07:15 AM	25	0	0	0	25	16	232	0	0	248	64	7	34	0	105	0	168	26	2	196	574				
07:30 AM	39	0	2	0	41	16	256	0	0	272	42	8	22	1	73	1	146	16	0	133	519				
07:45 AM	35	10	2	0	38	24	205	0	0	229	47	9	28	0	84	0	117	26	0	143	494				
Total	121	8	6	0	135	75	879	0	2	956	241	42	106	1	390	1	566	92	3	662	2143				
08:00 AM	32	0	1	0	33	16	213	0	1	230	41	12	28	0	81	0	118	26	0	144	488				
08:15 AM	21	50	6	0	32	26	187	0	0	213	41	6	35	0	82	0	93	25	1	119	446				
08:30 AM	10	0	0	0	10	30	194	0	0	224	33	9	32	0	74	3	108	19	2	132	440				
08:45 AM	28	0	3	0	31	20	202	0	0	222	36	6	40	0	82	1	111	22	0	134	469				
Total	91	5	10	0	106	92	796	0	1	889	151	33	135	0	319	4	430	92	3	529	1843				
Grand Total	212	13	16	0	241	167	1675	0	3	1845	392	75	241	1	709	5	996	184	6	1191	3986				
Approach %	88	5.4	6.6	0		9.1	90.8	0	0.2		55.3	10.6	34	0.1		0.4	83.6	15.4	0.5						
Total %	5.3	0.3	0.4	0	6	4.2	42	0	0.1	46.3	9.8	1.9	6	0	17.8	0.1	25	4.6	0.2	29.9					
Unshifted	212	13	16	0	241	167	1675	0	3	1845	392	75	241	1	709	5	996	184	6	1191	3986				
% Unshifted	100	100	100	0	100	100	100	0	100	100	100	100	100	100	100	100	100	100	100	100	100				
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

	Pardee Rd Southbound						SR 31 Westbound						I-81 NB Off Ramp Northbound						SR 31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total			
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:00 AM																								
07:00 AM	22	7	2	0	31	19	186	0	2	207	88	18	22	0	128	0	165	24	1	190	556			
07:15 AM	25	0	0	0	25	16	232	0	0	248	64	7	34	0	105	0	168	26	2	196	574			
07:30 AM	39	0	2	0	41	16	256	0	0	272	42	8	22	1	73	1	116	16	0	133	519			
07:45 AM	35	1	2	0	38	24	205	0	0	229	47	9	28	0	84	0	117	26	0	143	494			
Total Volume	121	8	6	0	135	75	879	0	2	956	241	42	106	1	390	1	566	92	3	662	2143			
% App. Total	89.6	5.9	4.4	0		7.8	91.9	0	0.2		61.8	10.8	27.2	0.3		0.2	85.5	13.9	0.5					
PHF	.776	.286	.750	.000	.823	.781	.858	.000	.250	.879	.685	.583	.779	.250	.762	.250	.842	.885	.375	.844	.933			

0.88

0.87

0.98

0.94

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

Groups Printed- Unshifted - Bank 1

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

Start Time	Pardee Rd Southbound						SR 31 Westbound						I-81 NB Off Ramp Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:45 PM																								
04:45 PM	32	0	9	0	41		40	174	0	0	214		159	29	71	0	259		0	202	66	0	268	782
05:00 PM	32	1	0	0	33		43	222	0	0	265		161	28	86	0	275		0	204	49	2	255	828
05:15 PM	17	0	7	0	24		40	212	4	3	259		172	23	87	0	282		0	192	67	0	259	824
05:30 PM	24	0	0	0	24		42	184	0	0	226		145	30	68	0	243		1	181	71	0	253	746
Total Volume	105	1	16	0	122		165	792	4	3	964		637	110	312	0	1059		1	779	253	2	1035	3180
% App. Total	86.1	0.8	13.1	0			17.1	82.2	0.4	0.3			60.2	10.4	29.5	0			0.1	75.3	24.4	0.2		
PHF	.820	.250	.444	.000	.744		.959	.892	.250	.250	.909		.926	.917	.897	.000	.939		.250	.955	.891	.250	.965	.960

OK



441 South Salina Street
Syracuse, NY 13202

Default Comments

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

File Name : Thompson AM
Site Code : 00000020
Start Date : 3/17/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	Torchwood Lane Southbound						SR 31 Westbound						Thompson Road Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
07:15 AM	8	57	2	0	67		3	79	21	0	103		7	11	45	0	63		40	52	7	0	99	332
07:30 AM	5	55	2	0	62		1	70	31	0	102		11	6	35	0	52		55	53	4	0	112	328
07:45 AM	9	58	9	0	76		0	62	42	0	104		22	7	22	0	51		42	66	1	0	109	340
Total	22	170	13	0	205		4	211	94	0	309		40	24	102	0	166		137	171	12	0	320	1000
08:00 AM	7	57	1	0	65		3	64	27	0	94		13	17	35	0	65		31	62	4	0	97	321
08:15 AM	10	40	3	0	53		5	59	23	0	87		11	10	36	0	57		25	59	4	0	88	285
08:30 AM	11	26	5	0	42		2	56	15	0	73		8	12	34	0	54		27	46	3	0	76	245
08:45 AM	15	34	3	0	52		2	72	10	0	84		10	5	31	0	46		22	53	3	0	78	260
Total	43	157	12	0	212		12	251	75	0	338		42	44	136	0	222		105	220	14	0	339	1111
09:00 AM	12	16	1	0	29		1	70	12	0	83		12	11	43	0	66		28	52	5	0	85	263
Grand Total	77	343	26	0	446		17	532	181	0	730		94	79	281	0	454		270	443	31	0	744	2374
Approch %	17.3	76.9	5.8	0			2.3	72.9	24.8	0			20.7	17.4	61.9	0			36.3	59.5	4.2	0		
Total %	3.2	14.4	1.1	0	18.8		0.7	22.4	7.6	0	30.7		4	3.3	11.8	0	19.1		11.4	18.7	1.3	0	31.3	
Unshifted	77	343	26	0	446		17	532	181	0	730		94	79	281	0	454		270	443	31	0	744	2374
% Unshifted	100	100	100	0	100		100	100	100	0	100		100	100	100	0	100		100	100	100	0	100	100
Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
% Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0

Start Time	Torchwood Lane Southbound						SR 31 Westbound						Thompson Road Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 07:15 AM																								
07:15 AM	8	57	2	0	67		3	79	21	0	103		7	11	45	0	63		40	52	7	0	99	332
07:30 AM	5	55	2	0	62		1	70	31	0	102		11	6	35	0	52		55	53	4	0	112	328
07:45 AM	9	58	9	0	76		0	62	42	0	104		22	7	22	0	51		42	66	1	0	109	340
08:00 AM	7	57	1	0	65		3	64	27	0	94		13	17	35	0	65		31	62	4	0	97	321
Total Volume	29	227	14	0	270		7	275	121	0	403		53	41	137	0	231		168	233	16	0	417	1321
% App. Total	10.7	84.1	5.2	0			1.7	68.2	30	0			22.9	17.7	59.3	0			40.3	55.9	3.8	0		
PHF	.806	.978	.389	.000	.888		.583	.870	.720	.000	.969		.602	.603	.761	.000	.888		.764	.883	.571	.000	.931	.971



441 South Salina Street
Syracuse, NY 13202

Default Comments

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

File Name : Thompson PM
Site Code : 00000020
Start Date : 3/17/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	Torchwood Lane Southbound						SR 31 Westbound						Thompson Road Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	9	29	11	0	49		11	81	16	0	108		35	34	40	0	109		56	128	11	0	195	461
04:30 PM	11	27	4	0	42		5	97	20	0	122		44	43	42	0	129		45	108	8	0	161	454
04:45 PM	13	33	10	0	56		9	107	18	0	134		44	42	40	0	126		38	138	11	0	187	503
Total	33	89	25	0	147		25	285	54	0	364		123	119	122	0	364		139	374	30	0	543	1418
05:00 PM	15	37	2	0	54		6	88	22	0	116		45	53	42	1	141		49	137	23	0	209	520
05:15 PM	8	30	9	0	47		14	92	14	0	120		44	53	46	0	143		63	134	19	0	216	526
05:30 PM	11	20	7	0	38		9	72	23	0	104		51	67	35	0	153		60	119	23	0	202	497
05:45 PM	13	30	7	0	50		7	88	11	0	106		32	48	34	0	114		75	129	20	0	224	494
Total	47	117	25	0	189		36	340	70	0	446		172	221	157	1	551		247	519	85	0	851	2037
06:00 PM	12	29	4	0	45		9	65	17	0	91		25	28	42	0	95		46	135	28	0	209	440
Grand Total	92	235	54	0	381		70	690	141	0	901		320	368	321	1	1010		432	1028	143	0	1603	3895
Approach %	24.1	61.7	14.2	0			7.8	76.6	15.6	0			31.7	36.4	31.8	0.1			26.9	64.1	8.9	0		
Total %	2.4	6	1.4	0	9.8		1.8	17.7	3.6	0	23.1		8.2	9.4	8.2	0	25.9		11.1	26.4	3.7	0	41.2	
Unshifted	92	235	54	0	381		70	690	141	0	901		320	368	321	1	1010		432	1028	143	0	1603	3895
% Unshifted	100	100	100	0	100		100	100	100	0	100		100	100	100	100	100		100	100	100	0	100	100
Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
% Bank 1	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0

Start Time	Torchwood Lane Southbound						SR 31 Westbound						Thompson Road Northbound						SR 31 Eastbound					
	Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total		Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 04:45 PM																								
04:45 PM	13	33	10	0	56		9	107	18	0	134		44	42	40	0	126		38	138	11	0	187	503
05:00 PM	15	37	2	0	54		6	88	22	0	116		45	53	42	1	141		49	137	23	0	209	520
05:15 PM	8	30	9	0	47		14	92	14	0	120		44	53	46	0	143		63	134	19	0	216	526
05:30 PM	11	20	7	0	38		9	72	23	0	104		51	67	35	0	153		60	119	23	0	202	497
Total Volume	47	120	28	0	195		38	359	77	0	474		184	215	163	1	563		210	528	76	0	814	2046
% App. Total	24.1	61.5	14.4	0			8	75.7	16.2	0			32.7	38.2	29	0.2			25.8	64.9	9.3	0		
PHF	.783	.811	.700	.000	.871		.679	.839	.837	.000	.884		.902	.802	.886	.250	.920		.833	.957	.826	.000	.942	.972

APPENDIX F
LOS AND QUEUE SUMMARY SHEETS

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	Existing		2014 No Build		2014 Build	
		AM	PM	AM	PM	AM	PM
NYS Route 31 at Route 57							
Eastbound	L	D(43.4)	F(104)	D(43.4)	F(108)	D(43.4)	F(109)
	TR	C(21.3)	C(34.5)	C(22.7)	D(49.4)	C(22.7)	D(49.9)
Westbound	L	D(40.8)	E(62.3)	D(40.9)	F(93.4)	D(40.9)	F(93.4)
	TR	B(13.9)	C(29.4)	B(14.3)	D(42.5)	B(14.3)	D(43.4)
Northbound	L	D(40.1)	D(41.8)	D(40.2)	D(42.1)	D(40.2)	D(42.1)
	T	D(35.3)	D(36.5)	D(35.3)	D(36.5)	D(35.3)	D(36.5)
Southbound	R	B(14.0)	C(28.0)	B(16.2)	D(38.2)	B(16.2)	D(38.2)
	L	D(53.5)	F(97.0)	E(56.0)	F(141)	E(56.0)	F(141)
	TR	C(29.3)	C(32.6)	C(29.4)	C(32.6)	C(29.4)	C(32.6)
Overall		C(24.2)	D(40.6)	C(25.0)	D(54.9)	C(25.0)	D(55.3)
ICU		B(0.59)	C(0.73)	B(0.61)	D(0.82)	B(0.61)	D(0.82)
NYS Route 31 at Target Driveway							
Eastbound	L	D(35.7)	D(44.4)	D(35.7)	D(44.6)	D(35.7)	D(44.6)
	T	A(8.1)	B(17.6)	A(8.2)	B(19.0)	A(8.2)	B(19.0)
	R	A(2.6)	A(3.3)	A(2.6)	A(3.3)	A(2.6)	A(3.3)
Westbound	L	E(56.6)	D(55.8)	D(54.0)	E(56.1)	D(54.0)	E(56.9)
	T	A(2.3)	C(26.5)	A(2.6)	D(45.1)	A(2.6)	D(46.9)
Northbound	R	A(0.2)	A(0.6)	A(0.3)	A(0.8)	A(0.3)	A(0.9)
	L	D(39.8)	E(59.1)	D(39.8)	E(59.6)	D(39.8)	E(59.6)
Southbound	TR	C(23.6)	D(41.7)	C(23.6)	D(42.0)	C(23.6)	D(42.0)
	L	D(36.9)	D(45.9)	D(37.0)	D(46.0)	D(37.0)	D(46.0)
	TR	C(22.2)	D(49.5)	C(22.2)	E(58.2)	C(22.2)	E(58.2)
Overall		B(12.2)	C(29.5)	B(11.9)	D(36.1)	B(11.9)	D(36.7)
ICU		A(0.42)	E(0.86)	A(0.43)	F(0.93)	A(0.43)	F(0.94)
NYS Route 31 at Dell Center Drive							
Eastbound	L	D(39.0)	D(50.0)	D(38.8)	D(49.6)	D(38.7)	D(49.6)
	TR	A(5.9)	A(7.2)	A(5.9)	A(7.0)	A(5.9)	A(7.0)
Westbound	L	D(46.7)	D(47.8)	D(47.0)	D(45.5)	D(46.9)	D(45.5)
	T	A(7.6)	A(7.8)	A(7.9)	B(10.5)	A(8.0)	B(10.7)
Northbound	R	A(4.6)	A(1.0)	A(4.6)	A(0.9)	A(4.6)	A(0.9)
	L	D(39.1)	D(48.8)	D(39.1)	D(48.8)	D(39.1)	D(48.8)
Southbound	TR	A(0.1)	C(28.9)	A(0.1)	C(28.9)	A(0.1)	C(28.9)
	L	D(38.9)	D(54.4)	D(39.0)	D(54.6)	D(39.0)	D(54.6)
	TR	C(21.5)	B(14.1)	C(21.4)	B(14.0)	C(21.4)	D(36.8)
Overall		B(10.8)	B(12.0)	B(10.7)	B(12.5)	B(10.7)	B(12.6)
ICU		A(0.40)	B(0.64)	A(0.42)	C(0.70)	A(0.42)	C(0.70)
NYS Route 31 at Carling Road							
Eastbound	L	D(53.3)	E(66.2)	D(53.9)	E(66.2)	D(53.9)	E(66.2)
	TR	A(3.3)	C(29.8)	A(3.5)	C(34.7)	A(3.5)	C(34.7)
Westbound	L	C(33.4)	E(59.0)	C(33.4)	E(55.6)	C(33.3)	E(55.4)
	T	A(9.1)	C(20.9)	B(10.0)	D(39.8)	B(10.0)	D(41.8)
Northbound	R	A(1.7)	A(0.3)	A(1.4)	A(0.2)	A(1.4)	A(0.2)
	L	D(38.4)	D(54.3)	D(38.4)	D(54.3)	D(38.4)	D(54.3)
Southbound	TR	A(0.3)	C(21.2)	A(0.3)	C(20.6)	A(0.3)	C(20.6)
	L	D(38.1)	D(50.9)	D(38.1)	D(51.1)	D(38.1)	D(51.1)
	TR	B(14.9)	C(23.2)	B(14.8)	C(26.2)	B(14.8)	C(26.2)
Overall		A(8.3)	C(29.3)	A(8.7)	D(37.1)	A(8.7)	D(37.7)
ICU		A(0.39)	E(0.83)	A(0.41)	E(0.90)	A(0.41)	E(0.90)
NYS Route 31 at Wegmans East							
Eastbound	L	D(49.1)	D(50.3)	D(49.0)	D(49.2)	D(49.0)	D(49.2)
	TR	A(1.6)	B(14.4)	A(1.0)	B(19.0)	A(1.1)	B(19.1)
Westbound	L	D(40.2)	E(55.9)	D(40.5)	E(54.4)	D(40.5)	E(54.1)
	T	A(2.8)	C(22.3)	A(2.7)	C(31.9)	A(2.7)	C(32.6)
Northbound	R	A(0.7)	A(1.2)	A(0.6)	A(1.0)	A(0.6)	A(1.0)
	L	A(0.0)	D(49.6)	A(0.0)	D(49.6)	A(0.0)	D(49.6)
Southbound	TR	A(0.2)	C(23.1)	A(0.2)	C(23.1)	A(0.2)	C(23.1)
	L	D(37.6)	D(46.9)	D(37.5)	D(46.8)	D(37.5)	D(46.8)
	TR	B(14.6)	B(13.4)	B(14.6)	B(13.2)	B(14.6)	B(13.2)
Overall		A(5.1)	C(21.7)	A(4.7)	C(26.6)	A(4.6)	C(26.9)
ICU		A(0.35)	D(0.74)	A(0.38)	D(0.80)	A(0.37)	D(0.81)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	Existing		2014 No Build		2014 Build	
		AM	PM	AM	PM	AM	PM
NYS Route 31 at Soule Road							
Eastbound	T	B(10.7)	D(48.3)	B(11.8)	F(124)	B(11.8)	F(125)
	R	A(8.1)	B(12.7)	A(8.8)	B(13.3)	A(8.8)	B(13.3)
Westbound	L	C(33.7)	D(41.0)	C(33.8)	D(49.8)	C(33.7)	D(43.3)
	T	A(3.3)	C(21.0)	A(3.8)	C(27.5)	A(3.8)	C(26.0)
Northbound	L	D(49.3)	F(116)	D(50.0)	F(121)	D(50.0)	F(121)
	R	A(8.6)	C(29.8)	B(10.8)	D(45.4)	B(11.2)	D(45.3)
Southbound	L	C(30.4)	C(29.7)	C(32.7)	C(31.3)	C(32.9)	C(31.4)
	T	D(38.7)	D(53.7)	D(38.7)	D(53.9)	D(38.7)	D(53.9)
	R	B(14.6)	E(74.2)	B(14.6)	F(90.2)	B(14.6)	F(90.4)
Overall		B(15.7)	D(37.5)	B(16.5)	E(59.8)	B(16.5)	E(58.8)
ICU		B(0.59)	D(0.75)	B(0.60)	E(0.83)	B(0.60)	E(0.83)
NYS Route 31 at SR 481 NB Ramps							
Eastbound	L	A(2.7)	D(53.7)	A(3.2)	D(44.7)	A(3.2)	D(44.7)
	T	A(2.0)	B(12.8)	A(2.2)	C(26.3)	A(2.2)	C(26.4)
Westbound	T	A(2.5)	D(48.5)	A(3.3)	F(100)	A(3.3)	F(103)
	R	A(0.3)	B(15.1)	A(0.6)	B(11.5)	A(0.6)	B(11.4)
Northbound	L	D(41.8)	D(52.3)	D(41.9)	D(52.1)	D(41.9)	D(52.1)
	LT	D(42.0)	D(52.3)	D(42.1)	D(52.1)	D(42.1)	D(52.1)
	R	A(9.2)	C(26.7)	A(8.9)	D(35.5)	A(8.9)	D(35.5)
Overall		A(9.0)	C(34.7)	A(8.6)	D(52.3)	A(8.6)	D(53.0)
ICU		A(0.41)	D(0.78)	A(0.44)	E(0.87)	A(0.44)	E(0.87)
NYS Route 31 at Market Fair Mall							
Eastbound	T	A(2.6)	B(10.8)	A(2.7)	C(21.4)	A(2.7)	C(22.1)
	R	A(0.1)	A(0.4)	A(0.1)	A(0.5)	A(0.1)	A(0.3)
Westbound	L	A(0.3)	B(11.3)	A(0.2)	B(13.4)	A(0.2)	B(13.4)
	T	A(0.3)	A(4.2)	A(0.2)	A(9.8)	A(0.2)	A(9.6)
Northbound	L	D(36.2)	D(54.5)	D(36.2)	D(54.5)	D(36.2)	D(54.5)
	R	B(10.4)	C(20.4)	B(10.4)	C(24.5)	B(10.4)	C(24.5)
Overall		A(1.7)	A(9.2)	A(1.7)	B(16.2)	A(1.7)	B(16.3)
ICU		A(0.29)	C(0.65)	A(0.32)	D(0.76)	A(0.33)	D(0.76)
NYS Route 31 at Great Northern West							
Eastbound	L	B(16.0)	C(23.7)	B(15.4)	C(26.7)	B(15.4)	C(26.6)
	TR	A(1.2)	A(1.0)	A(1.8)	A(1.1)	A(1.8)	A(1.1)
Westbound	L	B(14.5)	A(0.0)	B(15.0)	A(0.0)	B(15.0)	A(0.0)
	T	C(21.1)	D(44.5)	C(23.4)	F(168)	C(23.5)	F(172)
Northbound	R	A(5.0)	A(2.7)	A(5.0)	A(2.2)	A(5.0)	A(2.2)
	LTR	A(0.0)	D(44.0)	A(0.0)	D(44.0)	A(0.0)	D(44.0)
Southbound	LT	C(35.0)	D(48.4)	C(35.0)	D(48.5)	C(35.0)	D(48.5)
	R	A(8.9)	B(11.4)	A(9.0)	B(11.4)	A(9.0)	B(11.4)
Overall		B(11.5)	C(21.2)	B(12.9)	E(64.3)	B(12.9)	E(66.1)
ICU		A(0.35)	B(0.59)	A(0.38)	C(0.69)	A(0.39)	C(0.70)
NYS Route 31 at Great Northern East							
Eastbound	L	A(3.5)	A(5.2)	A(3.9)	A(6.1)	A(4.0)	A(6.2)
	TR	A(3.5)	A(5.7)	A(4.2)	A(6.5)	A(4.2)	A(6.6)
Westbound	L	A(8.7)	A(8.7)	A(9.1)	B(10.1)	A(9.2)	B(10.1)
	TR	A(7.0)	A(9.6)	A(7.4)	B(12.2)	A(7.4)	B(12.3)
Northbound	LT	D(40.8)	D(42.6)	D(40.9)	D(43.1)	D(40.9)	D(43.1)
	R	B(14.5)	C(20.8)	B(14.2)	C(20.8)	B(14.2)	C(20.8)
Southbound	LT	C(26.8)	D(53.2)	C(26.8)	D(53.3)	C(26.8)	D(53.3)
	R	B(14.8)	B(11.8)	B(14.7)	B(11.7)	B(14.7)	B(11.7)
Overall		A(8.5)	B(10.3)	A(8.6)	B(11.2)	A(8.6)	B(11.3)
ICU		A(0.49)	B(0.59)	A(0.52)	C(0.70)	A(0.53)	C(0.70)
NYS Route 31 at Morgan Road							
Eastbound	L	B(16.1)	E(67.0)	B(16.0)	E(76.7)	B(16.0)	E(76.4)
	T	C(28.7)	C(27.0)	C(31.0)	D(40.1)	C(31.1)	D(41.0)
Westbound	R	A(3.3)	A(2.6)	A(3.2)	A(2.9)	A(3.2)	A(2.9)
	L	B(18.2)	B(18.3)	C(20.5)	C(34.1)	C(20.8)	D(35.5)
Northbound	TR	C(24.8)	D(38.5)	C(25.6)	F(152)	C(25.5)	F(157)
	L	C(20.7)	F(89.9)	C(24.0)	F(112)	C(24.1)	F(112)
Southbound	T	C(25.3)	C(33.4)	C(29.0)	D(40.0)	C(29.2)	D(40.0)
	R	A(4.2)	A(4.6)	A(4.1)	A(3.7)	A(4.1)	A(3.7)
	L	B(14.4)	B(19.3)	B(17.2)	C(22.7)	B(17.3)	C(22.7)
Overall		D(50.7)	D(47.9)	E(65.3)	D(50.5)	E(66.1)	D(50.5)
ICU		C(26.8)	D(40.6)	C(30.2)	E(75.9)	C(30.3)	E(77.7)
		B(0.62)	E(0.86)	B(0.64)	F(0.99)	B(0.64)	F(1.00)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	Existing		2014 No Build		2014 Build	
		AM	PM	AM	PM	AM	PM
NYS Route 31 at Henry Clay Blvd.							
Eastbound	LTR	A(9.4)	B(14.4)	B(17.7)	F(181)	B(18.3)	F(186)
Westbound	LTR	B(12.0)	B(17.1)	D(39.8)	F(333)	D(42.3)	F(357)
Northbound	LTR	C(22.8)	F(94.0)	C(28.6)	F(420)	C(28.7)	F(421)
Southbound	LTR	B(19.4)	B(15.7)	B(19.7)	C(33.5)	B(19.8)	C(33.5)
Overall		B(13.6)	D(40.3)	C(26.9)	F(269)	C(28.0)	F(280)
ICU		E(0.86)	G(1.01)	G(1.06)	H(1.50)	G(1.07)	H(1.53)
NYS Route 31 at US Route 11							
Eastbound	L	B(10.1)	C(24.0)	B(11.0)	D(42.3)	B(11.1)	D(44.4)
	TR	C(23.4)	D(48.8)	C(28.9)	E(76.0)	C(29.1)	E(88.0)
Westbound	L	C(20.7)	D(47.1)	C(30.7)	E(58.8)	C(31.3)	E(58.8)
	TR	A(5.2)	C(27.6)	A(6.2)	D(35.7)	A(6.9)	D(36.1)
Northbound	L	C(34.0)	C(26.3)	D(35.0)	D(35.1)	D(35.5)	D(35.3)
	T	E(57.5)	D(52.7)	E(57.9)	E(61.4)	E(57.9)	E(61.4)
	R	C(28.9)	C(23.1)	C(25.5)	C(26.6)	C(25.4)	C(26.6)
Southbound	L	D(38.2)	C(31.9)	D(38.4)	D(41.9)	D(38.6)	D(41.9)
	TR	D(37.1)	C(30.9)	D(36.1)	C(34.1)	D(35.6)	C(34.0)
Overall		C(23.6)	D(36.0)	C(26.3)	D(48.2)	C(26.5)	D(51.4)
ICU		B(0.60)	D(0.77)	C(0.64)	E(0.88)	C(0.64)	E(0.89)
NYS Route 31 at I-81 SB Ramps							
Eastbound	TR	E(65.0)	D(41.5)	F(117)	F(128)	F(120)	F(142)
Westbound	L	C(23.7)	B(12.8)	C(26.3)	B(11.3)	C(26.7)	B(11.3)
	T	A(4.1)	A(6.9)	A(4.9)	A(9.2)	A(4.9)	A(9.3)
Southbound	LT	E(60.0)	E(63.9)	E(60.4)	E(64.5)	E(60.4)	E(64.5)
	R	B(13.7)	B(10.7)	B(13.8)	C(23.6)	B(13.8)	C(24.5)
Overall		D(35.9)	C(26.5)	E(58.6)	E(66.1)	E(59.5)	E(72.7)
ICU		D(0.80)	C(0.71)	E(0.85)	D(0.80)	E(0.85)	D(0.81)
NYS Route 31 at I-81 NB Ramps							
Eastbound	L	A(4.6)	C(29.8)	A(5.7)	D(41.3)	A(5.9)	D(43.1)
	T	A(5.2)	B(10.6)	A(7.2)	D(39.2)	A(7.5)	D(42.9)
Westbound	TR	C(20.0)	E(68.1)	C(22.9)	F(175)	C(23.2)	F(178)
Northbound	L	D(44.7)	D(35.7)	D(42.0)	D(45.3)	D(44.7)	D(46.6)
	T	C(34.4)	C(25.4)	C(32.7)	C(25.5)	C(32.4)	C(25.5)
	R	C(28.6)	F(88.7)	D(35.3)	F(118)	C(34.6)	F(119)
Southbound	R	E(62.0)	D(41.4)	E(62.0)	D(40.1)	E(62.0)	D(39.9)
Overall		C(21.4)	D(48.5)	C(23.7)	F(95.0)	C(24.2)	F(97.1)
ICU		B(0.56)	D(0.78)	C(0.58)	D(0.90)	B(0.58)	D(0.91)
NYS Route 31 at Lakeshore Rd Spur							
Eastbound	TR	A(5.4)	A(4.2)	A(5.7)	A(4.8)	A(5.7)	A(4.8)
Westbound	L	A(4.4)	B(17.4)	A(4.3)	B(16.9)	A(4.3)	B(16.9)
	TR	A(7.1)	C(28.6)	A(7.2)	D(38.3)	A(7.2)	D(38.4)
Northbound	LTR	C(22.7)	E(59.1)	C(22.5)	E(59.9)	C(22.5)	E(59.9)
Southbound	LT	D(43.3)	C(34.3)	D(43.5)	C(34.3)	D(43.5)	C(34.3)
Overall		B(10.5)	C(20.4)	B(10.5)	C(24.0)	B(10.4)	C(24.0)
ICU		A(0.43)	B(0.56)	A(0.46)	C(0.65)	A(0.46)	C(0.65)
NYS Route 31 at New Country Plaza							
Eastbound	L	A(3.4)	A(1.6)	A(3.6)	A(1.6)	A(3.6)	A(1.6)
	TR	A(4.5)	A(7.5)	A(4.8)	A(7.7)	A(4.8)	A(7.9)
Westbound	L	A(4.0)	A(2.7)	A(4.0)	A(3.0)	A(4.0)	A(3.0)
	TR	B(13.7)	A(7.4)	B(14.3)	A(9.1)	B(14.3)	A(9.1)
Northbound	L	D(37.4)	D(41.3)	D(37.4)	D(41.3)	D(37.4)	D(41.3)
	TR	B(10.4)	B(11.3)	B(10.3)	B(11.1)	B(10.3)	B(11.1)
Southbound	LTR	D(35.3)	B(19.0)	D(35.8)	B(18.9)	D(35.8)	B(18.9)
Overall		B(10.6)	A(8.8)	B(10.8)	A(9.4)	B(10.8)	A(9.4)
ICU		B(0.56)	A(0.55)	B(0.58)	B(0.56)	B(0.58)	B(0.56)
NYS Route 31 at CNS High School							
Eastbound	T	C(21.9)	B(12.3)	C(26.4)	C(20.4)	C(26.5)	C(20.7)
	R	A(2.8)	A(0.9)	A(3.1)	A(0.7)	A(3.1)	A(0.7)
Westbound	L	B(11.6)	A(5.7)	B(14.3)	B(12.0)	B(14.4)	B(12.9)
	T	A(9.1)	A(5.9)	B(10.2)	A(7.4)	B(10.3)	A(7.4)
Northbound	L	C(31.6)	D(36.5)	C(31.8)	D(36.6)	C(31.8)	D(36.6)
	R	A(3.8)	A(4.8)	A(3.2)	A(7.5)	A(3.2)	A(7.7)
Overall		B(12.2)	B(10.3)	B(14.2)	B(14.5)	B(14.2)	B(14.7)
ICU		A(0.48)	B(0.62)	A(0.51)	B(0.71)	A(0.51)	C(0.72)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	Existing		2014 No Build		2014 Build	
		AM	PM	AM	PM	AM	PM
NYS Route 31 at Thompson Road							
Eastbound	L	A(3.3)	B(14.8)	A(3.1)	B(16.5)	A(3.1)	B(16.5)
	TR	A(7.5)	C(24.5)	A(8.4)	D(35.0)	A(8.5)	D(35.7)
Westbound	L	B(11.5)	C(34.4)	B(14.1)	F(209)	B(14.1)	F(232)
	TR	A(9.7)	B(17.9)	B(10.7)	C(20.3)	B(10.7)	C(20.3)
Northbound	LT	D(48.3)	D(38.5)	D(48.7)	F(93.4)	D(48.7)	F(93.4)
	R	B(10.9)	B(16.2)	B(11.5)	B(19.5)	B(11.5)	B(19.5)
Southbound	LTR	C(26.1)	C(24.5)	C(25.0)	D(37.5)	C(25.0)	D(37.5)
	Overall ICU	B(15.4) C(0.67)	C(25.2) E(0.89)	B(15.9) C(0.71)	D(49.2) G(1.02)	B(15.9) C(0.72)	D(50.4) G(1.02)
NYS Route 31 at Caughdenoy Road							
Eastbound	LT	A(0.5)	A(0.8)	A(0.5)	A(1.1)	N/A	N/A
Westbound	LT	A(0.4)	A(0.4)	A(0.4)	A(6.9)		
Northbound	LTR	C(18.2)	E(38.6)	F(107)	F(999)		
Southbound	LTR	C(21.8)	D(30.9)	E(48.9)	F(999)		
Overall ICU		A(4.1) A(0.37)	A(6.7) A(0.50)	F(25.4) A(0.52)	F(999) H(1.53)		
NYS Route 31 at Caughdenoy Road							
Eastbound	L	N/A	N/A	N/A	N/A	A(6.8)	B(15.2)
	T					B(15.7)	D(35.8)
	R					A(3.7)	A(3.6)
Westbound	L					A(6.6)	B(18.8)
	T					B(11.7)	C(29.3)
	R					A(2.4)	A(4.2)
Northbound	L					C(32.0)	D(43.4)
	T					C(28.1)	C(26.0)
	R					A(6.1)	B(11.6)
Southbound	L					C(21.0)	C(25.4)
	T					C(20.3)	C(34.5)
	TR					B(14.1) A(0.49)	C(23.5) C(0.71)
Overall ICU							
Caughdenoy Road at Southern Drive							
Westbound	L	N/A	N/A	N/A	N/A	A(9.5)	B(10.2)
Southbound	R					A(0.0)	A(9.1)
	L					A(7.4)	A(0.0)
Caughdenoy Road at Northern Drive							
Westbound	L	N/A	N/A	N/A	N/A	A(9.3)	B(10.0)
Southbound	R					A(8.5)	A(9.1)
	L					A(7.4)	A(7.6)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2016 No Build		2016 Build	
		AM	PM	AM	PM
NYS Route 31 at Route 57					
Eastbound	L	D(43.8)	F(114)	D(43.8)	F(114)
	TR	C(23.1)	D(53.9)	C(23.2)	D(54.5)
Westbound	L	D(40.9)	F(98.8)	D(40.9)	F(98.8)
	TR	B(14.4)	D(46.4)	B(14.4)	D(48.3)
Northbound	L	D(40.3)	D(42.2)	D(40.3)	D(42.2)
	T	D(35.2)	D(36.5)	D(35.2)	D(36.5)
Southbound	R	B(17.0)	D(39.4)	B(17.1)	D(39.4)
	L	E(57.2)	F(146)	E(57.2)	F(146)
	TR	C(29.4)	C(32.8)	C(29.4)	C(32.8)
Overall		C(25.4)	E(58.4)	C(25.4)	E(59.1)
ICU		B(0.61)	E(0.83)	B(0.61)	E(0.83)
NYS Route 31 at Target Driveway					
Eastbound	L	D(35.7)	D(44.9)	D(35.7)	D(44.9)
	T	A(8.3)	B(19.2)	A(8.3)	B(19.2)
	R	A(2.6)	A(3.3)	A(2.6)	A(3.3)
Westbound	L	D(54.5)	E(56.2)	D(54.5)	E(56.1)
	T	A(2.7)	D(50.1)	A(2.7)	D(52.5)
Northbound	R	A(0.3)	A(0.9)	A(0.3)	A(0.9)
	L	D(39.8)	E(60.6)	D(39.8)	E(60.6)
Southbound	TR	C(23.6)	D(44.1)	C(23.6)	D(44.1)
	L	D(36.9)	D(46.2)	D(36.9)	D(46.2)
	TR	C(21.9)	E(64.6)	C(21.9)	E(64.6)
Overall		B(11.9)	D(38.6)	B(11.9)	D(39.4)
ICU		A(0.43)	F(0.95)	A(0.43)	F(0.95)
NYS Route 31 at Dell Center Drive					
Eastbound	L	D(38.6)	D(49.5)	D(38.6)	D(49.4)
	TR	A(6.0)	A(7.1)	A(6.0)	A(7.1)
Westbound	L	D(47.1)	D(45.8)	D(47.1)	D(45.7)
	T	A(8.1)	B(11.0)	A(8.1)	B(11.2)
Northbound	R	A(4.6)	A(0.9)	A(4.6)	A(0.9)
	L	D(39.1)	D(48.8)	D(39.1)	D(48.8)
Southbound	TR	A(0.1)	C(28.9)	A(0.1)	C(28.9)
	L	D(39.0)	D(55.0)	D(39.0)	D(55.0)
	TR	C(21.1)	B(14.0)	C(21.1)	B(14.0)
Overall		B(10.7)	B(12.8)	B(10.7)	B(12.9)
ICU		A(0.42)	C(0.71)	A(0.42)	C(0.71)
NYS Route 31 at Carling Road					
Eastbound	L	D(54.0)	E(67.7)	D(54.0)	E(67.7)
	TR	A(3.5)	D(35.0)	A(3.6)	D(35.0)
Westbound	L	C(33.3)	E(55.0)	C(33.1)	E(54.8)
	T	B(10.3)	D(46.7)	B(10.3)	D(49.8)
Northbound	R	A(1.4)	A(0.1)	A(1.4)	A(0.1)
	L	D(38.4)	D(54.6)	D(38.4)	D(54.6)
Southbound	TR	A(0.3)	C(20.8)	A(0.3)	C(20.8)
	L	D(38.1)	D(51.4)	D(38.1)	D(51.4)
Overall	TR	B(14.8)	C(26.2)	B(14.8)	C(26.2)
		A(8.7)	D(39.6)	A(8.7)	D(40.7)
ICU		A(0.41)	E(0.91)	A(0.41)	E(0.91)
NYS Route 31 at Wegmans East					
Eastbound	L	D(49.4)	D(49.1)	D(49.3)	D(49.1)
	TR	A(1.1)	C(20.0)	A(1.1)	C(20.0)
Westbound	L	D(40.3)	E(54.0)	D(40.4)	E(53.7)
	T	A(2.8)	D(37.2)	A(2.8)	D(39.0)
Northbound	R	A(0.6)	A(1.0)	A(0.6)	A(1.0)
	L	A(0.0)	D(49.7)	A(0.0)	D(49.7)
Southbound	TR	A(0.2)	C(23.2)	A(0.2)	C(23.2)
	L	D(37.7)	D(46.7)	D(37.7)	D(46.7)
	TR	B(14.6)	B(13.1)	B(14.6)	B(13.1)
Overall		A(4.7)	C(29.0)	A(4.7)	C(29.8)
ICU		A(0.38)	D(0.81)	A(0.38)	D(0.82)

Clay Business Park
Level of Service Analysis
Summary

Intersection	Movement	2016 No Build		2016 Build	
		AM	PM	AM	PM
NYS Route 31 at Soule Road					
Eastbound	T	B(11.9)	F(133)	B(11.9)	F(134)
	R	A(9.3)	B(14.0)	A(9.3)	B(14.0)
Westbound	L	C(33.8)	D(40.4)	C(33.9)	D(40.5)
	T	A(3.8)	C(25.9)	A(3.8)	C(26.5)
Northbound	L	D(50.6)	F(128)	D(50.6)	F(128)
	R	B(11.7)	D(46.7)	B(12.5)	D(46.7)
Southbound	L	C(32.9)	C(31.5)	C(33.4)	C(31.5)
	T	D(38.7)	D(54.2)	D(38.7)	D(54.2)
	R	B(14.5)	F(97.1)	B(14.5)	F(98.8)
		B(16.7)	E(61.2)	B(16.8)	E(61.7)
Overall		B(0.61)	E(0.84)	B(0.61)	E(0.84)
NYS Route 31 at SR 481 NB Ramps					
Eastbound	L	A(3.3)	D(44.1)	A(3.3)	D(43.9)
	T	A(2.3)	D(35.7)	A(2.3)	D(36.7)
Westbound	T	A(3.3)	F(113)	A(3.3)	F(117)
	R	A(0.6)	B(11.2)	A(0.6)	B(10.9)
Northbound	L	D(42.1)	D(52.9)	D(42.1)	D(52.9)
	LT	D(42.1)	D(53.2)	D(42.1)	D(53.2)
	R	A(8.8)	D(35.7)	A(8.8)	D(35.7)
		A(8.7)	D(59.0)	A(8.7)	E(60.6)
Overall		A(0.45)	E(0.88)	A(0.45)	E(0.89)
NYS Route 31 at Market Fair Mall					
Eastbound	T	A(2.7)	C(25.8)	A(2.7)	C(26.1)
	R	A(0.1)	A(0.3)	A(0.1)	A(0.3)
Westbound	L	A(0.3)	B(13.7)	A(0.3)	B(13.7)
	T	A(0.3)	A(9.9)	A(0.3)	B(10.2)
Northbound	L	D(36.2)	D(54.6)	D(36.2)	D(54.6)
	R	B(10.3)	C(24.5)	B(10.3)	C(24.5)
Overall		A(1.7)	B(18.1)	A(1.7)	B(18.4)
ICU		A(0.33)	D(0.77)	A(0.33)	D(0.77)
NYS Route 31 at Great Northern West					
Eastbound	L	B(15.5)	C(26.9)	B(15.4)	C(26.9)
	TR	A(1.9)	A(1.1)	A(1.9)	A(1.1)
Westbound	L	B(15.5)	A(0.0)	B(15.5)	A(0.0)
	T	C(23.9)	F(176)	C(24.0)	F(184)
Northbound	R	A(5.0)	A(2.1)	A(5.0)	A(2.1)
	LTR	A(0.0)	D(44.0)	A(0.0)	D(44.0)
Southbound	LT	C(35.0)	D(48.6)	C(35.0)	D(48.6)
	R	A(9.0)	B(11.5)	A(9.0)	B(11.5)
Overall		B(13.1)	E(67.2)	B(13.2)	E(70.1)
ICU		A(0.39)	C(0.70)	A(0.39)	C(0.71)
NYS Route 31 at Great Northern East					
Eastbound	L	A(4.0)	A(6.3)	A(4.0)	A(6.8)
	TR	A(4.3)	A(6.7)	A(4.4)	A(6.7)
Westbound	L	A(9.2)	B(10.6)	A(9.3)	B(10.6)
	TR	A(7.5)	B(12.6)	A(7.5)	B(12.8)
Northbound	LT	D(40.9)	D(42.7)	D(40.9)	D(42.7)
	R	B(14.1)	C(20.1)	B(14.1)	C(20.1)
Southbound	LT	C(26.5)	D(53.4)	C(26.5)	D(53.4)
	R	B(14.4)	B(11.5)	B(14.4)	B(11.5)
Overall		A(8.6)	B(11.4)	A(8.7)	B(11.5)
ICU		A(0.53)	C(0.70)	A(0.53)	C(0.70)
NYS Route 31 at Morgan Road					
Eastbound	L	B(16.1)	F(82.1)	B(16.0)	F(82.1)
	T	C(31.2)	D(41.1)	C(31.5)	D(42.7)
Westbound	R	A(3.2)	A(2.9)	A(3.2)	A(2.9)
	L	C(20.8)	C(34.5)	C(21.1)	D(37.0)
Northbound	TR	C(25.7)	F(159)	C(25.6)	F(168)
	L	C(24.2)	F(120)	C(24.5)	F(120)
Southbound	T	C(29.2)	D(40.3)	C(29.5)	D(40.4)
	R	A(4.1)	A(3.7)	A(4.0)	A(3.7)
	L	B(17.3)	C(22.8)	B(17.6)	C(22.9)
	TR	E(70.9)	D(52.1)	E(72.2)	D(52.1)
Overall		C(31.4)	E(79.3)	C(31.6)	F(82.4)
ICU		C(0.65)	G(1.01)	C(0.65)	G(1.01)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2016 No Build		2016 Build	
		AM			
NYS Route 31 at Henry Clay Blvd.					
Eastbound	LTR	B(18.4)	F(188)	B(19.6)	F(194)
Westbound	LTR	D(44.9)	F(347)	D(54.4)	F(393)
Northbound	LTR	C(29.2)	F(434)	C(29.3)	F(435)
Southbound	LTR	B(19.7)	C(33.5)	B(19.9)	C(33.7)
Overall		C(29.0)	F(280)	C(32.6)	F(297)
ICU		G(1.07)	H(1.52)	H(1.09)	H(1.56)
NYS Route 31 at US Route 11					
Eastbound	L	B(11.2)	D(45.4)	B(11.3)	D(49.1)
	TR	C(29.8)	F(83.3)	C(30.3)	F(109)
Westbound	L	C(33.1)	E(59.4)	C(34.3)	E(59.4)
	TR	A(6.1)	D(36.4)	A(7.8)	D(37.1)
Northbound	L	D(35.1)	D(35.5)	D(35.9)	D(35.9)
	T	E(58.4)	E(62.6)	E(58.4)	E(62.6)
	R	C(25.1)	C(26.8)	C(25.0)	C(26.8)
Southbound	L	D(38.7)	D(44.6)	D(38.7)	D(44.6)
	TR	D(36.2)	C(34.7)	D(35.8)	C(34.7)
Overall		C(27.0)	D(50.5)	C(27.3)	D(57.4)
ICU		C(0.65)	E(0.89)	C(0.65)	F(0.91)
NYS Route 31 at I-81 SB Ramps					
Eastbound	TR	F(128)	F(143)	F(134)	F(168)
Westbound	L	C(28.2)	B(11.5)	C(28.6)	B(11.6)
	T	A(5.1)	A(9.4)	A(5.0)	A(9.6)
Southbound	LT	E(60.4)	E(65.0)	E(60.4)	E(65.0)
	R	B(13.7)	C(25.5)	B(13.8)	C(26.6)
Overall		E(63.4)	E(72.9)	E(64.9)	F(85.2)
ICU		E(0.86)	D(0.81)	E(0.86)	E(0.83)
NYS Route 31 at I-81 NB Ramps					
Eastbound	L	A(6.4)	D(46.5)	A(6.9)	D(49.1)
	T	A(7.9)	D(45.8)	A(8.3)	D(54.2)
Westbound	TR	C(24.0)	F(191)	C(24.7)	F(195)
Northbound	L	D(41.3)	D(46.8)	D(47.1)	D(50.4)
	T	C(32.1)	C(25.6)	C(31.8)	C(25.6)
	R	D(37.3)	F(129)	D(35.6)	F(131)
Southbound	R	E(62.5)	D(39.8)	E(62.5)	D(39.7)
Overall		C(24.7)	F(104)	C(25.7)	F(108)
ICU		B(0.59)	F(0.92)	B(0.59)	F(0.92)
NYS Route 31 at Lakeshore Rd Spur					
Eastbound	TR	A(5.8)	A(4.8)	A(5.8)	A(4.9)
Westbound	L	A(4.2)	B(16.6)	A(4.2)	B(17.2)
	TR	A(7.3)	D(39.7)	A(7.3)	D(40.3)
Northbound	LTR	C(22.6)	E(62.8)	C(22.6)	E(62.8)
Southbound	LT	D(43.7)	C(34.5)	D(43.7)	C(34.5)
Overall		B(10.6)	C(24.9)	B(10.6)	C(25.1)
ICU		A(0.46)	C(0.66)	A(0.46)	C(0.66)
NYS Route 31 at New Country Plaza					
Eastbound	L	A(3.6)	A(1.7)	A(3.7)	A(1.7)
	TR	A(4.9)	A(8.1)	A(4.9)	A(8.1)
Westbound	L	A(4.0)	A(3.4)	A(4.0)	A(3.1)
	TR	B(14.4)	A(9.7)	B(14.4)	A(9.4)
Northbound	L	D(37.4)	D(41.5)	D(37.4)	D(41.5)
	TR	B(10.3)	B(11.1)	B(10.3)	B(11.1)
Southbound	LTR	D(35.8)	B(18.3)	D(35.8)	B(18.3)
Overall		B(10.9)	A(9.8)	B(10.9)	A(9.7)
ICU		B(0.59)	B(0.57)	B(0.59)	B(0.57)
NYS Route 31 at CNS High School					
Eastbound	T	C(27.4)	C(21.6)	C(27.6)	C(22.6)
	R	A(3.3)	A(0.7)	A(3.4)	A(0.7)
Westbound	L	B(15.2)	B(13.1)	B(15.3)	B(13.1)
	T	B(10.6)	A(7.6)	B(10.7)	A(7.6)
Northbound	L	C(31.8)	D(36.7)	C(31.8)	D(36.7)
	R	A(3.2)	A(7.9)	A(3.2)	A(8.2)
Overall		B(14.7)	B(15.2)	B(14.8)	B(15.6)
ICU		A(0.52)	C(0.72)	A(0.52)	C(0.73)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2016 No Build		2016 Build	
		AM	PM	AM	PM
NYS Route 31 at Thompson Road					
Eastbound	L	A(3.2)	B(16.7)	A(3.2)	B(16.8)
	TR	A(8.8)	D(36.5)	A(8.8)	D(38.0)
Westbound	L	B(15.1)	F(279)	B(15.2)	F(334)
	TR	B(11.0)	C(20.5)	B(11.1)	C(20.6)
Northbound	LT	D(49.1)	F(100)	D(49.1)	F(100)
	R	B(11.6)	B(19.8)	B(11.6)	B(19.8)
Southbound	LTR	C(25.0)	D(39.1)	C(25.0)	D(39.1)
	Overall ICU	B(16.3) C(0.72)	D(54.5) G(1.03)	B(16.3) C(0.72)	E(57.4) G(1.04)
NYS Route 31 at Caughdenoy Road					
Eastbound	LT	A(0.5)	A(1.1)	N/A	N/A
Westbound	LT	A(1.1)	A(7.0)		
Northbound	LTR	F(119)	F(999)		
Southbound	LTR	F(53.1)	F(999)		
Overall ICU		F(27.9) A(0.52)	F(999) H(1.54)		
NYS Route 31 at Caughdenoy Road					
Eastbound	L	N/A	N/A	A(6.9)	B(17.2)
	T			B(15.8)	D(39.8)
	R			A(1.9)	A(3.8)
Westbound	L			A(6.7)	C(21.0)
	T			B(13.3)	C(31.5)
	R			A(1.9)	A(3.5)
Northbound	L			C(34.5)	D(41.8)
	T			C(31.4)	C(30.6)
	R			A(7.2)	B(14.5)
Southbound	L	C(21.0)	C(28.1)		
	TR	B(19.9)	C(32.8)		
	Overall ICU	B(14.5) A(0.50)	C(25.1) C(0.71)		
Caughdenoy Road at Southern Drive					
Westbound	L	N/A	N/A	A(9.7)	B(10.7)
Southbound	R			A(8.8)	A(9.1)
	L			A(7.5)	A(7.6)
Caughdenoy Road at Northern Drive					
Westbound	L	N/A	N/A	A(9.4)	B(10.2)
Southbound	R			A(8.6)	A(9.1)
	L			A(7.4)	A(7.6)

Clay Business Park
Level of Service Analysis
Summary

Intersection	Movement	2018 No Build		2018 Build	
		AM	PM	AM	PM
NYS Route 31 at Route 57					
Eastbound	L	D(43.8)	F(120)	D(43.8)	F(120)
	TR	C(23.5)	E(59.1)	C(23.8)	E(60.0)
Westbound	L	D(40.9)	F(105)	D(40.9)	F(105)
	TR	B(14.5)	D(50.8)	B(14.5)	D(54.8)
Northbound	L	D(40.4)	D(42.6)	D(40.4)	D(42.6)
	T	D(35.2)	D(36.6)	D(35.2)	D(36.6)
Southbound	R	B(17.4)	D(40.9)	B(17.4)	D(41.1)
	L	E(57.7)	F(153)	E(57.7)	F(153)
	TR	C(29.5)	C(32.9)	C(29.5)	C(32.9)
Overall ICU		C(25.6) B(0.62)	E(62.4) E(0.84)	C(25.8) B(0.62)	E(63.8) E(0.84)
NYS Route 31 at Target Driveway					
Eastbound	L	D(35.7)	D(45.1)	D(35.7)	D(45.1)
	T	A(8.3)	B(19.3)	A(8.4)	B(19.4)
	R	A(2.5)	A(3.2)	A(2.5)	A(3.2)
Westbound	L	D(54.4)	E(55.8)	D(54.4)	E(55.6)
	T	A(2.7)	E(56.5)	A(2.7)	E(61.4)
Northbound	R	A(0.3)	A(0.9)	A(0.3)	A(0.9)
	L	D(40.0)	E(60.6)	D(40.0)	E(60.6)
Southbound	TR	C(23.5)	D(44.2)	C(23.5)	D(44.2)
	L	D(37.0)	D(46.3)	D(37.0)	D(46.3)
	TR	C(22.2)	E(70.4)	C(22.2)	E(70.4)
Overall ICU		B(12.0) A(0.43)	D(41.3) F(0.96)	B(12.0) A(0.44)	D(43.0) F(0.97)
NYS Route 31 at Dell Center Drive					
Eastbound	L	D(38.8)	D(49.4)	D(38.7)	D(49.5)
	TR	A(6.0)	A(7.1)	A(6.0)	A(7.1)
Westbound	L	D(47.6)	D(45.2)	D(47.4)	D(44.9)
	T	A(8.0)	B(11.3)	A(8.1)	B(11.6)
Northbound	R	A(4.5)	A(0.8)	A(4.5)	A(0.8)
	L	D(39.1)	D(48.8)	D(39.1)	D(48.8)
Southbound	TR	A(0.1)	C(28.5)	A(0.1)	C(28.5)
	L	D(39.1)	D(55.3)	D(39.1)	D(55.3)
	TR	C(21.0)	B(13.9)	C(21.0)	B(13.9)
Overall ICU		B(10.8) A(0.42)	B(12.9) C(0.72)	B(10.7) A(0.43)	B(13.0) C(0.73)
NYS Route 31 at Carling Road					
Eastbound	L	D(54.3)	E(69.9)	D(54.2)	E(69.9)
	TR	A(3.5)	D(35.7)	A(3.6)	D(35.8)
Westbound	L	C(32.4)	D(54.5)	C(32.4)	D(52.3)
	T	B(10.4)	E(58.7)	B(10.5)	E(62.7)
Northbound	R	A(1.4)	A(0.1)	A(1.4)	A(0.1)
	L	D(38.4)	E(55.0)	D(38.4)	E(55.0)
Southbound	TR	A(0.3)	C(20.2)	A(0.3)	C(20.2)
	L	D(38.2)	D(51.6)	D(38.2)	D(51.6)
	TR	B(14.8)	C(29.2)	B(14.8)	C(29.2)
Overall ICU		A(8.8) A(0.41)	D(34.2) E(0.92)	A(8.8) A(0.42)	D(45.6) E(0.93)
NYS Route 31 at Wegmans East					
Eastbound	L	D(49.2)	D(49.0)	D(49.3)	D(49.0)
	TR	A(1.1)	C(20.9)	A(1.1)	C(21.0)
Westbound	L	D(40.2)	D(53.3)	D(40.4)	D(53.0)
	T	A(3.5)	D(44.3)	A(3.5)	D(48.5)
Northbound	R	A(0.7)	A(1.0)	A(0.7)	A(1.0)
	L	A(0.0)	D(49.7)	A(0.0)	D(49.7)
Southbound	TR	A(0.2)	C(23.2)	A(0.2)	C(23.2)
	L	D(37.5)	D(46.6)	D(37.5)	D(46.6)
	TR	B(14.2)	B(12.9)	B(14.2)	B(12.9)
Overall ICU		A(5.0) A(0.38)	C(32.1) E(0.82)	A(5.0) A(0.38)	C(33.8) E(0.83)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2018 No Build		2018 Build	
		AM	PM	AM	PM
NYS Route 31 at Soule Road					
Eastbound	T	B(12.1)	F(143)	B(12.1)	F(146)
	R	A(9.9)	B(14.8)	A(10.0)	B(14.9)
Westbound	L	C(34.0)	D(40.6)	C(34.0)	D(41.0)
	T	A(3.9)	C(27.9)	A(3.9)	C(29.6)
Northbound	L	D(51.4)	F(134)	D(51.4)	F(134)
	R	B(12.5)	D(48.2)	B(14.1)	D(48.1)
Southbound	L	C(33.1)	C(31.6)	C(33.9)	C(31.7)
	T	D(38.8)	D(54.9)	D(38.8)	D(54.9)
	R	B(14.4)	F(105)	B(14.4)	F(105)
Overall		B(17.0)	E(65.0)	B(17.2)	E(66.1)
ICU		B(0.62)	E(0.85)	B(0.62)	E(0.85)
NYS Route 31 at SR 481 NB Ramps					
Eastbound	L	A(3.5)	D(39.8)	A(3.6)	D(39.8)
	T	A(2.4)	D(46.8)	A(2.4)	D(48.8)
Westbound	T	A(3.3)	F(125)	A(3.3)	F(133)
	R	A(0.6)	B(10.8)	A(0.6)	B(10.4)
Northbound	L	D(41.9)	D(54.6)	D(41.9)	D(54.6)
	LT	D(42.1)	D(54.6)	D(42.1)	D(54.6)
	R	A(8.6)	D(35.9)	A(8.6)	D(36.1)
Overall		A(8.7)	E(65.9)	A(8.7)	E(69.1)
ICU		A(0.46)	E(0.90)	A(0.46)	E(0.90)
NYS Route 31 at Market Fair Mall					
Eastbound	T	A(2.6)	C(31.2)	A(2.7)	C(32.5)
	R	A(0.1)	A(0.3)	A(0.1)	A(0.3)
Westbound	L	A(0.3)	B(14.1)	A(0.3)	B(14.0)
	T	A(0.3)	B(10.3)	A(0.3)	B(10.9)
Northbound	L	D(36.2)	D(54.5)	D(36.2)	D(54.5)
	R	B(10.3)	C(24.4)	B(10.3)	C(24.7)
Overall		A(1.6)	C(20.7)	A(1.7)	C(21.6)
ICU		A(0.33)	D(0.78)	A(0.34)	D(0.78)
NYS Route 31 at Great Northern West					
Eastbound	L	B(15.4)	C(27.1)	B(15.3)	C(27.2)
	TR	A(1.9)	A(1.1)	A(2.1)	A(1.1)
Westbound	L	B(16.0)	A(0.0)	B(16.0)	A(0.0)
	T	C(24.5)	F(185)	C(24.8)	F(198)
Northbound	R	A(5.0)	A(2.1)	A(5.0)	A(2.0)
	LTR	A(0.0)	D(44.0)	A(0.0)	D(44.0)
Southbound	LT	D(35.0)	D(48.7)	D(35.0)	D(48.7)
	R	A(9.0)	B(11.5)	A(9.0)	B(11.5)
Overall		B(13.5)	E(70.1)	B(13.5)	E(75.4)
ICU		A(0.39)	C(0.71)	A(0.39)	C(0.72)
NYS Route 31 at Great Northern East					
Eastbound	L	A(4.1)	A(7.5)	A(4.2)	A(8.2)
	TR	A(4.5)	A(6.7)	A(4.7)	A(6.7)
Westbound	L	A(9.4)	B(10.8)	A(9.5)	B(10.9)
	TR	A(7.6)	B(12.9)	A(7.6)	B(13.2)
Northbound	LT	D(40.9)	D(42.9)	D(40.9)	D(42.9)
	R	B(13.9)	C(20.1)	B(13.9)	C(20.1)
Southbound	LT	C(26.5)	D(53.5)	C(26.5)	D(53.5)
	R	B(14.3)	B(11.4)	B(14.3)	B(11.4)
Overall		A(8.8)	B(11.6)	A(8.8)	B(11.7)
ICU		A(0.53)	C(0.71)	A(0.54)	C(0.71)
NYS Route 31 at Morgan Road					
Eastbound	L	B(16.2)	F(88.9)	B(16.1)	F(88.5)
	T	C(31.4)	D(42.3)	C(31.9)	D(45.6)
Westbound	R	A(3.2)	A(2.9)	A(3.2)	A(3.0)
	L	C(21.1)	D(35.3)	C(21.7)	D(39.6)
Northbound	TR	C(25.8)	F(166)	C(25.7)	F(182)
	L	C(24.4)	F(128)	C(22.2)	F(127)
Southbound	T	C(29.4)	D(40.8)	C(28.8)	D(40.8)
	R	A(4.0)	A(3.8)	A(3.8)	A(4.1)
	L	B(17.5)	C(23.1)	B(17.9)	C(23.1)
	TR	E(77.5)	D(53.9)	F(81.1)	D(53.9)
Overall		C(32.8)	F(83.1)	C(33.1)	F(88.4)
ICU		C(0.66)	G(1.02)	C(0.66)	G(1.03)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2018 No Build		2018 Build	
		AM			
NYS Route 31 at Henry Clay Blvd.					
Eastbound	LTR	B(19.5)	F(193)	C(22.0)	F(206)
Westbound	LTR	D(54.5)	F(361)	E(69.3)	F(436)
Northbound	LTR	C(29.9)	F(448)	C(30.2)	F(450)
Southbound	LTR	C(20.0)	C(33.9)	C(20.1)	C(34.1)
Overall		C(32.7)	F(289)	D(38.6)	F(319)
ICU		G(1.09)	H(1.54)	H(1.12)	H(1.61)
NYS Route 31 at US Route 11					
Eastbound	L	B(11.4)	D(48.6)	B(11.6)	E(56.0)
	TR	C(30.8)	F(92.4)	C(31.4)	F(145)
Westbound	L	D(35.7)	E(61.0)	D(38.2)	E(61.0)
	TR	A(6.1)	D(37.3)	A(8.6)	D(38.5)
Northbound	L	D(35.1)	D(36.2)	D(36.6)	D(36.6)
	T	E(59.1)	E(63.8)	E(59.1)	E(63.8)
	R	C(24.7)	C(26.9)	C(24.7)	C(26.9)
Southbound	L	D(39.0)	D(47.4)	D(39.0)	D(47.4)
	TR	D(36.7)	D(35.0)	D(35.3)	D(35.1)
Overall		C(27.7)	D(53.3)	C(28.2)	E(67.4)
ICU		C(0.66)	E(0.91)	C(0.66)	F(0.94)
NYS Route 31 at I-81 SB Ramps					
Eastbound	TR	F(142)	F(159)	F(149)	F(202)
Westbound	L	C(31.1)	B(11.7)	C(31.4)	B(11.8)
	T	A(5.3)	A(9.7)	A(5.3)	A(9.8)
Southbound	LT	E(60.7)	E(65.8)	E(60.7)	E(65.8)
	R	B(13.7)	C(27.1)	B(18.4)	C(28.9)
Overall		E(69.6)	F(80.3)	E(71.7)	F(102)
ICU		E(0.87)	E(0.82)	E(0.88)	E(0.85)
NYS Route 31 at I-81 NB Ramps					
Eastbound	L	A(7.4)	D(50.4)	A(8.3)	E(57.5)
	T	A(8.7)	D(53.6)	A(9.4)	E(67.1)
Westbound	TR	C(25.6)	F(205)	C(26.9)	F(210)
Northbound	L	D(40.2)	D(49.4)	D(50.9)	E(57.2)
	T	C(31.4)	C(25.7)	C(31.0)	C(25.7)
	R	D(38.7)	F(140)	D(35.1)	F(142)
Southbound	R	E(68.6)	D(39.9)	E(63.2)	D(39.9)
Overall		C(26.1)	F(113)	C(27.6)	F(119)
ICU		B(0.60)	F(0.93)	B(0.61)	F(0.95)
NYS Route 31 at Lakeshore Rd Spur					
Eastbound	TR	A(5.9)	A(4.9)	A(5.9)	A(5.0)
Westbound	L	A(4.4)	B(17.0)	A(4.3)	B(17.2)
	TR	A(7.4)	D(42.1)	A(7.4)	D(42.5)
Northbound	LTR	C(22.5)	E(64.7)	C(22.5)	E(64.7)
Southbound	LT	D(44.0)	C(34.5)	D(44.0)	C(34.5)
Overall		B(10.7)	C(26.0)	B(10.7)	C(26.1)
ICU		A(0.47)	C(0.68)	A(0.47)	C(0.68)
NYS Route 31 at New Country Plaza					
Eastbound	L	A(3.8)	A(1.7)	A(3.8)	A(1.8)
	TR	A(5.0)	A(8.2)	A(5.0)	A(8.2)
Westbound	L	A(4.0)	A(3.2)	A(4.0)	A(3.2)
	TR	B(14.8)	A(9.7)	B(14.9)	A(9.8)
Northbound	L	D(37.1)	D(41.5)	D(37.1)	D(41.5)
	TR	B(10.0)	B(11.0)	B(10.0)	B(11.0)
Southbound	LTR	D(36.2)	B(18.2)	D(36.2)	B(18.2)
Overall		B(11.1)	A(9.8)	B(11.1)	A(9.8)
ICU		B(0.60)	B(0.58)	B(0.60)	B(0.58)
NYS Route 31 at CNS High School					
Eastbound	T	C(28.2)	C(23.9)	C(28.8)	C(25.8)
	R	A(3.6)	A(0.8)	A(3.7)	A(0.8)
Westbound	L	B(16.0)	B(13.4)	B(16.7)	B(13.4)
	T	B(10.9)	A(7.9)	B(11.2)	A(7.9)
Northbound	L	C(31.9)	D(36.4)	C(31.9)	D(36.4)
	R	A(3.1)	A(8.4)	A(3.1)	A(9.0)
Overall		B(15.1)	B(16.3)	B(15.4)	B(17.1)
ICU		A(0.52)	C(0.73)	A(0.53)	C(0.74)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2018 No Build		2018 Build	
		AM	PM	AM	PM
NYS Route 31 at Thompson Road					
Eastbound	L	A(3.3)	B(17.0)	A(3.2)	B(17.0)
	TR	A(9.1)	D(38.5)	A(9.0)	D(41.6)
Westbound	L	B(16.2)	F(377)	B(16.3)	F(418)
	TR	B(11.3)	C(20.8)	B(11.5)	C(20.8)
Northbound	LT	D(49.3)	F(110)	D(49.3)	F(110)
	R	B(11.7)	C(20.0)	B(11.7)	C(20.0)
Southbound	LTR	C(24.9)	D(43.7)	C(24.9)	D(43.7)
	Overall ICU	B(16.5) C(0.73)	E(62.0) G(1.04)	B(16.5) D(0.73)	E(64.7) G(1.05)
NYS Route 31 at Caughdenoy Road					
Eastbound	LT	A(0.5)	A(1.1)	N/A	N/A
Westbound	LT	A(1.2)	A(7.1)		
Northbound	LTR	F(134)	F(999)		
Southbound	LTR	F(57.8)	F(999)		
Overall ICU		F(31.0) A(0.53)	F(999) H(1.56)		
NYS Route 31 at Caughdenoy Road					
Eastbound	L	N/A	N/A	A(6.5)	B(15.7)
	T			B(14.2)	D(39.9)
	R			A(1.8)	A(4.5)
Westbound	L			A(6.3)	B(19.0)
	T			B(12.6)	C(30.4)
	R			A(1.7)	A(2.5)
Northbound	L			D(36.6)	D(49.0)
	T			C(33.5)	C(34.8)
	R			A(7.1)	B(18.8)
Southbound	L	C(26.6)	C(29.8)		
	TR	B(19.8)	D(37.0)		
		B(14.1) A(0.50)	C(27.3) C(0.72)		
Caughdenoy Road at Southern Drive					
Westbound	L	N/A	N/A	B(10.2)	B(11.8)
Southbound	R			A(9.0)	A(9.2)
	L			A(7.7)	A(7.7)
Caughdenoy Road at Northern Drive					
Westbound	L	N/A	N/A	A(9.5)	B(10.5)
Southbound	R			A(8.6)	A(9.2)
	L			A(7.7)	A(7.6)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2021 No Build		2021 Build	
		AM	PM	AM	PM
NYS Route 31 at Route 57					
Eastbound	L	D(44.2)	F(127)	D(44.2)	F(127)
	TR	C(24.2)	E(67.6)	C(24.8)	E(69.8)
Westbound	L	D(40.9)	F(115)	D(40.9)	F(115)
	TR	B(14.6)	D(58.8)	B(14.7)	E(67.4)
Northbound	L	D(40.6)	D(43.2)	D(40.6)	D(43.2)
	T	D(35.2)	D(36.6)	D(35.2)	D(36.6)
Southbound	R	B(18.4)	D(43.6)	B(18.6)	D(43.8)
	L	E(59.1)	F(162)	E(59.1)	F(162)
	TR	C(29.4)	C(32.9)	C(29.4)	C(32.9)
Overall ICU		C(26.1) B(0.63)	E(69.0) E(0.86)	C(26.3) B(0.63)	E(72.1) E(0.86)
NYS Route 31 at Target Driveway					
Eastbound	L	D(35.7)	D(45.5)	D(35.7)	D(45.5)
	T	A(8.5)	B(19.6)	A(8.6)	B(19.7)
	R	A(2.6)	A(3.2)	A(2.6)	A(3.2)
Westbound	L	D(52.3)	E(55.6)	D(52.2)	E(55.6)
	T	A(2.4)	E(67.3)	A(2.4)	E(77.8)
Northbound	R	A(0.3)	A(0.9)	A(0.3)	A(0.9)
	L	D(40.0)	E(61.7)	D(40.0)	E(61.7)
	TR	C(23.5)	D(46.6)	C(23.5)	D(46.6)
Southbound	L	D(37.0)	D(46.5)	D(37.0)	D(46.5)
	TR	C(21.8)	F(81.2)	C(21.8)	F(82.0)
Overall ICU		B(12.0) A(0.44)	D(46.2) F(0.98)	B(12.0) A(0.44)	D(49.9) F(0.99)
NYS Route 31 at Dell Center Drive					
Eastbound	L	D(40.6)	D(49.6)	D(40.5)	D(49.5)
	TR	A(6.7)	A(7.2)	A(6.8)	A(7.2)
Westbound	L	D(45.8)	D(44.6)	D(45.6)	D(43.2)
	T	A(9.9)	B(12.0)	A(10.0)	B(12.3)
Northbound	R	A(5.7)	A(0.8)	A(5.7)	A(0.8)
	L	D(39.4)	D(48.8)	D(39.4)	D(48.8)
	TR	A(0.2)	C(28.5)	A(0.2)	C(28.5)
Southbound	L	C(34.6)	E(55.9)	C(34.6)	E(55.9)
	TR	C(21.8)	B(13.9)	C(21.8)	B(13.9)
Overall ICU		B(11.6) A(0.43)	B(13.3) D(0.73)	B(11.5) A(0.43)	B(13.4) D(0.74)
NYS Route 31 at Carling Road					
Eastbound	L	D(53.4)	E(72.9)	D(53.3)	E(72.8)
	TR	A(3.9)	D(36.5)	A(3.9)	D(36.6)
Westbound	L	C(32.6)	D(52.2)	C(32.9)	D(52.3)
	T	B(10.7)	E(74.5)	B(10.8)	F(87.0)
Northbound	R	A(1.3)	A(0.1)	A(1.3)	A(0.1)
	L	D(38.4)	E(55.3)	D(38.4)	E(55.3)
	TR	A(0.3)	B(19.9)	A(0.3)	B(19.9)
Southbound	L	D(38.2)	D(52.1)	D(38.2)	D(52.1)
	TR	B(14.8)	C(31.0)	B(14.8)	C(31.0)
Overall ICU		A(9.0) A(0.42)	D(50.0) F(0.94)	A(9.0) A(0.42)	D(54.5) F(0.95)
NYS Route 31 at Wegmans East					
Eastbound	L	D(48.0)	D(49.2)	D(47.7)	D(49.1)
	TR	A(1.1)	C(22.7)	A(1.1)	C(22.9)
Westbound	L	D(40.9)	D(52.6)	D(41.0)	D(52.0)
	T	A(3.6)	E(60.5)	A(3.6)	E(69.4)
Northbound	R	A(0.7)	A(1.0)	A(0.7)	A(1.0)
	L	A(0.0)	D(49.8)	A(0.0)	D(49.8)
	TR	A(0.2)	C(23.2)	A(0.2)	C(23.2)
Southbound	L	D(37.6)	D(45.6)	D(37.6)	D(45.6)
	TR	B(14.1)	B(12.4)	B(14.1)	B(12.4)
Overall ICU		A(5.1) A(0.39)	D(39.0) E(0.84)	A(5.0) A(0.39)	D(42.7) E(0.84)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2021 No Build		2021 Build	
		AM	PM	AM	PM
NYS Route 31 at Soule Road					
Eastbound	T	B(11.7)	F(159)	B(12.1)	F(162)
	R	B(10.8)	B(16.3)	B(10.8)	B(16.3)
Westbound	L	C(34.3)	D(41.2)	C(34.4)	D(42.2)
	T	A(3.9)	C(32.9)	A(4.0)	D(38.3)
Northbound	L	D(52.2)	F(145)	D(52.2)	F(145)
	R	B(14.1)	D(51.0)	B(16.6)	D(51.5)
Southbound	L	C(33.6)	C(31.9)	D(35.0)	C(32.1)
	T	D(38.9)	E(55.4)	D(38.9)	E(55.4)
	R	B(14.3)	F(115)	B(14.3)	F(117)
		B(17.3) B(0.64)	E(71.6) E(0.87)	B(17.7) B(0.64)	E(74.1) E(0.88)
NYS Route 31 at SR 481 NB Ramps					
Eastbound	L	A(3.7)	D(40.6)	A(3.8)	D(40.6)
	T	A(2.5)	E(66.6)	A(2.7)	E(70.9)
Westbound	T	A(3.4)	F(145)	A(3.5)	F(160)
	R	A(0.6)	B(10.4)	A(0.6)	B(10.2)
Northbound	L	D(41.8)	E(57.7)	D(41.8)	E(57.7)
	LT	D(42.0)	E(58.0)	D(42.0)	E(58.0)
	R	A(8.5)	D(36.6)	A(8.5)	D(36.6)
		A(8.8) A(0.47)	E(78.5) E(0.92)	A(8.8) A(0.47)	F(84.6) E(0.93)
NYS Route 31 at Market Fair Mall					
Eastbound	T	A(2.6)	D(41.1)	A(2.6)	D(44.0)
	R	A(0.1)	A(0.3)	A(0.1)	A(0.3)
Westbound	L	A(0.2)	B(14.5)	A(0.2)	B(14.3)
	T	A(0.3)	B(11.0)	A(0.3)	B(12.3)
Northbound	L	D(36.2)	D(54.6)	D(36.2)	D(54.6)
	R	B(10.3)	C(24.7)	B(10.3)	C(24.7)
		A(1.6) A(0.34)	C(25.5) D(0.80)	A(1.6) A(0.35)	C(27.1) D(0.80)
	NYS Route 31 at Great Northern West				
Eastbound	L	B(15.3)	C(27.7)	B(15.2)	C(27.8)
	TR	A(2.1)	A(1.1)	A(2.3)	A(1.1)
Westbound	L	B(16.5)	A(0.0)	B(16.5)	A(0.0)
	T	C(25.4)	F(198)	C(26.0)	F(222)
	R	A(5.0)	A(1.9)	A(5.0)	A(1.9)
	LTR	A(0.0)	D(44.0)	A(0.0)	D(44.0)
Northbound	LT	D(35.0)	D(48.7)	D(35.0)	D(48.7)
	R	A(9.0)	B(11.7)	A(9.0)	B(11.7)
		B(13.9) A(0.40)	E(74.5) C(0.72)	B(14.1) A(0.40)	F(84.5) C(0.74)
	NYS Route 31 at Great Northern East				
Eastbound	L	A(4.2)	A(8.8)	A(4.4)	B(10.1)
	TR	A(4.8)	A(6.9)	A(5.1)	A(6.9)
Westbound	L	A(9.8)	B(11.4)	A(9.9)	B(11.5)
	TR	A(7.8)	B(13.5)	A(7.9)	B(14.0)
Northbound	LT	D(40.8)	D(42.5)	D(40.8)	D(42.5)
	R	B(14.0)	B(19.8)	B(14.0)	B(19.8)
Southbound	LT	C(26.2)	D(53.5)	C(26.2)	D(53.5)
	R	B(13.9)	B(11.1)	B(13.9)	B(11.1)
		A(9.0) A(0.54)	B(12.0) C(0.72)	A(9.1) A(0.55)	B(12.3) C(0.72)
	NYS Route 31 at Morgan Road				
Eastbound	L	B(16.3)	F(98.8)	B(16.1)	F(98.0)
	T	C(31.7)	D(44.1)	C(32.5)	D(52.4)
	R	A(3.2)	A(2.9)	A(3.2)	A(3.0)
	L	C(21.3)	D(35.9)	C(22.7)	D(44.2)
Westbound	TR	C(26.0)	F(178)	C(25.7)	F(207)
	L	C(22.2)	F(142)	C(22.9)	F(143)
Northbound	T	C(28.6)	D(41.4)	C(30.0)	D(41.6)
	R	A(3.9)	A(4.3)	A(4.0)	A(4.7)
Southbound	L	B(17.7)	C(23.3)	B(18.6)	C(23.5)
	TR	F(87.6)	D(56.9)	F(93.5)	D(56.9)
		C(34.8) C(0.67)	F(89.1) G(1.05)	D(35.8) C(0.68)	F(100) G(1.06)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2021 No Build		2021 Build	
		AM			
NYS Route 31 at Henry Clay Blvd.					
Eastbound	LTR	C(20.9)	F(206)	C(207.2)	F(228)
Westbound	LTR	E(66.4)	F(381)	F(105)	F(527)
Northbound	LTR	C(30.9)	F(472)	C(31.5)	F(474)
Southbound	LTR	B(19.9)	C(34.3)	C(20.0)	D(35.1)
Overall		D(37.4)	F(306)	D(52.3)	F(365)
ICU		G(1.11)	H(1.56)	H(1.16)	H(1.69)
NYS Route 31 at US Route 11					
Eastbound	L	B(11.6)	E(55.5)	B(12.0)	E(72.2)
	TR	C(31.8)	F(107)	C(33.1)	F(215)
Westbound	L	D(40.0)	E(62.9)	D(44.9)	E(62.9)
	TR	A(6.1)	D(38.6)	A(9.7)	D(41.0)
Northbound	L	D(35.2)	D(36.8)	D(39.1)	D(37.9)
	T	E(59.9)	E(65.5)	E(59.9)	E(65.5)
	R	C(24.5)	C(27.3)	C(24.5)	C(27.3)
Southbound	L	D(39.5)	D(52.2)	D(40.2)	D(52.4)
	TR	D(36.8)	D(35.7)	D(36.4)	D(35.5)
Overall		C(28.8)	D(57.6)	C(29.8)	F(88.6)
ICU		C(0.67)	F(0.93)	C(0.68)	F(0.99)
NYS Route 31 at I-81 SB Ramps					
Eastbound	TR	F(159)	F(183)	F(172)	F(264)
Westbound	L	D(35.9)	B(12.0)	D(37.3)	B(12.4)
	T	A(5.9)	B(10.1)	A(6.1)	B(10.6)
Southbound	LT	E(61.2)	E(67.0)	E(60.6)	E(67.0)
	R	B(13.6)	C(29.5)	C(13.9)	C(33.2)
Overall		E(77.7)	F(91.1)	F(82.7)	F(133)
ICU		E(0.90)	E(0.84)	E(0.91)	E(0.90)
NYS Route 31 at I-81 NB Ramps					
Eastbound	L	A(9.0)	E(58.9)	A(10.0)	E(71.3)
	T	A(9.6)	E(65.7)	B(11.9)	F(91.4)
Westbound	TR	C(27.9)	F(226)	C(32.0)	F(240)
Northbound	L	D(39.1)	D(53.0)	E(66.2)	F(83.8)
	T	C(30.9)	C(25.7)	C(29.9)	C(25.7)
	R	D(41.5)	F(158)	C(33.7)	F(161)
Southbound	R	E(70.6)	D(40.0)	E(64.4)	D(39.5)
Overall		C(27.9)	F(127)	C(32.4)	F(142)
ICU		B(0.61)	F(0.95)	C(0.66)	F(0.98)
NYS Route 31 at Lakeshore Rd Spur					
Eastbound	TR	A(6.0)	A(5.0)	A(6.1)	A(5.1)
Westbound	L	A(4.4)	B(17.2)	A(4.2)	B(17.4)
	TR	A(7.5)	D(46.0)	A(7.5)	D(46.8)
Northbound	LTR	C(22.5)	E(66.8)	C(22.5)	E(66.8)
Southbound	LT	D(44.5)	C(34.6)	D(44.5)	C(34.6)
Overall		B(10.9)	C(27.8)	B(10.8)	C(27.9)
ICU		A(0.48)	C(0.69)	A(0.48)	C(0.69)
NYS Route 31 at New Country Plaza					
Eastbound	L	A(3.9)	A(1.8)	A(4.0)	A(1.8)
	TR	A(5.1)	A(8.4)	A(5.2)	A(8.5)
Westbound	L	A(4.0)	A(3.3)	A(4.0)	A(3.4)
	TR	B(15.2)	B(10.2)	B(15.3)	B(10.4)
Northbound	L	D(37.1)	D(41.7)	D(37.1)	D(41.7)
	TR	A(9.9)	B(10.9)	A(9.9)	B(10.9)
Southbound	LTR	D(36.5)	B(18.9)	D(36.5)	B(18.9)
Overall		B(11.3)	B(10.1)	B(11.4)	B(10.2)
ICU		B(0.61)	B(0.59)	B(0.61)	B(0.59)
NYS Route 31 at CNS High School					
Eastbound	T	C(29.9)	C(27.8)	C(30.3)	C(32.6)
	R	A(4.2)	A(0.8)	A(4.2)	A(0.8)
Westbound	L	B(18.1)	B(14.0)	B(18.5)	B(14.0)
	T	B(11.5)	A(8.3)	B(11.8)	A(8.3)
Northbound	L	C(31.8)	D(36.3)	C(31.8)	D(36.3)
	R	A(3.0)	A(9.4)	A(3.0)	B(10.2)
Overall		B(16.1)	B(18.1)	B(16.3)	C(20.4)
ICU		A(0.53)	D(0.74)	A(0.54)	D(0.76)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2021 No Build		2021 Build	
		AM	PM	AM	PM
NYS Route 31 at Thompson Road					
Eastbound	L	A(3.4)	B(17.6)	A(3.4)	B(17.7)
	TR	A(9.5)	D(42.1)	A(9.7)	D(49.1)
Westbound	L	B(18.3)	F(441)	B(18.7)	F(441)
	TR	B(11.7)	C(21.2)	B(12.0)	C(21.4)
Northbound	LT	D(49.3)	F(123)	D(49.3)	F(123)
	R	B(12.0)	C(20.4)	B(12.0)	C(20.4)
Southbound	LTR	C(24.9)	D(52.4)	C(24.9)	D(52.4)
		B(17.0)	E(69.7)	B(17.1)	E(71.6)
Overall ICU		C(0.74)	G(1.06)	D(0.74)	G(1.08)
NYS Route 31 at Caughdenoy Road					
Eastbound	LT	A(0.5)	A(1.2)	N/A	N/A
	LT	A(1.2)	A(7.3)		
Westbound	LTR	F(153)	F(999)		
Northbound	LTR	F(66.4)	F(999)		
		F(35.0)	F(999)		
Overall ICU		A(0.54)	H(1.57)		
NYS Route 31 at Caughdenoy Road					
Eastbound	L	N/A	N/A	A(7.2)	C(20.2)
	T			B(15.6)	D(43.2)
	R			A(1.8)	A(3.5)
Westbound	L			A(6.4)	C(22.7)
	T			B(14.8)	D(37.2)
	R			A(1.6)	A(1.8)
Northbound	L			D(36.0)	D(53.0)
	T			D(38.6)	D(45.7)
	R			A(7.0)	C(30.1)
Southbound	L			C(30.9)	D(43.6)
	TR			B(19.0)	C(34.4)
		B(15.0)	C(32.8)		
Overall ICU				A(0.51)	D(0.81)
Caughdenoy Road at Southern Drive					
Westbound	L	N/A	N/A	B(11.1)	C(15.4)
	R			A(9.3)	A(9.4)
Southbound	L			A(8.0)	A(7.8)
Caughdenoy Road at Northern Drive					
Westbound	L	N/A	N/A	A(9.7)	B(11.5)
	R			A(8.6)	A(9.2)
Southbound	L			A(7.6)	A(7.7)

Clay Business Park
Level of Service Analysis
Summary

Intersection		2024 No Build			2024 Build		
		AM	PM	Saturday	AM	PM	Saturday
NYS Route 31 at Route 57							
Eastbound	L	D(44.2)	F(134)	E(56.0)	D(44.2)	F(134)	E(56.0)
	TR	C(25.2)	E(78.0)	D(39.7)	C(26.4)	F(82.7)	D(40.9)
Westbound	L	D(40.8)	F(125)	F(134)	D(40.8)	F(125)	F(134)
	TR	B(14.7)	E(68.8)	C(30.2)	B(14.8)	F(87.1)	C(31.5)
Northbound	L	D(40.9)	D(43.8)	D(40.7)	D(40.9)	D(43.8)	D(40.7)
	T	D(35.5)	D(36.7)	D(36.2)	D(35.5)	D(36.7)	D(36.2)
Southbound	R	C(21.6)	D(46.6)	D(36.4)	C(22.1)	D(46.6)	D(36.4)
	L	D(47.3)	F(173)	F(117)	D(47.3)	F(173)	F(117)
	TR	C(29.4)	C(33.0)	C(32.2)	C(29.4)	C(33.0)	C(32.2)
Overall ICU		C(26.4)	E(76.9)	D(51.9)	C(26.9)	F(83.6)	D(52.4)
		B(0.64)	E(0.88)	D(0.81)	C(0.65)	E(0.88)	D(0.81)
NYS Route 31 at Target Driveway							
Eastbound	L	D(35.7)	D(45.8)	D(47.1)	D(35.7)	D(45.8)	D(47.1)
	T	A(8.7)	C(20.0)	C(23.4)	A(8.8)	C(20.1)	C(23.5)
	R	A(2.6)	A(3.2)	A(2.7)	A(2.6)	A(3.2)	A(2.7)
Westbound	L	D(52.1)	E(55.7)	E(59.6)	D(52.1)	E(55.3)	E(58.8)
	T	A(2.5)	F(80.6)	F(98.5)	A(2.5)	F(102)	F(109)
	R	A(0.3)	A(0.9)	A(1.0)	A(0.3)	A(0.9)	A(0.9)
Northbound	L	D(40.0)	E(62.9)	E(76.5)	D(40.0)	E(62.9)	E(76.5)
	TR	C(23.9)	D(49.9)	D(43.8)	C(23.9)	D(49.9)	D(43.8)
Southbound	L	D(37.0)	D(46.8)	D(50.2)	D(37.0)	D(46.8)	D(50.2)
	TR	C(21.7)	F(92.8)	F(99.4)	C(21.7)	F(93.5)	F(99.4)
Overall ICU		B(12.1)	D(52.0)	E(57.2)	B(12.0)	E(59.3)	E(60.2)
		A(0.45)	G(1.00)	F(1.00)	A(0.45)	G(1.02)	G(1.00)
NYS Route 31 at Dell Center Drive							
Eastbound	L	D(40.5)	D(49.4)	E(72.9)	D(40.4)	D(49.3)	E(72.8)
	TR	A(6.8)	A(7.3)	B(12.1)	A(6.8)	A(7.3)	B(12.1)
Westbound	L	D(46.0)	D(43.1)	D(53.5)	D(45.8)	D(43.0)	D(53.3)
	T	B(10.0)	B(12.4)	C(32.3)	B(10.1)	B(13.7)	D(37.3)
Northbound	R	A(5.7)	A(0.8)	A(1.3)	A(5.7)	A(0.9)	A(1.4)
	L	D(39.4)	D(49.2)	D(36.8)	D(39.4)	D(49.2)	D(36.8)
	TR	A(0.2)	C(28.5)	A(9.5)	A(0.2)	C(28.5)	A(9.5)
Southbound	L	C(34.6)	E(56.3)	E(76.2)	C(34.6)	E(56.3)	E(76.2)
	TR	C(21.4)	B(13.8)	B(10.5)	C(21.4)	B(13.8)	B(10.5)
Overall ICU		B(11.7)	B(13.5)	C(25.3)	B(11.6)	B(14.1)	C(27.2)
		A(0.43)	D(0.75)	D(0.79)	A(0.44)	D(0.77)	D(0.80)
NYS Route 31 at Carling Road							
Eastbound	L	D(53.7)	E(75.2)	E(66.8)	D(53.6)	E(75.1)	E(66.6)
	TR	A(3.9)	D(37.0)	C(26.3)	A(4.0)	D(37.3)	C(26.5)
Westbound	L	C(32.9)	D(52.3)	E(64.2)	C(32.6)	D(52.4)	E(63.6)
	T	B(11.1)	F(91.9)	E(57.6)	B(11.1)	F(114)	E(65.6)
Northbound	R	A(1.3)	A(0.1)	A(0.3)	A(1.3)	A(0.1)	A(0.3)
	L	D(38.7)	E(55.6)	E(59.5)	D(38.7)	E(55.6)	E(59.5)
	TR	A(0.4)	B(19.9)	D(41.9)	A(0.4)	B(19.9)	D(41.9)
Southbound	L	D(38.3)	D(52.5)	D(54.7)	D(38.3)	D(52.5)	D(54.7)
	TR	B(14.6)	C(31.4)	B(16.5)	B(14.6)	C(31.4)	B(16.5)
Overall ICU		A(9.2)	E(56.2)	D(40.7)	A(9.2)	E(64.5)	D(43.5)
		A(0.42)	F(0.96)	F(0.93)	A(0.43)	F(0.98)	F(0.94)
NYS Route 31 at Wegmans East							
Eastbound	L	D(47.8)	D(49.0)	D(47.8)	D(47.8)	D(48.8)	D(47.7)
	TR	A(1.2)	C(24.1)	C(23.2)	A(1.2)	C(24.4)	C(23.3)
Westbound	L	D(40.8)	D(51.8)	D(47.2)	D(40.9)	D(49.1)	D(47.4)
	T	A(3.8)	E(77.1)	C(24.4)	A(3.8)	F(93.6)	C(25.0)
Northbound	R	A(0.7)	A(1.1)	A(2.3)	A(0.7)	A(1.0)	A(2.3)
	L	A(0.0)	D(50.1)	D(54.5)	A(0.0)	D(50.1)	D(54.5)
	TR	A(0.2)	C(23.2)	C(23.6)	A(0.2)	C(23.2)	C(23.6)
Southbound	L	D(37.7)	D(45.5)	D(46.8)	D(37.7)	D(45.5)	D(46.8)
	TR	B(13.8)	B(12.5)	B(11.6)	B(13.8)	B(12.5)	B(11.6)
Overall ICU		A(5.2)	D(45.9)	C(24.7)	A(5.1)	D(52.9)	C(25.0)
		A(0.40)	E(0.86)	D(0.76)	A(0.40)	E(0.88)	D(0.77)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection		2024 No Build			2024 Build		
		AM	PM	Saturday	AM	PM	Saturday
NYS Route 31 at Soule Road							
Eastbound	T	B(12.4)	F(172)	E(69.2)	B(12.9)	F(178)	E(72.1)
	R	B(11.8)	B(17.8)	A(7.3)	B(11.7)	B(17.8)	A(7.2)
Westbound	L	D(35.0)	D(42.8)	E(68.4)	D(35.2)	D(46.0)	E(69.4)
	T	A(4.0)	D(40.9)	B(14.6)	A(4.0)	E(56.3)	B(15.1)
Northbound	L	D(53.4)	F(157)	F(285)	D(53.4)	F(157)	F(285)
	R	B(15.9)	D(54.1)	F(80.6)	B(20.0)	E(55.9)	F(83.6)
Southbound	L	C(34.1)	C(32.3)	D(36.0)	D(36.6)	C(32.6)	D(36.3)
	T	D(38.9)	E(56.6)	D(44.6)	D(38.9)	E(56.6)	D(44.6)
	R	B(14.2)	F(130)	F(999)	B(14.2)	F(132.6)	F(999)
Overall		B(18.0)	E(79.1)	F(170)	B(18.5)	F(85.8)	F(172)
ICU		C(0.65)	E(0.89)	E(0.84)	C(0.65)	E(0.91)	E(0.85)
NYS Route 31 at SR 481 NB Ramps							
Eastbound	L	A(4.1)	D(41.1)	D(40.6)	A(4.2)	D(41.1)	D(40.0)
	T	A(2.7)	F(89.6)	A(7.5)	A(3.0)	F(97.7)	A(7.8)
Westbound	T	A(3.6)	F(178)	C(27.9)	A(3.6)	F(197)	C(29.7)
	R	A(0.6)	B(10.4)	A(4.0)	A(0.6)	B(10.1)	A(3.8)
Northbound	L	D(41.8)	E(60.5)	D(51.8)	D(41.8)	E(62.2)	D(51.7)
	LT	D(42.0)	E(60.9)	D(52.8)	D(42.0)	E(62.6)	D(52.6)
	R	A(8.3)	D(37.1)	D(50.2)	A(8.3)	D(37.3)	D(50.3)
Overall		A(9.0)	F(92.9)	C(23.1)	A(8.9)	F(105)	C(23.8)
ICU		A(0.48)	F(0.94)	D(0.79)	A(0.48)	F(0.96)	D(0.80)
NYS Route 31 at Market Fair Mall							
Eastbound	T	A(2.6)	D(52.9)	C(34.4)	A(2.7)	D(58.0)	D(38.1)
	R	A(0.1)	A(0.2)	A(0.3)	A(0.1)	A(0.2)	A(0.3)
Westbound	L	A(0.2)	B(14.9)	C(23.0)	A(0.2)	B(14.5)	C(22.8)
	T	A(0.3)	B(11.7)	B(13.2)	A(0.2)	B(14.3)	B(14.2)
Northbound	L	D(36.3)	D(54.8)	D(54.2)	D(36.3)	D(54.8)	D(54.2)
	R	B(10.1)	C(24.9)	C(21.9)	B(10.1)	C(24.9)	C(21.9)
Overall		A(1.6)	C(31.1)	C(23.7)	A(1.7)	C(34.1)	C(25.5)
ICU		A(0.34)	D(0.82)	D(0.79)	A(0.36)	E(0.82)	D(0.79)
NYS Route 31 at Great Northern West							
Eastbound	L	B(15.2)	C(28.2)	C(29.2)	B(15.0)	C(28.3)	C(29.1)
	TR	A(2.2)	A(1.1)	A(1.2)	A(2.6)	A(1.3)	A(1.2)
Westbound	L	B(17.0)	A(0.0)	C(29.5)	B(17.5)	A(0.0)	C(29.5)
	T	C(26.5)	F(212)	F(185)	C(27.6)	F(256)	F(204)
Northbound	R	A(5.0)	A(1.8)	A(2.0)	A(5.0)	A(1.7)	A(2.4)
	LT	A(0.0)	D(44.0)	C(32.3)	A(0.0)	D(44.0)	C(32.3)
Southbound	R	D(35.2)	D(48.7)	D(51.3)	D(35.2)	D(48.7)	D(51.3)
	LT	A(9.0)	B(11.8)	B(11.9)	A(9.0)	B(11.8)	B(11.9)
Overall		B(14.5)	E(79.3)	E(64.5)	B(14.9)	F(97.9)	E(71.2)
ICU		A(0.40)	C(0.74)	D(0.79)	A(0.41)	D(0.77)	D(0.80)
NYS Route 31 at Great Northern East							
Eastbound	L	A(4.5)	B(10.1)	B(13.9)	A(4.8)	B(13.0)	B(16.3)
	TR	A(5.2)	A(7.1)	A(2.1)	A(5.7)	A(7.2)	A(2.1)
Westbound	L	B(10.0)	B(12.2)	B(11.3)	B(10.4)	B(12.5)	B(11.3)
	TR	A(8.0)	B(14.0)	B(14.9)	A(8.1)	B(15.3)	B(15.4)
Northbound	LT	D(41.0)	D(43.0)	F(96.9)	D(41.0)	D(43.0)	F(96.9)
	R	B(13.8)	C(20.0)	B(17.3)	B(13.8)	C(20.0)	B(17.3)
Southbound	LT	C(26.2)	D(53.5)	D(53.3)	C(26.2)	D(53.5)	D(53.3)
	R	B(13.7)	B(11.2)	B(12.9)	B(13.7)	B(11.2)	B(12.9)
Overall		A(9.3)	B(12.4)	B(13.5)	A(9.4)	B(13.0)	B(13.7)
ICU		A(0.55)	C(0.73)	C(0.72)	A(0.56)	D(0.74)	C(0.73)
NYS Route 31 at Morgan Road							
Eastbound	L	B(16.4)	F(112)	C(28.2)	B(16.3)	F(111)	C(28.7)
	T	C(32.1)	D(46.8)	D(39.0)	C(33.7)	E(67.8)	D(45.2)
Westbound	R	A(3.2)	A(3.0)	A(2.5)	A(3.7)	A(3.7)	A(2.7)
	L	C(21.8)	D(36.8)	C(21.6)	C(24.9)	E(55.8)	C(23.7)
Northbound	TR	C(26.2)	F(190)	F(87.3)	C(25.9)	F(246)	F(105)
	L	C(22.6)	F(158)	F(247)	C(23.5)	F(157)	F(244)
Southbound	T	C(28.8)	D(42.2)	D(36.2)	C(30.5)	D(42.6)	D(36.4)
	R	A(3.9)	A(4.8)	A(5.8)	A(4.0)	A(5.7)	A(6.2)
	L	B(17.9)	C(23.6)	B(19.0)	B(19.1)	C(24.3)	B(19.1)
	TR	F(99.5)	E(59.7)	D(42.8)	F(108)	E(59.7)	D(42.7)
Overall		D(37.4)	F(95.6)	E(70.7)	D(38.8)	F(118)	E(76.0)
ICU		C(0.68)	G(1.07)	E(0.87)	C(0.70)	H(1.10)	E(0.88)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection		2024 No Build			2024 No Build		
		AM	PM	Saturday	AM	PM	Sat
NYS Route 31 at Henry Clay Blvd.							
Eastbound	LTR	C(22.8)	F(216)	F(148)	D(37.6)	F(256)	F(169)
Westbound	LTR	F(82.8)	F(412)	F(403)	F(154)	F(656)	F(577)
Northbound	LTR	C(32.1)	F(497)	F(86.4)	C(33.5)	F(500)	F(88.6)
Southbound	LTR	B(19.9)	C(34.7)	B(10.0)	C(20.4)	D(36.1)	B(10.1)
Overall		D(43.7)	F(326)	F(218)	E(72.6)	F(429)	F(296)
ICU		H(1.13)	H(1.60)	H(1.33)	H(1.22)	H(1.83)	H(1.45)
NYS Route 31 at US Route 11							
Eastbound	L	B(11.8)	E(63.3)	B(19.6)	B(12.6)	F(86.7)	C(20.4)
	TR	C(33.1)	F(120)	D(52.3)	D(35.5)	F(330)	F(87.2)
Westbound	L	D(44.9)	E(67.5)	E(67.7)	D(55.0)	E(67.5)	E(68.6)
	TR	A(6.1)	D(40.2)	C(23.0)	B(11.4)	D(46.1)	C(24.1)
Northbound	L	D(35.3)	D(37.5)	D(44.8)	D(43.1)	D(39.5)	D(48.0)
	T	E(60.6)	E(68.8)	E(56.2)	E(60.6)	E(66.8)	E(56.4)
	R	C(24.3)	C(27.7)	C(28.0)	C(24.3)	C(27.7)	C(28.1)
Southbound	L	D(40.2)	D(58.3)	D(41.2)	D(40.9)	D(58.5)	D(41.6)
	TR	D(37.1)	D(36.3)	D(38.5)	C(34.8)	D(35.9)	D(38.4)
Overall		C(30.0)	E(62.1)	D(41.9)	C(31.8)	F(127)	D(51.6)
ICU		C(0.68)	F(0.95)	E(0.86)	C(0.70)	G(1.06)	E(0.91)
NYS Route 31 at I-81 SB Ramps							
Eastbound	TR	F(177)	F(210)	D(39.5)	F(199)	F(356)	E(64.8)
Westbound	L	D(42.0)	B(12.9)	B(18.5)	D(54.8)	B(13.6)	B(16.8)
	T	A(6.3)	B(10.8)	A(4.0)	A(7.4)	B(12.3)	A(4.5)
Southbound	LT	E(61.6)	E(67.6)	D(48.8)	E(55.2)	E(67.6)	D(47.3)
	R	B(14.9)	C(31.6)	C(31.5)	D(53.5)	D(38.7)	D(38.9)
Overall		F(86.9)	F(104)	C(25.2)	F(97.2)	F(182)	D(36.8)
ICU		F(0.92)	E(0.86)	D(0.73)	F(0.94)	F(0.97)	D(0.77)
NYS Route 31 at I-81 NB Ramps							
Eastbound	L	A(9.8)	E(67.5)	D(50.8)	B(10.6)	F(95.4)	D(46.0)
	T	B(10.5)	E(78.5)	A(2.8)	B(14.5)	F(125)	A(2.9)
Westbound	TR	C(31.7)	F(250)	C(28.1)	D(37.0)	F(266)	C(30.5)
Northbound	L	D(38.1)	E(61.2)	C(34.2)	F(187.4)	F(158)	D(38.9)
	T	C(30.4)	C(25.9)	C(30.6)	C(29.7)	C(25.9)	C(30.2)
	R	D(44.2)	F(177)	C(29.8)	D(35.4)	F(182)	C(30.2)
Southbound	R	E(72.9)	D(40.0)	D(41.7)	E(65.4)	D(39.5)	D(40.5)
Overall		C(30.3)	F(142)	C(25.3)	D(54.8)	F(172)	C(26.2)
ICU		B(0.62)	F(0.97)	C(0.72)	C(0.72)	G(1.03)	D(0.75)
NYS Route 31 at Lakeshore Rd Spur							
Eastbound	TR	A(6.3)	A(5.2)	A(5.1)	A(6.3)	A(5.4)	A(5.2)
Westbound	L	A(4.4)	B(17.6)	A(6.0)	A(4.2)	B(18.2)	A(5.0)
	TR	A(7.7)	D(51.9)	A(8.1)	A(7.6)	D(54.1)	A(8.1)
Northbound	LTR	C(22.0)	E(70.4)	C(21.6)	C(22.0)	E(70.4)	C(21.6)
Southbound	LT	D(44.1)	C(34.7)	D(41.2)	D(44.1)	C(34.7)	D(41.2)
Overall		B(11.0)	C(30.6)	A(8.4)	B(10.9)	C(31.1)	A(8.3)
ICU		A(0.49)	C(0.71)	B(0.59)	A(0.50)	C(0.71)	B(0.59)
NYS Route 31 at New Country Plaza							
Eastbound	L	A(4.1)	A(1.9)	A(2.3)	A(4.2)	A(1.8)	A(2.4)
	TR	A(5.3)	A(8.6)	A(5.7)	A(5.3)	A(8.8)	A(5.6)
Westbound	L	A(4.2)	A(3.5)	A(3.0)	A(4.0)	A(3.7)	A(3.0)
	TR	B(16.0)	B(10.9)	A(8.1)	B(16.5)	B(11.2)	A(8.2)
Northbound	L	D(36.9)	D(41.8)	D(41.5)	D(36.9)	D(41.8)	D(41.5)
	TR	A(9.6)	B(10.8)	B(11.7)	A(9.6)	B(10.8)	B(11.7)
Southbound	LTR	D(36.7)	B(18.3)	B(17.4)	D(36.7)	B(18.3)	B(17.4)
Overall		B(11.6)	B(10.5)	A(8.2)	B(11.8)	B(10.7)	A(8.2)
ICU		B(0.62)	B(0.61)	B(0.56)	B(0.63)	B(0.61)	B(0.56)
NYS Route 31 at CNS High School							
Eastbound	T	C(31.0)	C(32.6)	A(8.6)	C(31.8)	D(45.0)	A(9.2)
	R	A(4.7)	A(0.8)	A(0.0)	A(4.7)	A(0.7)	A(0.0)
Westbound	L	C(20.1)	B(14.7)	A(2.3)	C(21.2)	B(14.7)	A(2.3)
	T	B(11.9)	A(8.6)	A(3.8)	B(12.6)	A(8.7)	A(3.8)
Northbound	L	C(32.1)	D(36.2)	D(35.3)	C(32.1)	D(36.2)	D(35.3)
	R	A(3.0)	B(10.3)	B(10.7)	A(3.0)	B(11.7)	B(10.7)
Overall		B(16.8)	C(20.4)	A(6.6)	B(17.3)	C(26.2)	A(6.9)
ICU		A(0.54)	D(0.75)	B(0.62)	A(0.55)	D(0.78)	B(0.63)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection		2024 No Build			2024 Build		
		AM	PM	Saturday	AM	PM	Saturday
NYS Route 31 at Thompson Road							
Eastbound	L	A(3.6)	B(109)	B(12.4)	A(7.8)	B(18.4)	B(12.6)
	TR	B(10.4)	D(46.0)	E(68.8)	F(309)	E(62.7)	E(76.8)
Westbound	L	C(21.2)	F(464)	E(55.2)	F(430)	F(464)	E(55.2)
	TR	B(12.3)	C(21.6)	C(26.3)	B(12.8)	C(22.0)	C(26.7)
Northbound	LT	D(49.3)	F(137)	F(100)	D(49.3)	F(137)	F(100)
	R	B(12.1)	C(20.8)	A(9.6)	C(24.9)	C(20.8)	A(8.8)
Southbound	LTR	C(24.5)	E(62.8)	F(146)	C(24.5)	E(62.8)	F(146)
Overall		B(17.6)	E(76.2)	E(62.4)	F(204)	F(81.0)	E(65.2)
ICU		D(0.75)	G(1.08)	F(0.96)	H(1.18)	H(1.11)	F(0.97)
NYS Route 31 at Caughdenoy Road							
Eastbound	LT	A(0.6)	A(1.2)	A(0.8)			
Westbound	LT	A(1.2)	A(7.5)	D(25.9)			
Northbound	LTR	F(181)	F(999)	F(999)	N/A	N/A	N/A
Southbound	LTR	F(77.2)	F(999)	F(999)			
Overall		F(40.9)	F(999)	F(999)			
ICU		A(0.55)	H(1.59)	H(1.55)			
NYS Route 31 at Caughdenoy Road							
Eastbound	L				B(11.2)	E(57.0)	C(24.9)
	T				B(19.5)	E(74.0)	E(76.5)
	R				A(1.8)	A(3.2)	B(17.2)
Westbound	L				A(7.7)	D(38.4)	F(108)
	T				B(18.2)	E(56.5)	D(35.5)
	R	N/A	N/A	N/A	A(2.4)	A(1.4)	A(1.9)
Northbound	L				C(22.6)	E(71.4)	F(91.6)
	T				D(39.8)	F(116)	D(40.7)
	R				A(6.1)	E(69.8)	B(13.9)
Southbound	L				C(29.2)	F(82.3)	E(67.3)
	TR				B(18.6)	F(86.5)	F(113)
Overall					B(15.4)	E(61.3)	E(56.1)
Caughdenoy Road at Southern Drive							
Westbound	L	N/A	N/A	N/A	B(12.8)	F(54.5)	B(12.5)
Southbound	R				B(12.8)	A(9.6)	A(9.1)
	L				A(8.7)	A(8.0)	A(7.7)
Caughdenoy Road at Northern Drive							
Westbound	L	N/A	N/A	N/A	A(10.0)	B(14.2)	B(10.4)
Southbound	R				A(8.6)	A(9.3)	A(8.8)
	L				A(7.9)	A(7.8)	A(7.5)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2027 No Build			2027 Build		
		AM	PM	Saturday	AM	PM	Saturday
NYS Route 31 at Route 57							
Eastbound	L	D(44.6)	F(142)	E(57.4)	D(44.6)	F(142)	E(57.4)
	TR	C(26.3)	F(91.2)	D(43.7)	C(28.1)	F(97.7)	D(45.7)
Westbound	L	D(40.8)	F(136)	F(146)	D(40.7)	F(136)	F(146)
	TR	B(14.9)	F(80.6)	C(32.4)	B(15.0)	F(110)	C(35.0)
Northbound	L	D(41.1)	D(44.4)	D(40.9)	D(41.1)	D(44.4)	D(40.9)
	T	D(35.5)	D(36.7)	D(36.2)	D(35.5)	D(36.7)	D(36.2)
Southbound	R	C(22.5)	D(50.2)	D(38.2)	C(23.1)	D(50.2)	D(38.4)
	L	D(47.7)	F(185)	F(125)	D(47.7)	F(185)	F(125)
	TR	C(29.8)	C(33.0)	C(32.2)	C(29.8)	C(33.0)	C(32.2)
Overall		C(27.0)	F(86.2)	E(55.6)	C(27.8)	F(96.8)	E(56.8)
ICU		C(0.64)	E(0.90)	E(0.83)	C(0.65)	E(0.90)	E(0.83)
NYS Route 31 at Target Driveway							
Eastbound	L	D(35.6)	D(46.3)	D(47.4)	D(35.6)	D(46.3)	D(47.7)
	T	A(8.8)	C(21.5)	C(23.9)	A(8.9)	C(21.7)	C(24.0)
	R	A(2.6)	A(3.2)	A(2.7)	A(2.6)	A(3.2)	A(2.7)
Westbound	L	D(51.9)	E(55.8)	E(58.3)	D(51.8)	E(55.2)	E(57.0)
	T	A(2.5)	F(95.3)	F(118)	A(2.5)	F(127)	F(133)
Northbound	R	A(0.3)	A(1.0)	A(0.9)	A(0.3)	A(0.9)	A(0.8)
	L	D(40.0)	E(63.5)	E(78.4)	D(40.0)	E(63.5)	E(78.4)
Southbound	TR	C(23.9)	D(52.6)	D(47.2)	C(23.9)	D(52.6)	D(47.2)
	L	D(37.1)	D(47.1)	D(50.7)	D(37.1)	D(47.1)	D(50.7)
	TR	C(21.5)	F(107)	F(109)	C(21.5)	F(107)	F(109)
Overall		B(12.1)	E(58.9)	E(63.8)	B(12.1)	E(69.9)	E(68.1)
ICU		A(0.45)	G(1.03)	G(1.02)	A(0.46)	G(1.05)	G(1.03)
NYS Route 31 at Dell Center Drive							
Eastbound	L	D(40.7)	D(49.2)	E(74.7)	D(40.5)	D(49.1)	E(74.6)
	TR	A(6.8)	A(7.3)	B(12.4)	A(7.0)	A(7.3)	B(12.4)
Westbound	L	D(46.5)	D(43.1)	D(52.9)	D(46.1)	D(43.2)	D(52.5)
	T	B(10.2)	B(13.2)	D(45.1)	B(10.3)	B(15.4)	D(54.8)
Northbound	R	A(5.7)	A(0.8)	A(1.4)	A(5.7)	A(1.0)	A(1.4)
	L	D(39.4)	D(49.2)	D(36.9)	D(39.4)	D(49.2)	D(36.9)
Southbound	TR	A(0.2)	C(28.1)	A(9.4)	A(0.2)	C(28.1)	A(9.4)
	L	C(34.7)	E(56.8)	E(76.7)	C(34.7)	E(56.8)	E(76.7)
	TR	C(21.1)	B(13.7)	B(11.1)	C(21.1)	B(13.7)	B(11.1)
Overall		B(11.8)	B(14.0)	C(30.4)	B(11.8)	B(14.9)	C(34.1)
ICU		A(0.44)	D(0.76)	D(0.80)	A(0.45)	D(0.79)	D(0.82)
NYS Route 31 at Carling Road							
Eastbound	L	D(53.9)	E(76.7)	E(67.6)	D(53.6)	E(76.4)	E(67.3)
	TR	A(4.0)	D(38.5)	C(26.8)	A(4.2)	D(38.9)	C(27.0)
Westbound	L	C(32.4)	D(52.4)	E(63.9)	C(32.2)	D(52.5)	E(63.4)
	T	B(11.6)	F(109)	E(74.6)	B(11.8)	F(142)	F(87.3)
Northbound	R	A(1.3)	A(0.1)	A(0.3)	A(1.3)	A(0.1)	A(0.3)
	L	D(38.7)	E(55.9)	E(59.6)	D(38.7)	E(55.9)	E(59.6)
Southbound	TR	A(0.4)	C(20.0)	D(43.7)	A(0.4)	C(20.0)	D(43.7)
	L	D(38.3)	D(52.9)	E(55.3)	D(38.3)	D(52.9)	E(55.3)
	TR	B(14.6)	D(36.0)	B(16.4)	B(14.6)	D(36.0)	B(16.5)
Overall		A(9.4)	E(62.9)	D(46.6)	A(9.4)	E(75.4)	D(51.2)
ICU		A(0.43)	F(0.99)	F(0.95)	A(0.44)	G(1.01)	F(0.96)
NYS Route 31 at Wegmans East							
Eastbound	L	D(47.6)	D(48.7)	D(47.9)	D(47.8)	D(48.8)	D(47.7)
	TR	A(1.2)	C(25.8)	C(24.2)	A(1.2)	C(26.3)	C(24.4)
Westbound	L	D(40.6)	D(49.1)	D(47.4)	D(40.8)	D(49.2)	D(47.6)
	T	A(3.9)	F(93.1)	C(26.4)	A(3.9)	F(120)	C(28.6)
Northbound	R	A(0.7)	A(1.0)	A(2.4)	A(0.7)	A(1.0)	A(2.3)
	L	A(0.0)	D(50.2)	D(54.6)	A(0.0)	D(50.2)	D(54.6)
Southbound	TR	A(0.2)	C(23.1)	C(23.7)	A(0.2)	C(23.1)	C(23.7)
	L	D(37.7)	D(45.4)	D(46.7)	D(37.7)	D(45.4)	D(46.7)
	TR	B(13.8)	B(12.3)	B(11.4)	B(13.8)	B(12.3)	B(11.4)
Overall		A(5.2)	D(52.6)	C(25.8)	A(5.1)	E(64.2)	C(26.8)
ICU		A(0.40)	E(0.88)	D(0.78)	A(0.41)	E(0.90)	D(0.79)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2027 No Build			2027 Build		
		AM	PM	Saturday	AM	PM	Saturday
NYS Route 31 at Soule Road							
Eastbound	T	B(12.9)	F(186)	F(80.3)	B(13.7)	F(195)	F(84.8)
	R	B(13.0)	B(19.5)	A(8.1)	B(12.8)	B(19.5)	A(8.0)
Westbound	L	D(35.6)	D(46.2)	E(71.1)	D(36.0)	D(54.1)	E(73.7)
	T	A(4.1)	D(52.5)	B(15.8)	A(4.1)	E(76.7)	B(16.6)
Northbound	L	D(54.3)	F(172)	F(304)	D(54.3)	F(172)	F(304)
	R	B(17.6)	E(58.2)	F(90.4)	C(22.8)	E(61.5)	F(94.5)
Southbound	L	C(34.5)	C(32.6)	D(36.4)	D(38.2)	C(33.1)	D(36.9)
	T	D(39.0)	E(57.2)	D(44.8)	D(39.0)	E(57.2)	D(44.8)
	R	B(14.1)	F(143)	F(999)	B(14.1)	F(145)	F(999)
		B(18.6) C(0.66)	F(88.1) F(0.91)	F(184) E(0.86)	B(19.4) C(0.66)	F(98.9) F(0.94)	F(186) E(0.87)
NYS Route 31 at SR 481 NB Ramps							
Eastbound	L	A(4.4)	D(42.0)	D(35.4)	A(4.5)	D(41.9)	D(35.3)
	T	A(2.9)	E(58.1)	A(8.3)	A(3.3)	E(70.0)	A(8.8)
Westbound	T	A(3.6)	F(190)	C(32.5)	A(3.7)	F(234)	D(38.0)
	R	A(0.6)	B(10.4)	A(3.9)	A(0.6)	A(9.9)	A(4.0)
Northbound	L	D(41.8)	E(65.7)	D(51.5)	D(41.8)	E(75.0)	D(51.5)
	LT	D(42.0)	E(65.7)	D(52.5)	D(42.0)	E(75.0)	D(52.5)
	R	A(8.1)	D(38.0)	D(51.2)	A(8.1)	D(38.0)	D(51.6)
		A(9.1) A(0.49)	F(90.0) F(0.96)	C(24.9) D(0.81)	A(9.0) A(0.49)	F(109) F(0.99)	C(27.1) E(0.82)
NYS Route 31 at Market Fair Mall							
Eastbound	T	A(2.5)	E(64.8)	D(48.0)	A(2.6)	E(72.3)	D(54.1)
	R	A(0.1)	A(0.2)	A(0.3)	A(0.1)	A(0.2)	A(0.3)
Westbound	L	A(0.2)	B(15.4)	C(23.3)	A(0.2)	B(14.8)	C(23.1)
	T	A(0.3)	B(12.6)	B(14.1)	A(0.2)	B(16.3)	B(15.5)
Northbound	L	D(36.3)	D(54.7)	D(54.2)	D(36.3)	D(54.7)	D(54.2)
	R	B(10.0)	C(24.8)	C(21.7)	B(10.0)	C(24.8)	C(21.7)
		A(1.6) A(0.35)	D(36.8) E(0.83)	C(29.7) D(0.81)	A(1.6) A(0.37)	D(41.0) E(0.84)	C(32.8) D(0.81)
	NYS Route 31 at Great Northern West						
Eastbound	L	B(15.2)	C(28.8)	C(29.5)	B(14.8)	C(28.9)	C(29.5)
	TR	A(2.4)	A(1.4)	A(1.2)	A(2.8)	A(1.7)	A(1.2)
Westbound	L	B(17.5)	A(0.0)	C(30.0)	B(18.0)	A(0.0)	C(30.5)
	T	C(27.4)	F(226)	F(199)	C(28.9)	F(289)	F(227)
Northbound	R	A(5.0)	A(1.7)	A(2.6)	A(5.0)	A(1.6)	A(2.8)
	LTR	A(0.0)	D(44.0)	C(32.3)	A(0.0)	D(44.0)	C(32.3)
Southbound	LT	D(35.2)	D(48.8)	D(51.6)	D(35.2)	D(48.8)	D(51.6)
	R	A(9.0)	B(11.9)	B(12.2)	A(9.0)	B(11.9)	B(12.2)
		B(15.0) A(0.41)	F(84.3) D(0.75)	E(68.7) D(0.81)	B(15.4) A(0.41)	F(112) D(0.79)	E(78.5) E(0.82)
	NYS Route 31 at Great Northern East						
Eastbound	L	A(4.7)	B(11.2)	B(17.0)	A(5.0)	B(16.9)	C(20.9)
	TR	A(5.7)	A(7.3)	A(2.2)	A(6.4)	A(7.3)	A(2.2)
Westbound	L	B(10.4)	B(13.0)	B(11.8)	B(11.0)	B(13.6)	B(11.9)
	TR	A(8.6)	B(14.7)	B(15.7)	A(8.7)	B(17.0)	B(16.6)
Northbound	LT	D(41.1)	D(42.8)	F(101)	D(41.1)	D(42.8)	F(101)
	R	B(13.5)	B(19.8)	B(16.6)	B(13.5)	B(19.8)	B(16.6)
Southbound	LT	C(26.0)	D(53.6)	D(53.2)	C(26.0)	D(53.6)	D(53.2)
	R	B(13.4)	B(11.0)	B(12.6)	B(13.4)	B(11.0)	B(12.6)
		A(9.7) B(0.55)	B(12.8) D(0.79)	B(14.1) D(0.74)	A(9.9) B(0.58)	B(14.0) D(0.80)	B(14.6) D(0.75)
	NYS Route 31 at Morgan Road						
Eastbound	L	B(16.6)	F(124)	C(29.3)	B(16.4)	F(123)	C(30.0)
	T	C(32.4)	D(49.6)	D(41.1)	C(34.9)	F(81.3)	D(54.0)
Westbound	R	A(3.3)	A(3.0)	A(2.5)	A(4.7)	A(4.7)	A(2.8)
	L	C(22.4)	D(37.6)	C(21.9)	C(28.1)	F(80.9)	C(24.9)
Northbound	TR	C(26.4)	F(203)	F(97.1)	C(26.1)	F(281)	F(125)
	L	C(22.9)	F(172)	F(277)	C(24.1)	F(172)	F(274)
Southbound	T	C(29.1)	D(43.1)	D(37.0)	C(31.0)	D(43.7)	D(37.3)
	R	A(3.9)	A(5.3)	A(6.4)	A(4.3)	A(6.6)	A(6.8)
	L	B(18.1)	C(24.1)	B(19.2)	B(19.7)	C(24.9)	B(19.3)
	TR	F(113)	E(63.8)	D(44.7)	F(126)	E(63.8)	D(44.5)
Overall ICU		D(40.4) C(0.69)	F(102) H(1.09)	E(77.7) E(0.88)	D(42.5) C(0.73)	F(135) H(1.13)	F(87.2) E(0.90)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2027 No Build			2027 Build		
		AM	PM	Saturday	AM	PM	Saturday
NYS Route 31 at Henry Clay Blvd.							
Eastbound	LTR	C(25.1)	F(227)	F(158)	D(54.9)	F(285)	F(188)
Westbound	LTR	F(102)	F(437)	F(429)	F(208)	F(789)	F(675)
Northbound	LTR	C(33.7)	F(519)	F(96.5)	D(35.8)	F(525)	F(100)
Southbound	LTR	C(20.0)	C(34.9)	B(10.0)	C(20.7)	D(37.2)	B(10.1)
Overall		D(51.2)	F(343)	F(233)	F(97.5)	F(498)	F(346)
ICU		H(1.15)	H(1.63)	H(1.35)	H(1.27)	H(1.96)	H(1.50)
NYS Route 31 at US Route 11							
Eastbound	L	B(12.0)	E(73.5)	C(20.1)	B(13.4)	F(101)	C(20.5)
	TR	C(34.5)	F(132)	D(54.9)	D(38.5)	F(446)	F(126)
Westbound	L	D(51.4)	E(76.2)	E(78.2)	E(57.2)	E(76.1)	E(78.1)
	TR	A(6.1)	D(42.5)	C(23.8)	B(12.8)	E(57.0)	C(25.5)
Northbound	L	D(35.4)	D(37.6)	D(45.6)	D(48.6)	D(41.1)	D(50.2)
	T	E(61.5)	E(67.7)	E(56.7)	E(61.2)	E(67.7)	E(56.6)
	R	C(24.0)	C(28.4)	C(28.8)	C(24.0)	C(28.4)	C(28.8)
Southbound	L	D(40.7)	E(63.3)	D(43.0)	D(41.3)	E(63.3)	D(43.1)
	TR	D(37.3)	D(36.5)	D(38.4)	C(33.6)	D(36.2)	D(38.3)
Overall		C(31.5)	E(66.9)	D(44.3)	C(33.1)	F(172)	E(64.2)
ICU		C(0.69)	F(0.97)	E(0.88)	C(0.72)	H(1.14)	F(0.95)
NYS Route 31 at I-81 SB Ramps							
Eastbound	TR	F(197)	F(236)	D(46.1)	F(226)	F(453)	F(103)
Westbound	L	D(50.6)	B(13.8)	B(18.6)	E(72.9)	B(14.9)	B(16.0)
	T	A(6.6)	B(11.8)	A(4.3)	B(10.2)	B(16.5)	A(4.9)
Southbound	LT	E(61.8)	E(68.5)	D(49.5)	D(53.2)	E(68.5)	D(46.0)
	R	B(18.2)	C(33.8)	D(35.6)	F(83.4)	D(44.5)	D(45.3)
Overall		F(97.4)	F(116)	C(28.4)	F(113)	F(236)	D(54.1)
ICU		F(0.94)	E(0.88)	D(0.75)	F(0.97)	G(1.03)	D(0.81)
NYS Route 31 at I-81 NB Ramps							
Eastbound	L	B(10.2)	E(75.7)	D(50.0)	B(10.9)	F(125)	D(42.3)
	T	B(11.9)	F(92.2)	A(2.9)	B(15.6)	F(158)	A(3.0)
Westbound	TR	D(37.6)	F(279)	C(31.5)	D(41.0)	F(286)	D(37.7)
Northbound	L	D(37.4)	E(74.2)	C(33.5)	F(315)	F(248)	D(40.0)
	T	C(30.1)	C(26.0)	C(30.1)	C(29.8)	C(26.0)	C(29.4)
	R	D(47.4)	F(177)	C(31.9)	D(40.4)	F(204)	C(32.0)
Southbound	R	E(76.4)	D(39.9)	D(41.6)	E(66.7)	D(39.9)	D(39.5)
Overall		C(33.7)	F(160)	C(26.8)	F(83.6)	F(204)	C(28.9)
ICU		B(0.64)	F(1.00)	D(0.73)	D(0.78)	G(1.08)	D(0.79)
NYS Route 31 at Lakeshore Rd Spur							
Eastbound	TR	A(6.5)	A(5.3)	A(5.2)	A(6.5)	A(5.6)	A(5.3)
Westbound	L	A(4.4)	B(17.8)	A(6.0)	A(4.2)	B(18.9)	A(6.0)
	TR	A(7.8)	E(58.5)	A(8.5)	A(7.8)	E(62.0)	A(8.7)
Northbound	LTR	C(21.9)	E(75.5)	C(21.4)	C(21.9)	E(75.5)	C(21.4)
Southbound	LT	D(45.0)	C(34.8)	D(41.5)	D(45.0)	C(34.8)	D(41.5)
Overall		B(11.2)	C(33.8)	A(8.6)	B(11.2)	C(34.5)	A(8.7)
ICU		A(0.50)	C(0.72)	B(0.60)	A(0.51)	C(0.73)	B(0.61)
NYS Route 31 at New Country Plaza							
Eastbound	L	A(4.3)	A(2.0)	A(2.5)	A(4.8)	A(1.9)	A(2.5)
	TR	A(5.5)	A(8.9)	A(5.7)	A(5.5)	A(9.3)	A(5.6)
Westbound	L	A(4.2)	A(3.7)	A(3.1)	A(4.0)	A(4.0)	A(3.1)
	TR	B(16.9)	B(11.7)	A(8.5)	B(17.2)	B(12.2)	A(8.6)
Northbound	L	D(36.9)	D(42.1)	D(41.9)	D(36.9)	D(42.1)	D(41.9)
	TR	A(9.4)	B(10.5)	B(11.4)	A(9.4)	B(10.5)	B(11.4)
Southbound	LTR	D(37.2)	B(18.2)	B(17.3)	D(37.2)	B(18.2)	B(17.3)
Overall		B(12.1)	B(11.0)	A(8.4)	B(12.2)	B(11.3)	A(8.4)
ICU		B(0.63)	B(0.63)	B(0.57)	B(0.65)	B(0.63)	B(0.57)
NYS Route 31 at CNS High School							
Eastbound	T	C(32.7)	D(38.4)	A(9.3)	C(33.8)	E(62.0)	A(9.9)
	R	A(5.4)	A(0.8)	A(0.0)	A(5.5)	A(0.7)	A(0.0)
Westbound	L	C(23.0)	B(15.0)	A(2.3)	C(24.5)	B(15.0)	A(2.3)
	T	B(12.5)	A(9.0)	A(3.9)	B(13.5)	A(9.2)	A(4.0)
Northbound	L	C(32.2)	D(36.3)	D(35.3)	C(32.2)	D(36.3)	D(35.3)
	R	A(2.9)	B(11.0)	B(10.7)	A(2.9)	B(12.8)	B(10.7)
Overall		B(17.9)	C(23.0)	A(7.0)	B(18.6)	C(34.1)	A(7.3)
ICU		B(0.55)	D(0.77)	C(0.63)	B(0.56)	D(0.81)	C(0.65)

**Clay Business Park
Level of Service Analysis
Summary**

Intersection	Movement	2027 No Build			2027 Build		
		AM	PM	Saturday	AM	PM	Saturday
NYS Route 31 at Thompson Road							
Eastbound	L	A(3.8)	B(18.9)	C(25.7)	A(3.9)	B(19.5)	C(29.2)
	TR	B(11.2)	D(51.3)	E(70.4)	B(11.7)	E(80.0)	F(84.1)
Westbound	L	C(25.9)	F(482)	F(164)	C(28.4)	F(482)	F(164)
	TR	B(12.8)	C(22.1)	C(23.6)	B(13.5)	C(22.6)	C(24.4)
Northbound	LT	D(49.7)	F(153)	D(41.9)	D(49.7)	F(153)	D(41.9)
	R	B(12.3)	C(21.3)	A(8.0)	B(12.3)	C(21.3)	A(8.6)
Southbound	LTR	C(24.7)	F(83.4)	C(24.5)	C(24.7)	F(83.4)	C(24.5)
	Overall	B(18.5)	F(83.8)	D(48.0)	B(18.9)	F(92.3)	D(53.4)
	ICU	D(0.76)	H(1.10)	G(1.04)	D(0.77)	H(1.15)	G(1.06)
NYS Route 31 at Caughdenoy Road							
Eastbound	LT	A(0.6)	A(1.3)	A(0.9)			
Westbound	LT	A(1.2)	A(7.6)	D(27.1)			
Northbound	LTR	F(212)	F(999)	F(999)	N/A	N/A	N/A
Southbound	LTR	F(93.0)	F(999)	F(999)			
	Overall	F(47.7)	F(999)	F(999)			
	ICU	A(0.56)	H(1.61)	H(1.57)			
NYS Route 31 at Caughdenoy Road							
Eastbound	L				B(16.9)	F(91.6)	C(32.4)
	T				C(21.1)	F(114)	F(95.5)
	R				A(1.8)	A(3.4)	B(17.2)
Westbound	L				A(8.3)	D(51.3)	F(106)
	T				C(21.0)	F(105)	D(40.2)
	R	N/A	N/A	N/A	A(6.6)	A(3.2)	A(1.3)
Northbound	L				C(21.2)	F(114)	F(103)
	T				D(53.6)	F(216)	F(48.2)
	R				A(6.1)	F(143)	B(18.5)
Southbound	L				C(30.8)	F(166)	D(49.2)
	TR				B(19.3)	F(122)	F(113)
	Overall				B(18.0)	F(111)	E(59.9)
Caughdenoy Road at Southern Drive							
Westbound	L	N/A	N/A	N/A	C(15.2)	F(374)	C(15.5)
Southbound	R				B(10.6)	A(10.0)	A(9.2)
	L				A(9.3)	A(8.3)	A(7.8)
Caughdenoy Road at Northern Drive							
Westbound	L	N/A	N/A	N/A	B(10.3)	C(20.5)	B(11.7)
Southbound	R				A(8.6)	A(9.4)	A(9.1)
	L				A(8.1)	A(7.9)	A(7.7)

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	Existing		2014 No Build		2014 Build	
			AM	PM	AM	PM	AM	PM
NYS Route 31 at Route 57								
Eastbound	L	275	17	74	17	76	17	76
	TR	N/A	199	274	220	341	221	342
Westbound	L	530	26	125	31	161	31	161
	TR	N/A	68	293	82	374	82	377
Northbound	L	500	35	57	36	59	36	59
	T	N/A	19	62	20	64	20	64
	R	480	41	177	53	240	53	240
Southbound	L	350	55	97	59	131	59	131
	TR	N/A	31	52	31	53	31	53
NYS Route 31 at Target Driveway								
Eastbound	L	340	47	127	48	130	48	130
	T	N/A	61	145	67	195	68	195
	R	200	0	0	0	0	0	0
Westbound	L	325	16	64	16	64	16	65
	T	908	7	248	7	403	7	492
Northbound	R	595	0	16	0	12	0	12
	L	250	10	33	10	33	10	33
	TR	250	2	36	2	36	2	36
Southbound	L	500	18	68	18	69	18	69
	TR	250	4	123	4	161	4	161
NYS Route 31 at Dell Center Drive								
Eastbound	L	350	22	44	23	45	23	45
	TR	908	59	82	63	92	64	92
Westbound	L	300	45	41	46	41	46	41
	T	1104	83	117	93	140	93	141
Northbound	R	300	0	0	1	0	1	0
	L	150	8	5	8	5	8	5
	TR	300	0	3	0	3	0	3
Southbound	L	200	15	59	16	59	16	59
	TR	200	4	5	4	5	4	5
NYS Route 31 at Carling Road								
Eastbound	L	550	34	147	35	152	35	152
	TR	1104	0	285	0	350	0	351
Westbound	L	250	7	105	7	107	7	107
	T	949	66	107	72	525	72	530
Northbound	R	240	3	0	3	0	3	0
	L	250	6	50	6	50	6	50
	TR	500	0	14	0	14	0	14
Southbound	L	250	9	71	10	72	10	72
	TR	250	2	40	2	50	2	50
NYS Route 31 at Wegmans East								
Eastbound	L	430	8	41	8	41	8	41
	TR	949	1	74	1	109	1	110
Westbound	L	300	11	93	11	96	11	96
	T	616	9	429	10	651	10	656
Northbound	R	375	0	7	0	5	0	5
	L	175	0	17	0	17	0	17
	TR	250	0	7	0	7	0	7
Southbound	L	100	30	117	31	119	31	119
	TR	100	2	9	2	9	2	9

Clay Business Park

Queuing Analysis

Summary

Intersection	Movement	Queue Storage	Existing		2014 No Build		2014 Build	
			AM	PM	AM	PM	AM	PM
NYS Route 31 at Soule Road								
Eastbound	T	616	90	341	108	515	109	516
	R	616	170	90	82	84	184	84
Westbound	L	340	57	191	61	225	61	225
	T	698	17	400	19	460	19	462
Northbound	L	260	68	214	70	223	70	223
	R	700	0	84	8	142	10	142
Southbound	L	300	98	104	114	132	115	133
	T	900	21	59	22	61	22	61
	R	150	0	82	0	92	0	93
NYS Route 31 at SR 481 NB Ramps								
Eastbound	L	130	4	125	6	125	6	125
	T	698	9	172	14	282	15	284
Westbound	T	442	14	393	16	600	16	606
	R	330	0	66	0	71	0	71
Northbound	L	350	80	305	81	313	81	313
	LT	1200	80	305	82	313	82	313
	R	220	0	127	0	199	0	199
NYS Route 31 at Market Fair Mall								
Eastbound	T	442	84	133	72	241	72	237
	R	250	0	0	0	0	0	0
Westbound	L	150	0	24	0	26	0	26
	T	714	1	105	1	206	1	211
Northbound	L	125	3	69	3	70	3	70
	R	125	0	37	0	45	0	45
NYS Route 31 at Great Northern West								
Eastbound	L	330	9	104	10	131	10	131
	TR	714	0	18	0	24	0	24
Westbound	L	150	1	0	1	0	1	0
	T	907	148	333	186	610	186	617
Northbound	R	150	0	8	0	8	0	8
	LTR	100	0	2	0	2	0	2
Southbound	LT	175	4	33	4	33	4	33
	R	175	5	67	5	69	5	69
NYS Route 31 at Great Northern East								
Eastbound	L	300	2	11	2	11	2	11
	TR	907	31	95	37	123	37	123
Westbound	L	230	8	6	9	6	9	6
	TR	N/A	40	156	53	257	53	261
Northbound	LT	150	51	24	52	25	52	25
	R	150	9	9	9	9	9	9
Southbound	LT	200	2	59	2	59	2	59
	R	200	3	5	3	5	3	5
NYS Route 31 at Morgan Road								
Eastbound	L	270	19	150	20	163	20	163
	T	N/A	85	115	121	257	124	259
Westbound	R	270	0	0	0	0	0	0
	L	300	36	43	52	72	53	75
Northbound	TR	N/A	78	189	119	441	120	449
	L	560	25	157	30	176	30	176
Southbound	T	N/A	22	133	26	143	26	143
	R	200	0	0	0	0	0	0
	L	380	28	33	43	64	43	64
	TR	N/A	184	162	211	166	212	166

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	Existing		2014 No Build		2014 Build	
			AM	PM	AM	PM		
NYS Route 31 at Henry Clay Blvd.								
Eastbound	TR	N/A	73	129	155	554	160	559
Westbound	TR	N/A	74	140	168	577	172	599
Northbound	LTR	N/A	51	231	74	455	74	456
Southbound	LTR	N/A	43	25	55	108	56	108
NYS Route 31 at US Route 11								
Eastbound	L	225	13	36	17	63	17	64
	TR	N/A	175	213	259	461	263	507
Westbound	L	500	66	247	140	308	145	308
	TR	716	59	225	67	416	78	422
Northbound	L	190	32	60	40	123	43	124
	T	N/A	96	249	98	293	98	293
	R	N/A	121	260	112	309	112	309
Southbound	L	325	61	95	63	117	63	117
	TR	N/A	53	83	55	110	55	110
NYS Route 31 at I-81 SB Ramps								
Eastbound	TR	716	413	469	528	725	534	754
Westbound	L	130	83	107	171	119	167	118
	T	355	27	186	68	280	70	280
Southbound	LT	1100	76	129	79	132	79	132
	R	100	0	0	0	41	0	44
NYS Route 31 at I-81 NB Ramps								
Eastbound	L	100	6	112	23	146	23	149
	T	355	20	133	90	171	90	173
Westbound	TR	990	280	484	337	693	339	693
Northbound	L	600	109	250	110	321	135	329
	T	1300	22	70	21	72	21	72
	R	110	103	491	141	557	142	558
Southbound	R	750	120	81	128	95	128	95
NYS Route 31 at Lakeshore Rd Spur								
Eastbound	TR	364	72	81	82	106	83	107
Westbound	L	200	1	10	1	10	1	10
	TR	875	50	438	52	564	52	565
Northbound	LTR	150	12	113	12	115	12	115
Southbound	LT	214	94	29	96	29	96	29
NYS Route 31 at New Country Plaza								
Eastbound	L	200	9	2	9	1	9	1
	TR	875	51	153	58	197	58	198
Westbound	L	275	1	6	1	6	1	6
	TR	644	124	187	232	235	229	235
Northbound	L	125	27	38	28	39	28	39
	TR	250	0	0	0	0	0	0
Southbound	LTR	100	53	6	56	6	56	6
NYS Route 31 at CNS High School								
Eastbound	T	644	215	305	271	446	272	451
	R	644	4	0	6	0	6	0
Westbound	L	180	44	14	65	14	65	14
	T	N/A	76	92	98	145	100	146
Northbound	L	300	97	71	99	72	99	72
	R	300	0	0	0	8	0	8

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	Existing		2014 No Build		2014 Build	
			AM	PM	AM	PM	AM	PM
NYS Route 31 at Thompson Road								
Eastbound	L	40	4	19	5	26	5	26
	TR	N/A	30	307	34	481	34	488
Westbound	L	40	31	52	35	105	35	108
	TR	N/A	98	172	118	253	119	253
Northbound	LT	N/A	121	228	128	386	128	386
	R	40	21	73	24	96	24	96
Southbound	LTR	N/A	66	94	67	132	67	132
NYS Route 31 at Caughdenoy Road								
Eastbound	LTR	N/A	1	2	1	3		
Westbound	LTR	N/A	1	1	3	30		
Northbound	LTR	N/A	29	80	272	*		
Southbound	LTR	N/A	27	36	71	*		
NYS Route 31 at Caughdenoy Road								
Eastbound	L						5	12
	T						125	159
	R						0	26
Westbound	L						6	65
	T						72	238
	R		N/A	N/A			0	0
Northbound	L						50	223
	T						11	57
	R						0	94
Southbound	L						18	30
	TR						5	13
Caughdenoy Road at Southern Drive								
Westbound	L		N/A	N/A	N/A	N/A	1	4
Southbound	R						0	0
	L						0	0
Caughdenoy Road at Northern Drive								
Westbound	L		N/A	N/A	N/A	N/A	0	3
Southbound	R						0	0
	L						0	0

Clay Business Park Queuing Analysis Summary

Intersection	Movement	Queue Storage	2016 No Build		2016 Build	
			AM	PM	AM	PM
NYS Route 31 at Route 57						
Eastbound	L	275	19	77	19	77
	TR	N/A	226	351	228	353
Westbound	L	530	31	166	31	166
	TR	N/A	83	387	84	393
Northbound	L	500	36	60	36	60
	T	N/A	20	65	20	65
	R	480	58	246	58	246
Southbound	L	350	61	135	61	135
	TR	N/A	32	54	32	54
NYS Route 31 at Target Driveway						
Eastbound	L	340	49	132	49	132
	T	N/A	69	200	70	200
	R	200	0	0	0	0
Westbound	L	325	16	66	16	66
	T	908	7	506	7	515
	R	595	0	13	0	13
Northbound	L	250	10	35	10	35
	TR	250	2	39	2	39
Southbound	L	500	18	71	18	71
	TR	250	4	177	4	177
NYS Route 31 at Dell Center Drive						
Eastbound	L	350	23	46	23	46
	TR	908	65	94	65	94
Westbound	L	300	47	43	47	43
	T	1104	94	143	95	144
Northbound	R	300	1	0	1	0
	L	150	8	5	8	5
	TR	300	0	3	0	3
Southbound	L	200	17	61	17	61
	TR	200	4	5	4	5
NYS Route 31 at Carling Road						
Eastbound	L	550	35	155	35	155
	TR	1104	0	358	0	358
Westbound	L	250	7	109	7	109
	T	949	73	543	73	552
Northbound	R	240	3	0	3	0
	L	250	6	51	6	51
	TR	500	0	15	0	15
Southbound	L	250	10	73	10	73
	TR	250	2	50	2	50
NYS Route 31 at Wegmans East						
Eastbound	L	430	8	42	8	42
	TR	949	1	118	1	119
Westbound	L	300	12	99	12	99
	T	616	10	676	10	686
Northbound	R	375	0	6	0	5
	L	175	0	18	0	18
	TR	250	0	7	0	7
Southbound	L	100	31	122	31	122
	TR	100	2	9	2	9

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	2016 No Build		2016 Build	
			AM	PM	AM	PM
NYS Route 31 at Soule Road						
Eastbound	T	616	111	532	113	534
	R	616	74	86	73	86
Westbound	L	340	63	229	63	230
	T	698	19	468	19	471
Northbound	L	260	71	231	71	231
	R	700	12	146	14	146
Southbound	L	300	116	135	119	135
	T	900	22	62	22	62
	R	150	0	97	0	97
NYS Route 31 at SR 481 NB Ramps						
Eastbound	L	130	6	127	7	127
	T	698	16	296	17	300
Westbound	T	442	16	617	16	628
	R	330	0	70	0	70
Northbound	L	350	83	323	83	323
	LT	1200	83	324	83	324
	R	220	0	204	0	204
NYS Route 31 at Market Fair Mall						
Eastbound	T	442	64	277	72	275
	R	250	0	0	0	0
Westbound	L	150	0	27	0	27
	T	714	2	216	2	225
Northbound	L	125	3	72	3	72
	R	125	0	46	0	46
NYS Route 31 at Great Northern West						
Eastbound	L	330	10	136	10	136
	TR	714	0	24	0	24
Westbound	L	150	1	0	1	0
	T	907	190	625	191	637
Northbound	R	150	0	8	0	8
	LTR	100	0	2	0	2
Southbound	LT	175	4	34	4	34
	R	175	6	71	6	71
NYS Route 31 at Great Northern East						
Eastbound	L	300	2	110	2	11
	TR	907	40	123	45	123
Westbound	L	230	9	7	9	7
	TR	N/A	54	267	54	273
Northbound	LT	150	53	25	53	25
	R	150	9	9	9	9
Southbound	LT	200	2	61	2	61
	R	200	3	5	3	5
NYS Route 31 at Morgan Road						
Eastbound	L	270	20	178	20	179
	T	N/A	124	261	128	265
Westbound	R	270	0	0	0	0
	L	300	53	73	54	79
Northbound	TR	N/A	121	450	123	463
	L	560	30	185	31	186
Southbound	T	N/A	27	146	27	146
	R	200	0	0	0	0
	L	380	43	64	45	65
	TR	N/A	219	171	221	171

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	2016 No Build		2016 Build	
			AM	PM		
NYS Route 31 at Henry Clay Blvd.						
Eastbound	TR	N/A	161	564	171	571
Westbound	TR	N/A	176	588	188	627
Northbound	LTR	N/A	75	465	76	466
Southbound	LTR	N/A	57	108	57	109
NYS Route 31 at US Route 11						
Eastbound	L	225	17	65	17	70
	TR	N/A	271	481	279	559
Westbound	L	500	158	320	166	320
	TR	716	65	431	88	442
Northbound	L	190	41	124	47	127
	T	N/A	100	302	100	302
	R	N/A	113	320	112	320
Southbound	L	325	64	119	64	119
	TR	N/A	56	114	57	114
NYS Route 31 at I-81 SB Ramps						
Eastbound	TR	716	547	747	556	801
Westbound	L	130	208	121	297	119
	T	355	82	281	86	283
Southbound	LT	1100	79	134	79	134
	R	100	0	47	0	50
NYS Route 31 at I-81 NB Ramps						
Eastbound	L	100	29	153	29	155
	T	355	114	179	117	184
Westbound	TR	990	359	712	362	712
Northbound	L	600	111	329	163	343
	T	1300	21	73	21	73
	R	110	152	583	154	585
Southbound	R	750	130	96	130	96
NYS Route 31 at Lakeshore Rd Spur						
Eastbound	TR	364	85	109	85	110
Westbound	L	200	1	11	1	11
	TR	875	52	573	53	574
Northbound	LTR	150	12	119	12	119
Southbound	LT	214	97	30	97	30
NYS Route 31 at New Country Plaza						
Eastbound	L	200	10	2	10	1
	TR	875	60	203	60	205
Westbound	L	275	1	6	1	6
	TR	644	250	239	254	239
Northbound	L	125	28	40	28	40
	TR	250	0	0	0	0
Southbound	LTR	100	56	6	56	6
NYS Route 31 at CNS High School						
Eastbound	T	644	280	461	281	471
	R	644	6	0	7	0
Westbound	L	180	70	14	71	14
	T	N/A	109	149	112	151
Northbound	L	300	102	73	102	73
	R	300	0	9	0	10

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	2016 No Build		2016 Build	
			AM	PM	AM	PM
NYS Route 31 at Thompson Road						
Eastbound	L	40	5	26	5	26
	TR	N/A	36	495	36	508
Westbound	L	40	37	115	38	120
	TR	N/A	124	257	127	260
Northbound	LT	N/A	131	399	131	399
	R	40	25	99	25	99
Southbound	LTR	N/A	69	135	69	135
NYS Route 31 at Caughdenoy Road						
Eastbound	LTR	N/A	1	3		
Westbound	LTR	N/A	3	30		
Northbound	LTR	N/A	288	*		
Southbound	LTR	N/A	77	*		
NYS Route 31 at Caughdenoy Road						
Eastbound	L				8	15
	T				128	185
	R				0	31
Westbound	L				6	74
	T				108	269
	R				0	0
Northbound	L				50	250
	T				13	68
	R				0	120
Southbound	L				21	53
	TR				5	16
Caughdenoy Road at Southern Drive						
Westbound	L		N/A	N/A	1	8
Southbound	R				0	0
	L				0	0
Caughdenoy Road at Northern Drive						
Westbound	L		N/A	N/A	1	6
Southbound	R				0	0
	L				0	0

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	2018 No Build		2018 Build	
			AM	PM	AM	PM
NYS Route 31 at Route 57						
Eastbound	L	275	19	79	19	79
	TR	N/A	233	372	237	375
Westbound	L	530	32	172	32	172
	TR	N/A	85	400	86	423
Northbound	L	500	37	61	37	61
	T	N/A	21	66	21	66
	R	480	61	253	62	253
Southbound	L	350	62	139	62	139
	TR	N/A	32	55	32	55
NYS Route 31 at Target Driveway						
Eastbound	L	340	51	135	51	135
	T	N/A	71	205	72	205
	R	200	0	0	0	0
Westbound	L	325	16	67	16	66
	T	908	7	526	7	542
Northbound	R	595	0	13	0	12
	L	250	11	35	11	35
	TR	250	2	39	2	39
Southbound	L	500	18	72	19	72
	TR	250	4	191	4	191
NYS Route 31 at Dell Center Drive						
Eastbound	L	350	24	48	24	48
	TR	908	66	95	67	95
Westbound	L	300	48	43	47	43
	T	1104	97	150	97	153
Northbound	R	300	1	0	1	0
	L	150	8	5	8	5
	TR	300	0	3	0	3
Southbound	L	200	17	62	17	62
	TR	200	4	5	4	5
NYS Route 31 at Carling Road						
Eastbound	L	550	37	158	37	158
	TR	1104	0	364	0	365
Westbound	L	250	7	111	7	111
	T	949	74	562	75	577
Northbound	R	240	3	0	3	0
	L	250	6	53	6	53
	TR	500	0	15	0	15
Southbound	L	250	10	75	10	75
	TR	250	2	60	2	60
NYS Route 31 at Wegmans East						
Eastbound	L	430	9	44	9	44
	TR	949	1	129	1	130
Westbound	L	300	12	99	12	100
	T	616	11	705	11	721
Northbound	R	375	0	6	0	6
	L	175	0	18	0	18
	TR	250	0	8	0	8
Southbound	L	100	32	124	32	124
	TR	100	2	9	2	9

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	2018 No Build		2018 Build	
			AM	PM	AM	PM
NYS Route 31 at Soule Road						
Eastbound	T	616	114	551	117	555
	R	616	74	89	75	89
Westbound	L	340	65	234	65	235
	T	698	20	477	20	481
Northbound	L	260	73	239	73	239
	R	700	15	152	20	152
Southbound	L	300	118	137	122	138
	T	900	23	64	23	64
	R	150	0	100	0	100
NYS Route 31 at SR 481 NB Ramps						
Eastbound	L	130	7	130	8	130
	T	698	18	311	20	314
Westbound	T	442	16	633	16	653
	R	330	0	69	0	68
Northbound	L	350	84	332	84	332
	LT	1200	85	332	85	332
	R	220	0	209	0	210
NYS Route 31 at Market Fair Mall						
Eastbound	T	442	57	301	68	305
	R	250	0	0	0	0
Westbound	L	150	0	28	0	27
	T	714	2	227	2	241
Northbound	L	125	3	73	3	73
	R	125	0	46	0	47
NYS Route 31 at Great Northern West						
Eastbound	L	330	10	140	10	140
	TR	714	0	25	0	25
Westbound	L	150	1	0	1	0
	T	907	194	640	196	663
Northbound	R	150	0	8	0	8
	LTR	100	0	2	0	2
Southbound	LT	175	4	35	4	35
	R	175	6	72	6	72
NYS Route 31 at Great Northern East						
Eastbound	L	300	2	11	2	11
	TR	907	45	123	54	123
Westbound	L	230	9	7	9	7
	TR	N/A	56	274	56	285
Northbound	LT	150	54	25	54	25
	R	150	9	9	9	9
Southbound	LT	200	2	62	2	62
	R	200	3	5	3	5
NYS Route 31 at Morgan Road						
Eastbound	L	270	21	188	21	191
	T	N/A	126	265	134	274
	R	270	0	0	0	0
Westbound	L	300	54	74	57	84
	TR	N/A	123	460	127	482
Northbound	L	560	31	194	32	194
	T	N/A	27	150	28	150
	R	200	0	1	0	2
Southbound	L	380	45	66	48	66
	TR	N/A	235	177	252	177

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	2018 No Build		2018 Build	
			AM	PM		
NYS Route 31 at Henry Clay Blvd.						
Eastbound	TR	N/A	170	572	189	586
Westbound	TR	N/A	189	599	247	665
Northbound	LTR	N/A	77	476	78	476
Southbound	LTR	N/A	58	110	59	111
NYS Route 31 at US Route 11						
Eastbound	L	225	18	68	18	80
	TR	N/A	280	502	296	636
Westbound	L	500	173	337	180	337
	TR	716	62	447	95	466
Northbound	L	190	41	127	51	129
	T	N/A	103	312	103	312
	R	N/A	113	332	113	332
Southbound	L	325	65	122	65	122
	TR	N/A	58	116	58	117
NYS Route 31 at I-81 SB Ramps						
Eastbound	TR	716	566	771	582	859
Westbound	L	130	249	123	239	121
	T	355	98	285	110	287
Southbound	LT	1100	81	136	81	136
	R	100	0	51	18	57
NYS Route 31 at I-81 NB Ramps						
Eastbound	L	100	35	158	42	167
	T	355	145	188	162	198
Westbound	TR	990	383	732	393	734
Northbound	L	600	112	337	201	361
	T	1300	21	75	21	75
	R	110	163	608	163	611
Southbound	R	750	133	98	133	98
NYS Route 31 at Lakeshore Rd Spur						
Eastbound	TR	364	89	112	90	114
Westbound	L	200	1	11	1	11
	TR	875	54	584	54	586
Northbound	LTR	150	12	122	12	122
Southbound	LT	214	99	31	99	31
NYS Route 31 at New Country Plaza						
Eastbound	L	200	10	1	10	1
	TR	875	64	208	64	212
Westbound	L	275	1	6	1	6
	TR	644	260	243	267	244
Northbound	L	125	29	40	29	40
	TR	250	0	0	0	0
Southbound	LTR	100	58	6	58	6
NYS Route 31 at CNS High School						
Eastbound	T	644	285	479	289	496
	R	644	8	0	7	0
Westbound	L	180	75	15	77	15
	T	N/A	117	155	123	156
Northbound	L	300	104	75	104	75
	R	300	0	11	0	13

Clay Business Park

Queuing Analysis

Summary

Intersection	Movement	Queue Storage	2018 No Build		2018 Build	
			AM	PM	AM	PM
NYS Route 31 at Thompson Road						
Eastbound	L	40	5	27	5	27
	TR	N/A	38	511	38	535
Westbound	L	40	40	126	40	129
	TR	N/A	129	265	134	266
Northbound	LT	N/A	133	414	133	414
	R	40	27	102	27	102
Southbound	LTR	N/A	70	143	70	143
NYS Route 31 at Caughdenoy Road						
Eastbound	LTR	N/A	1	3		
Westbound	LTR	N/A	3	31		
Northbound	LTR	N/A	306	*		
Southbound	LTR	N/A	83	*		
NYS Route 31 at Caughdenoy Road						
Eastbound	L				10	15
	T				123	169
	R				0	36
Westbound	L				6	64
	T				107	244
	R				0	0
Northbound	L				41	229
	T				17	68
	R				0	133
Southbound	L				26	81
	TR				6	15
Caughdenoy Road at Southern Drive						
Westbound	L		N/A	N/A	3	16
Southbound	R				0	0
	L				0	0
Caughdenoy Road at Northern Drive						
Westbound	L		N/A	N/A	2	12
Southbound	R				0	1
	L				0	0

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	2021 No Build		2021 Build	
			AM	PM	AM	PM
NYS Route 31 at Route 57						
Eastbound	L	275	20	84	20	84
	TR	N/A	243	411	253	417
Westbound	L	530	32	181	32	181
	TR	N/A	87	457	90	482
Northbound	L	500	38	63	38	63
	T	N/A	21	68	21	68
	R	480	66	264	67	265
Southbound	L	350	63	145	63	145
	TR	N/A	33	57	33	57
NYS Route 31 at Target Driveway						
Eastbound	L	340	52	139	52	139
	T	N/A	74	212	77	214
Westbound	R	200	0	0	0	0
	L	325	17	69	17	69
	T	908	8	556	8	584
Northbound	R	595	0	13	0	13
	L	250	11	36	11	36
	TR	250	2	42	2	42
Southbound	L	500	19	74	19	74
	TR	250	4	214	4	215
NYS Route 31 at Dell Center Drive						
Eastbound	L	350	25	50	25	50
	TR	908	68	98	69	98
Westbound	L	300	49	45	49	45
	T	1104	100	164	101	180
Northbound	R	300	2	0	2	0
	L	150	9	5	9	5
	TR	300	0	3	0	3
Southbound	L	200	17	64	17	64
	TR	200	4	5	4	5
NYS Route 31 at Carling Road						
Eastbound	L	550	37	163	37	164
	TR	1104	0	374	0	376
Westbound	L	250	8	115	8	115
	T	949	76	590	77	617
Northbound	R	240	4	0	4	0
	L	250	6	55	6	55
	TR	500	0	16	0	16
Southbound	L	250	10	77	10	77
	TR	250	2	66	2	66
NYS Route 31 at Wegmans East						
Eastbound	L	430	9	45	9	44
	TR	949	1	144	1	146
Westbound	L	300	13	101	13	101
	T	616	11	757	11	783
Northbound	R	375	0	7	0	7
	L	175	0	19	0	19
	TR	250	0	8	0	8
Southbound	L	100	33	126	33	126
	TR	100	2	9	2	9

Clay Business Park

Queuing Analysis

Summary

Intersection	Movement	Queue Storage	2021 No Build		2021 Build	
			AM	PM	AM	PM
NYS Route 31 at Soule Road						
Eastbound	T	616	117	579	124	585
	R	616	78	92	78	92
Westbound	L	340	68	241	68	243
	T	698	21	491	21	497
Northbound	L	260	74	251	74	251
	R	700	20	159	27	161
Southbound	L	300	122	141	129	144
	T	900	23	65	23	65
	R	150	0	112	0	113
NYS Route 31 at SR 481 NB Ramps						
Eastbound	L	130	8	136	9	135
	T	698	21	328	24	334
Westbound	T	442	17	659	17	694
	R	330	0	68	0	68
Northbound	L	350	87	348	87	348
	LT	1200	87	347	87	348
	R	220	0	217	0	217
NYS Route 31 at Market Fair Mall						
Eastbound	T	442	59	347	75	347
	R	250	0	0	0	0
Westbound	L	150	0	29	0	28
	T	714	2	243	2	269
Northbound	L	125	3	75	3	75
	R	125	0	49	0	49
NYS Route 31 at Great Northern West						
Eastbound	L	330	10	147	11	147
	TR	714	0	26	0	26
Westbound	L	150	1	0	1	0
	T	907	200	663	205	706
	R	150	0	8	0	8
Northbound	LTR	100	0	2	0	2
Southbound	LT	175	4	36	4	36
	R	175	6	75	6	75
NYS Route 31 at Great Northern East						
Eastbound	L	300	3	11	3	12
	TR	907	56	128	71	132
Westbound	L	230	10	7	10	7
	TR	N/A	58	288	60	310
Northbound	LT	150	55	25	55	25
	R	150	10	9	10	9
Southbound	LT	200	2	64	2	64
	R	200	3	5	3	5
NYS Route 31 at Morgan Road						
Eastbound	L	270	21	201	22	206
	T	N/A	131	272	145	289
	R	270	0	0	0	0
Westbound	L	300	56	76	60	96
	TR	N/A	128	475	132	517
Northbound	L	560	32	209	34	209
	T	N/A	29	155	30	155
	R	200	0	3	0	6
Southbound	L	380	47	66	53	68
	TR	N/A	265	185	277	185

Clay Business Park Queuing Analysis Summary

Intersection	Movement	Queue Storage	2021 No Build		2021 Build	
			AM	PM		
NYS Route 31 at Henry Clay Blvd.						
Eastbound	TR	N/A	181	589	221	613
Westbound	TR	N/A	245	615	285	737
Northbound	LTR	N/A	80	490	83	493
Southbound	LTR	N/A	60	112	61	113
NYS Route 31 at US Route 11						
Eastbound	L	225	18	78	19	97
	TR	N/A	296	529	324	778
Westbound	L	500	195	358	203	358
	TR	716	57	472	105	508
Northbound	L	190	43	129	60	135
	T	N/A	106	324	106	324
	R	N/A	115	351	115	351
Southbound	L	325	67	126	67	126
	TR	N/A	60	122	61	122
NYS Route 31 at I-81 SB Ramps						
Eastbound	TR	716	594	806	628	967
Westbound	L	130	289	125	284	121
	T	355	121	287	146	291
Southbound	LT	1100	84	139	84	139
	R	100	0	58	56	68
NYS Route 31 at I-81 NB Ramps						
Eastbound	L	100	51	168	66	186
	T	355	198	204	252	222
Westbound	TR	990	419	773	450	767
Northbound	L	600	112	350	269	395
	T	1300	22	77	21	77
	R	110	180	646	175	651
Southbound	R	750	137	101	137	101
NYS Route 31 at Lakeshore Rd Spur						
Eastbound	TR	364	94	116	95	121
Westbound	L	200	1	11	1	11
	TR	875	55	600	56	603
Northbound	LTR	150	12	124	12	124
Southbound	LT	214	102	32	102	32
NYS Route 31 at New Country Plaza						
Eastbound	L	200	11	1	11	1
	TR	875	67	215	68	224
Westbound	L	275	1	6	1	6
	TR	644	278	249	288	251
Northbound	L	125	30	42	30	42
	TR	250	0	0	0	0
Southbound	LTR	100	60	7	60	7
NYS Route 31 at CNS High School						
Eastbound	T	644	295	517	302	552
	R	644	97	0	97	0
Westbound	L	180	83	16	85	16
	T	N/A	131	172	141	173
Northbound	L	300	107	76	107	76
	R	300	0	14	0	16

**Clay Business Park
Queuing Analysis
Summary**

Intersection	Movement	Queue Storage	2021 No Build		2021 Build	
			AM	PM	AM	PM
NYS Route 31 at Thompson Road						
Eastbound	L	40	5	28	5	28
	TR	N/A	41	538	41	582
Westbound	L	40	43	135	44	135
	TR	N/A	138	275	145	278
Northbound	LT	N/A	136	436	136	436
	R	40	28	107	28	107
Southbound	LTR	N/A	71	154	71	154
NYS Route 31 at Caughdenoy Road						
Eastbound	LTR	N/A	1	3		
Westbound	LTR	N/A	3	31		
Northbound	LTR	N/A	329	*		
Southbound	LTR	N/A	93	*		
NYS Route 31 at Caughdenoy Road						
Eastbound	L				16	21
	T				127	201
	R				0	23
Westbound	L				6	74
	T				111	287
	R				0	0
Northbound	L				41	252
	T				23	85
	R				0	191
Southbound	L				35	173
	TR				6	33
Caughdenoy Road at Southern Drive						
Westbound	L		N/A	N/A	6	43
Southbound	R				0	1
	L				0	0
Caughdenoy Road at Northern Drive						
Westbound	L		N/A	N/A	4	25
Southbound	R				0	1
	L				1	0

Clay Business Park Queuing Analysis Summary

Intersection		Queue Storage	2024 No Build			2024 Build		
			AM	PM	Sat.	AM	PM	Sat.
NYS Route 31 at Route 57								
Eastbound	L	275	20	91	42	20	91	42
	TR	N/A	254	435	321	271	445	326
Westbound	L	530	34	190	197	34	190	197
	TR	N/A	91	485	352	94	531	365
Northbound	L	500	40	65	38	40	65	38
	T	N/A	22	70	43	22	70	43
Southbound	R	480	72	276	219	74	276	219
	L	350	66	153	113	66	153	113
	TR	N/A	34	59	50	34	59	50
NYS Route 31 at Target Driveway								
Eastbound	L	340	54	143	181	54	143	181
	T	N/A	77	220	194	81	224	196
Westbound	R	200	0	0	0	0	0	0
	L	325	18	72	103	18	72	102
	T	908	8	588	528	8	641	549
Northbound	R	595	0	14	0	0	13	0
	L	250	11	37	74	11	37	74
	TR	250	3	45	66	3	45	66
Southbound	L	500	20	76	103	20	76	103
	TR	250	4	236	234	4	238	234
NYS Route 31 at Dell Center Drive								
Eastbound	L	350	25	52	125	25	52	125
	TR	908	70	101	169	72	101	169
Westbound	L	300	51	47	45	51	47	45
	T	1104	103	184	628	105	212	648
Northbound	R	300	2	0	0	2	0	0
	L	150	9	6	31	9	6	31
	TR	300	0	3	7	0	3	7
Southbound	L	200	18	66	144	18	66	144
	TR	200	4	5	17	4	5	17
NYS Route 31 at Carling Road								
Eastbound	L	550	38	168	179	38	169	179
	TR	1104	0	384	249	0	387	252
Westbound	L	250	8	118	106	8	118	106
	T	949	78	621	575	80	668	597
Northbound	R	240	4	0	0	4	0	0
	L	250	7	56	48	7	56	48
	TR	500	0	16	52	0	16	52
Southbound	L	250	11	79	70	11	79	70
	TR	250	2	67	19	2	67	19
NYS Route 31 at Wegmans East								
Eastbound	L	430	9	46	45	9	47	45
	TR	949	1	158	201	1	162	201
Westbound	L	300	13	105	76	13	104	77
	T	616	12	798	531	12	847	552
Northbound	R	375	0	7	16	0	7	16
	L	175	0	20	23	0	20	23
	TR	250	0	8	6	0	8	6
Southbound	L	100	34	130	118	34	130	118
	TR	100	2	9	8	2	10	8

Clay Business Park Queuing Analysis Summary

Intersection		Queue Storage	2024 No Build			2024 Build		
			AM	PM	Sat.	AM	PM	Sat.
NYS Route 31 at Soule Road								
Eastbound	T	616	122	610	549	133	621	557
	R	616	80	9	59	80	96	59
Westbound	L	340	72	247	173	71	253	175
	T	698	21	503	245	22	540	255
Northbound	L	260	76	265	285	76	265	285
	R	700	26	167	146	37	171	148
Southbound	L	300	125	146	139	137	151	142
	T	900	24	67	24	24	67	24
	R	150	0	124	718	0	125	721
NYS Route 31 at SR 481 NB Ramps								
Eastbound	L	130	9	139	111	11	140	111
	T	698	24	347	162	30	356	164
Westbound	T	442	18	685	603	18	750	617
	R	330	0	68	19	0	68	19
Northbound	L	350	89	363	140	89	363	140
	LT	1200	90	364	144	90	364	144
	R	220	0	225	128	0	226	129
NYS Route 31 at Market Fair Mall								
Eastbound	T	442	63	404	329	87	488	333
	R	250	0	0	0	0	0	0
Westbound	L	150	0	29	43	0	29	43
	T	714	2	260	313	2	307	332
Northbound	L	125	3	78	117	3	78	117
	R	125	0	50	48	0	50	48
NYS Route 31 at Great Northern West								
Eastbound	L	330	11	154	179	11	154	181
	TR	714	0	27	20	0	27	20
Westbound	L	150	1	0	1	1	0	1
	T	907	207	687	553	214	765	583
	R	150	0	8	1	0	7	1
Northbound	LTR	100	0	2	3	0	2	3
Southbound	LT	175	5	36	68	5	36	68
	R	175	6	78	127	6	78	127
NYS Route 31 at Great Northern East								
Eastbound	L	300	3	13	9	4	13	9
	TR	907	68	141	34	95	145	34
Westbound	L	230	10	8	8	10	8	8
	TR	N/A	61	303	255	63	344	270
Northbound	LT	150	57	26	45	57	26	45
	R	150	10	11	8	10	11	8
Southbound	LT	200	3	66	66	3	66	66
	R	200	3	6	16	3	6	16
NYS Route 31 at Morgan Road								
Eastbound	L	270	22	217	71	23	218	71
	T	N/A	135	280	280	161	320	293
	R	270	0	0	0	4	6	0
Westbound	L	300	57	78	30	64	122	41
	TR	N/A	132	489	357	140	567	386
Northbound	L	560	34	226	322	36	227	319
	T	N/A	30	162	173	32	162	173
	R	200	0	6	19	0	12	24
Southbound	L	380	48	68	25	59	72	27
	TR	N/A	286	193	140	306	193	139

Clay Business Park Queuing Analysis Summary

Intersection		Queue Storage	2024 No Build			2024 Build		
			AM	PM	Sat.	AM	PM	Sat.
NYS Route 31 at Henry Clay Blvd.								
Eastbound	TR	N/A	196	604	452	269	648	479
Westbound	TR	N/A	267	636	547	330	848	647
Northbound	LTR	N/A	83	507	272	88	511	275
Southbound	LTR	N/A	62	113	15	65	116	15
NYS Route 31 at US Route 11								
Eastbound	L	225	19	87	37	20	110	39
	TR	N/A	312	556	340	357	1013	478
Westbound	L	500	216	381	334	240	381	335
	TR	716	52	497	216	145	568	246
Northbound	L	190	44	133	131	73	143	138
	T	N/A	109	337	218	109	337	218
	R	N/A	117	367	332	117	367	332
Southbound	L	325	70	134	88	70	133	88
	TR	N/A	62	126	98	62	126	99
NYS Route 31 at I-81 SB Ramps								
Eastbound	TR	716	624	842	400	668	1134	540
Westbound	L	130	369	126	90	315	121	70
	T	355	137	290	77	174	299	111
Southbound	LT	1100	87	144	95	85	144	93
	R	100	6	65	69	109	83	85
NYS Route 31 at I-81 NB Ramps								
Eastbound	L	100	64	180	149	70	216	153
	T	355	254	223	41	265	260	42
Westbound	TR	990	458	794	382	477	802	391
Northbound	L	600	112	363	92	463	460	129
	T	1300	22	80	62	21	80	61
	R	110	195	687	108	198	694	112
Southbound	R	750	141	104	94	141	104	92
NYS Route 31 at Lakeshore Rd Spur								
Eastbound	TR	364	100	121	111	102	131	117
Westbound	L	200	1	12	0	1	12	0
	TR	875	57	616	167	57	625	168
Northbound	LTR	150	13	131	4	13	131	4
Southbound	LT	214	106	33	51	106	33	51
NYS Route 31 at New Country Plaza								
Eastbound	L	200	11	2	1	11	1	1
	TR	875	71	224	111	72	240	109
Westbound	L	275	1	7	4	1	7	4
	TR	644	295	256	136	312	258	139
Northbound	L	125	30	43	43	30	43	43
	TR	250	0	0	0	0	0	0
Southbound	LTR	100	62	7	2	62	7	2
NYS Route 31 at CNS High School								
Eastbound	T	644	309	546	178	321	637	189
	R	644	106	0	0	108	0	0
Westbound	L	180	90	17	1	94	17	1
	T	N/A	145	180	129	164	184	132
Northbound	L	300	111	78	7	111	78	7
	R	300	0	17	0	0	20	0

Clay Business Park

Queuing Analysis

Summary

Intersection		Queue Storage	2024 No Build			2024 Build		
			AM	PM	Sat.	AM	PM	Sat.
NYS Route 31 at Thompson Road								
Eastbound	L	40	6	29	21	14	29	21
	TR	N/A	400	563	815	1580	711	854
Westbound	L	40	48	141	53	88	141	53
	TR	N/A	147	285	443	162	292	452
Northbound	LT	N/A	140	460	303	140	460	303
	R	40	30	112	35	69	112	30
Southbound	LTR	N/A	72	164	256	72	164	256
NYS Route 31 at Caughdenoy Road								
Eastbound	LTR	N/A	2	3	2			
Westbound	LTR	N/A	3	32	172			
Northbound	LTR	N/A	360	*	*			
Southbound	LTR	N/A	105	*	*			
NYS Route 31 at Caughdenoy Road								
Eastbound	L					29	42	28
	T					140	301	307
	R					0	8	192
Westbound	L					6	111	375
	T					122	416	360
	R					7	4	0
Northbound	L					40	359	441
	T					33	133	56
	R					0	337	108
Southbound	L					44	561	143
	TR					6	246	124
Caughdenoy Road at Southern Drive								
Westbound	L		N/A	N/A		12	240	22
	R					12	2	2
Southbound	L					1	0	0
Caughdenoy Road at Northern Drive								
Westbound	L		N/A	N/A		7	62	15
	R					0	2	1
Southbound	L					1	0	0

Clay Business Park

Queuing Analysis

Summary

Intersection		Queue Storage	2027 No Build			2027 Build		
			AM	PM	Sat.	AM	PM	Sat.
NYS Route 31 at Route 57								
Eastbound	L	275	21	96	44	21	96	44
	TR	N/A	266	461	336	289	475	343
Westbound	L	530	35	199	206	35	199	206
	TR	N/A	94	513	370	98	578	390
Northbound	L	500	41	68	40	41	68	40
	T	N/A	22	72	44	22	72	44
	R	480	77	288	230	79	288	230
Southbound	L	350	68	160	119	68	160	119
	TR	N/A	36	61	52	36	61	52
NYS Route 31 at Target Driveway								
Eastbound	L	340	55	147	187	55	147	187
	T	N/A	80	229	202	86	234	205
	R	200	0	0	0	0	0	0
Westbound	L	325	18	75	106	18	75	106
	T	908	8	622	561	8	697	588
	R	595	0	15	0	0	14	0
Northbound	L	250	11	38	76	11	38	76
	TR	250	3	48	71	3	48	71
	L	500	21	78	107	21	78	107
Southbound	TR	250	4	263	250	4	263	251
NYS Route 31 at Dell Center Drive								
Eastbound	L	350	26	54	128	26	54	128
	TR	908	72	103	176	76	104	176
	L	300	52	47	47	53	47	46
Westbound	T	1104	106	205	671	109	247	701
	R	300	2	0	0	3	0	0
	L	150	9	6	32	9	6	32
Northbound	TR	300	0	3	7	0	3	7
	L	200	19	68	146	19	68	146
	TR	200	4	5	21	4	5	21
NYS Route 31 at Carling Road								
Eastbound	L	550	40	174	185	40	173	185
	TR	1104	0	394	256	0	400	260
Westbound	L	250	8	122	110	8	121	109
	T	949	81	649	611	83	721	643
Northbound	R	240	4	0	0	4	0	0
	L	250	7	58	49	7	58	49
	TR	500	0	16	57	0	16	57
Southbound	L	250	11	82	72	11	82	72
	TR	250	2	81	19	2	81	19
NYS Route 31 at Wegmans East								
Eastbound	L	430	9	47	48	9	47	48
	TR	949	1	174	208	1	179	208
Westbound	L	300	13	107	80	13	107	80
	T	616	12	839	601	12	913	659
Northbound	R	375	0	8	18	0	8	17
	L	175	0	21	23	0	21	23
	TR	250	0	8	6	0	8	6
Southbound	L	100	35	134	121	35	134	121
	TR	100	2	10	8	2	10	8

Clay Business Park Queuing Analysis Summary

Intersection		Queue Storage	2027 No Build			2027 Build		
			AM	PM	Sat.	AM	PM	Sat.
NYS Route 31 at Soule Road								
Eastbound	T	616	126	639	581	142	656	593
	R	616	86	101	66	84	100	64
Westbound	L	340	75	255	178	76	269	181
	T	698	25	535	274	26	779	288
Northbound	L	260	78	279	299	78	279	299
	R	700	31	175	159	46	181	171
Southbound	L	300	129	150	143	145	158	148
	T	900	25	69	25	25	69	25
	R	150	0	134	749	0	136	752
NYS Route 31 at SR 481 NB Ramps								
Eastbound	L	130	11	144	115	12	144	115
	T	698	26	365	167	34	391	171
Westbound	T	442	18	714	625	18	805	647
	R	330	0	68	18	0	68	19
Northbound	L	350	92	381	144	92	381	144
	LT	1200	93	381	147	93	381	147
	R	220	0	235	134	0	235	134
NYS Route 31 at Market Fair Mall								
Eastbound	T	442	63	759	339	92	785	345
	R	250	0	0	0	0	0	0
Westbound	L	150	0	30	45	0	30	45
	T	714	2	277	332	2	346	360
Northbound	L	125	3	80	122	3	80	122
	R	125	0	52	49	0	52	49
NYS Route 31 at Great Northern West								
Eastbound	L	330	11	160	190	11	159	192
	TR	714	0	27	20	0	28	20
Westbound	L	150	1	0	1	1	0	1
	T	907	214	713	576	223	825	618
Northbound	R	150	0	7	1	0	7	1
	LTR	100	0	2	3	0	2	3
Southbound	LT	175	5	38	71	5	38	71
	R	175	6	80	132	6	80	132
NYS Route 31 at Great Northern East								
Eastbound	L	300	3	13	9	4	13	16
	TR	907	80	146	35	116	153	35
Westbound	L	230	11	8	9	11	8	9
	TR	N/A	64	318	270	67	385	293
Northbound	LT	150	59	27	47	59	27	47
	R	150	10	11	8	10	11	8
Southbound	LT	200	3	68	68	3	68	68
	R	200	3	6	16	3	6	16
NYS Route 31 at Morgan Road								
Eastbound	L	270	23	233	73	23	231	73
	T	N/A	139	287	289	175	338	309
Westbound	R	270	1	0	0	12	16	0
	L	300	58	79	31	68	160	47
Northbound	TR	N/A	136	505	372	146	616	417
	L	560	35	241	348	39	243	345
Southbound	T	N/A	31	167	181	34	169	181
	R	200	0	9	24	2	16	30
Southbound	L	380	50	69	26	66	75	28
	TR	N/A	308	201	147	337	201	147

Clay Business Park Queuing Analysis Summary

Intersection		Queue Storage	2027 No Build			2027 Build		
			AM	PM	Sat.	AM	PM	Sat.
NYS Route 31 at Henry Clay Blvd.								
Eastbound	TR	N/A	213	620	467	382	683	506
Westbound	TR	N/A	290	654	562	375	958	705
Northbound	LTR	N/A	87	523	286	93	529	290
Southbound	LTR	N/A	64	114	15	67	118	16
NYS Route 31 at US Route 11								
Eastbound	L	225	19	98	39	20	123	42
	TR	N/A	329	587	353	392	1253	570
Westbound	L	500	233	409	377	254	409	377
	TR	716	53	524	226	181	633	271
Northbound	L	190	45	135	134	85	151	144
	T	N/A	112	350	227	112	350	227
	R	N/A	119	385	348	119	385	348
Southbound	L	325	71	145	92	71	143	92
	TR	N/A	65	132	101	63	132	103
NYS Route 31 at I-81 SB Ramps								
Eastbound	TR	716	655	880	468	690	1300	633
Westbound	L	130	415	127	72	405	122	91
	T	355	139	288	101	188	318	138
Southbound	LT	1100	89	148	97	87	148	93
	R	100	19	71	78	175	98	99
NYS Route 31 at I-81 NB Ramps								
Eastbound	L	100	70	193	149	74	325	159
	T	355	272	244	42	273	303	44
Westbound	TR	990	485	827	405	507	838	466
Northbound	L	600	115	376	93	663	556	145
	T	1300	22	83	63	22	83	62
	R	110	215	726	119	220	737	125
Southbound	R	750	146	107	95	146	107	92
NYS Route 31 at Lakeshore Rd Spur								
Eastbound	TR	364	106	126	116	108	140	127
Westbound	L	200	1	13	0	1	13	0
	TR	875	60	645	173	60	664	175
Northbound	LTR	150	13	137	4	13	137	4
Southbound	LT	214	108	34	53	108	34	53
NYS Route 31 at New Country Plaza								
Eastbound	L	200	11	2	2	11	1	1
	TR	875	75	233	111	77	257	105
Westbound	L	275	1	7	4	1	7	4
	TR	644	312	263	143	334	267	146
Northbound	L	125	32	45	45	32	45	45
	TR	250	0	0	0	0	0	0
Southbound	LTR	100	65	7	2	65	7	2
NYS Route 31 at CNS High School								
Eastbound	T	644	325	577	189	339	736	338
	R	644	124	0	0	126	0	0
Westbound	L	180	97	18	1	101	18	1
	T	N/A	163	189	136	188	195	139
Northbound	L	300	115	81	7	115	81	7
	R	300	0	19	0	0	23	0

Clay Business Park Queuing Analysis Summary

Intersection		Queue Storage	2027 No Build			2027 Build		
			AM	PM	Sat.	AM	PM	Sat.
NYS Route 31 at Thompson Road								
Eastbound	L	40	6	30	18	6	30	18
	TR	N/A	421	594	452	435	785	482
Westbound	L	40	54	98	68	55	98	68
	TR	N/A	158	294	243	177	306	249
Northbound	LT	N/A	143	482	135	143	482	135
	R	40	32	118	21	32	118	23
Southbound	LTR	N/A	75	179	83	75	179	83
NYS Route 31 at Caughdenoy Road								
Eastbound	LTR	N/A	2	4	2			
Westbound	LTR	N/A	3	33	179			
Northbound	LTR	N/A	392	*	*			
Southbound	LTR	N/A	120	*	*			
NYS Route 31 at Caughdenoy Road								
Eastbound	L					41	57	38
	T					151	355	336
	R					0	0	178
Westbound	L					7	122	374
	T					130	506	383
	R					53	25	0
Northbound	L					39	427	456
	T					42	182	65
	R					0	450	119
Southbound	L					52	969	200
	TR					6	460	160
Caughdenoy Road at Southern Drive								
Westbound	L					19	871	45
	R		N/A	N/A		0	2	1
Southbound	L					1	0	0
Caughdenoy Road at Northern Drive								
Westbound	L					9	139	26
	R		N/A	N/A		0	3	1
Southbound	L					1	1	0

**Clay Business Park
Queuing Analysis
Summary**