

April 5, 2019

Mr. Steve Hart
Hart Engineering
1969 Ferndale
Castleton, NY 12033

RE: Traffic Impact Assessment, Mabey's Realty Project, 3rd Avenue Extension, Town of East Greenbush, Rensselaer County, New York; CM Project 119-011

Dear Mr. Hart:

A *Traffic Impact Assessment* has been conducted for the proposed *Mabey's Realty* project located on the south side of 3rd Avenue Extension adjacent to the Regeneron Utility Access Road in the Town of East Greenbush. This assessment is based on information provided in the "Conceptual Site Plan," prepared by BBL Construction Services, dated February 25, 2019 (See Attachment A).

1.0 Project Description and Existing Conditions

The proposed project includes the development of two commercial storage buildings (Phase 1) and two commercial/retail buildings (Phase 2). Access to the site is proposed via a new unsignalized site driveway located on 3rd Avenue Extension approximately 375-feet east of the Regeneron Utility Access Road. Secondary access is also proposed via a connection to the existing Regeneron Utility Access Road. The project location is shown on Figure 1.

3rd Avenue Extension (NY Route 915E) is a two-lane state road classified as an urban minor arterial with 11-foot wide travel lanes in each direction and three to five foot wide shoulders in the vicinity of the site. 3rd Avenue Extension travels in an east-west direction from Broadway to US Route 4. The posted speed limit is 45-mph. Sidewalks are not provided on 3rd Avenue Extension in the vicinity of the site and the land uses along the roadway generally consist of residential homes, commercial uses, and vacant land. Creighton Manning collected traffic volume and travel speed data on 3rd Avenue Extension near the site driveway from Friday, February 01, 2019 to Wednesday, February 06, 2019. The data shows that the two way traffic volume on 3rd Avenue Extension adjacent to the site is approximately 660 vehicles during the weekday AM peak hour (8:00 to 9:00 a.m.), 870 vehicles during the weekday PM peak hour (4:00 to 5:00 p.m.), and 680 vehicles during the weekend Saturday midday peak hour (12:00 to 1:00 p.m.). The 85th percentile operating speed on 3rd Avenue Extension was measured to be 50-mph adjacent to the site. The detailed volume and speed data is included under Attachment B.

2.0 Traffic Assessment

As noted above, Phase 1 will consist of the construction of two commercial storage buildings while Phase 2 will consist of two commercial/retail buildings even though a specific tenant is currently unknown for this phase of the project.

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) Trip Generation, 10th edition, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. The trip generation for Phase 1 was estimated for the proposed project based on ITE Land Use Code (LUC) 151 for a Mini-Warehouse.

The pad sites associated with Phase 2 development are currently zoned OC (Corporate Office/Regional Commercial District) and could accommodate a variety of retail and/or office land uses. The intent of the OC District is to permit and encourage a grouping of office and commercial uses easily accessible by major roads. The intended uses include corporate office centers, tourist accommodations, convention centers, and regional level commercial uses such as a regional shopping center. The Applicant has no current commitments for these buildings; however, based on information provided by the Applicant and zoning, the parcel could eventually accommodate one of the following land uses in the future for the purpose of this assessment:

- Retail (Single or Multi-Tenant)
- Medical Facility
- Professional or Public Offices
- Restaurant

A review of these land uses indicates that a retail use would generate the most traffic during peak operating conditions and would represent the most intensive use for the pad sites. A trip generation estimate based on ITE LUC 820 for a Shopping Center was conducted for these two buildings. It can be expected that some trips to the proposed retail use will originate from traffic that is already passing the site on 3rd Avenue Extension. Pass-by trips are vehicles that will stop at the site before continuing on to their primary destination. For example, a driver traveling eastbound on 3rd Avenue Extension leaving work may stop at the shopping center and then continue eastbound towards home. This type of trip would be considered a pass-by trip. Based on a review of data published by ITE, a pass-by trip percentage was applied to trips generated by Phase 2 of the site. Table 1 summarizes the potential worst-case trip generation estimate during the AM, PM, and Saturday peak hours for Phase 1 and Phase 2 conditions.

Table 1 – Trip Generation Summary

Land Use	Size	LUC	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Phase 1 – Mini - Warehouse	48 KSF	151	3	2	5	4	4	8	9	6	15
Phase 2 – Shopping Center	24.1 KSF	820	102	62	164	91	99	190	105	96	201
Pass-By– 30% AM&PM/25%Saturday			-25	25	-50	-28	-28	-56	-25	-25	-50
Total Phase 2 New Trips			77	37	114	63	71	134	80	71	151
Total Phase 1 and Phase 2	72.1 KSF		80	39	119	67	75	142	89	77	166

Phase 1 of the proposed project is expected to generate 5 new vehicle trips during the AM peak hour, 8 new vehicle trips during the PM peak hour, and 15 new vehicle trips during the Saturday peak hour. It is anticipated that the site will generate approximately 119 total new vehicle trips during the AM peak hour, 142 total new vehicle trips during the PM peak hour,

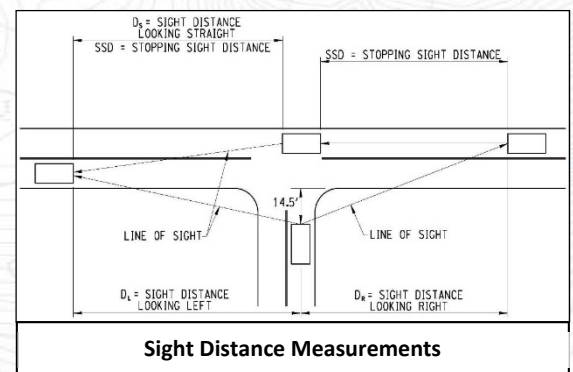
and 166 total new vehicle trips during the Saturday peak hour after full build-out. It is anticipated that approximately 55 percent of employees and patrons will travel to and from areas east of the site while approximately 45 percent will travel to and from areas west of the site based on a review of existing traffic volumes on 3rd Avenue Extension and local population centers. Traffic generated by the proposed development was distributed onto the surrounding roadway network based on these distribution patterns and probable travel routes. This distribution of traffic results in a maximum increase in traffic of approximately 49 new vehicle trips during the AM, PM, and Saturday peak hours on any one approach to an intersection located adjacent to the project site.

The magnitude of the new vehicle trips generated by the site is less than the New York State Department of Transportation (NYSDOT) and ITE threshold of 100 site generated vehicles on any one intersection approach for needing off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off site intersections and screen out locations from requiring detailed analysis that do not reach the 100-vehicle threshold and are unlikely to require mitigation. The anticipated traffic volumes for the *Mabey's Realty* development will be below the 100-vehicle threshold indicating that detailed intersection analysis is not needed and that the site generated traffic will be accommodated by the existing roadway network.

3.0 Sight Distance

A sight distance evaluation was completed at the proposed site driveway intersection with 3rd Avenue Extension. Available *intersection* sight distance was measured from the perspective of a passenger car and truck exiting the site and for a passenger car and truck traveling west along 3rd Avenue Extension looking straight ahead to turn left into the site driveway. The available intersection sight distance on a side street should provide drivers a sufficient view of the intersecting highway to allow passenger cars and trucks to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.

Stopping sight distance was also measured on 3rd Avenue Extension at the proposed site driveway location. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path. The diagram illustrates these sight distance measurements.



The sight distances measured in the field were compared to the guidelines presented in *A Policy on Geometric Design of Highways and Streets, 2011* published by the American Association of State Highway Transportation Officials (AASHTO) and NYSDOT design guidance (EB 17-007) for the measured 50-mph travel speed. The results of the sight distance analysis are summarized in Table 2.

Table 2 – Sight Distance Summary (feet)

3 rd Avenue Extension/Site Driveway Intersection		Intersection Sight Distance ¹				Stopping Sight Distance ²	
		Right-Turn from Driveway (D _L)	Left-Turn from Driveway		Left-Turn from 3 rd Avenue Extension (D _S)	SSD _{EB}	SSD _{WB}
			Looking Left (D _L)	Looking Right (D _R)			
Passenger Cars	Available	725	725	>1,200	775	760	>1,200
	Recommended	480	555	555	405	390	390
Trucks	Available	725	725	>1,200	775	760	>1,200
	Recommended	775	850	850	555	390	390

¹ Intersection sight distance is measured at 14.5 feet back from the travel way at an object height of 3.5 feet and an eye height of 3.5 feet for a vehicle.

² Stopping sight distance measured for a 2 foot object located in the path of eastbound and westbound vehicles on 3rd Avenue Extension at an eye height of 3.5 feet.

XX = Available Sight Distance

Passenger Car – The available intersection sight distance and stopping sight distances for a passenger car at the proposed site driveway meet AASHTO guidelines for the measured operating speed. No mitigation is necessary.

Truck – The available stopping sight distances for a truck at the proposed site driveway meet AASHTO guidelines for the measured operating speed. In addition, the available intersection sight distance for a truck looking straight to make a left turn from 3rd Avenue Extension into the site and looking right to make a left turn from the site driveway meet AASHTO guidelines for the measured operating speed. The available intersection sight distance looking left to make a left or right turn from the site driveway is limited by a horizontal curve and existing vegetation located along the roadway as shown on Photo #1 and is less than the recommended AASHTO guideline for the 50-mph operating speed by approximately 125-feet. While it is noted that the available sight distance for a truck looking left does not meet the AASHTO intersection sight distance guideline, it is not critically limited since the available sight line exceeds the recommended stopping sight distance for the operating speed.



Photo #1 – Sight Distance Looking Back from the West

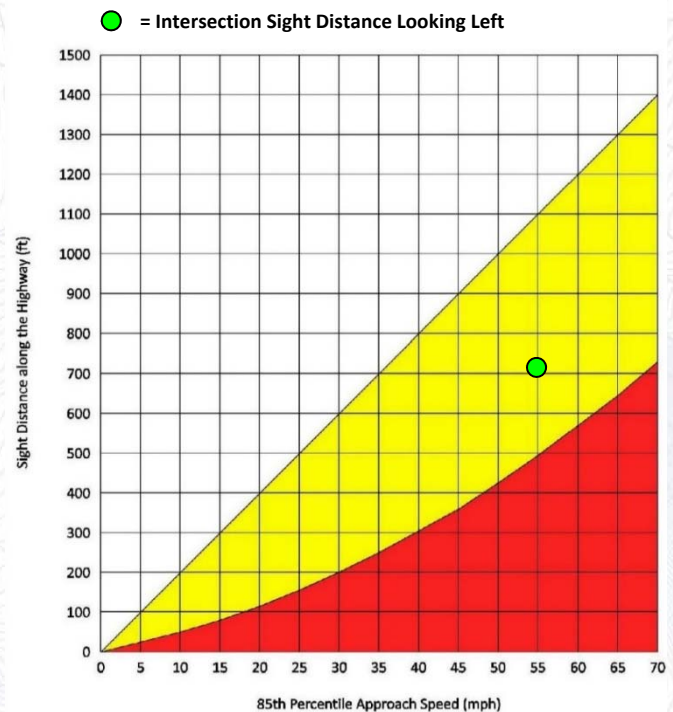
Figure 2C-101 found in the New York State Supplement (NYS Supplement) to the National Manual for Uniform Traffic Control Devices (NMUTCD) provides guidance for the installation of “Intersection Warning” signs as mitigation for sight distance. A review of Figure 2C-101 (see figure below) indicates that the available sight distance looking left from the site driveway is less than desirable, but not critically limited; therefore, an “Intersection Warning” sign is not needed. It is recommended that the vegetation be cleared within the right-of-way (ROW) in order to maximize the sight distance looking left.

It is also recommended that any site signing be placed a minimum of fifteen feet back from the travel way and the landscaping plan consider sight lines in order to maximize the visibility at the proposed site driveway location.

4.0 Conclusions

The proposed project includes the development of two commercial storage buildings (Phase 1) and two commercial/retail buildings (Phase 2). Access to the site is proposed via a new unsignalized site driveway located on 3rd Avenue Extension approximately 375-feet east of the Regeneron Utility Access Road. Secondary access is also proposed via a connection to the existing Regeneron Utility Access Road. The following is noted regarding the proposed project:

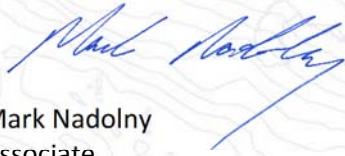
- Phase 1 of the proposed development is expected to generate a total of 5 new vehicle trips during the AM peak hour, 8 new vehicle trips during the PM peak hour, and 15 new vehicle trips during the Saturday peak hour.
- Full build-out of the site will generate a total of 119 new vehicle trips during the AM peak hour, 142 new vehicle trips during the PM peak hour, and 166 new vehicle trips during the Saturday peak hour. This magnitude of traffic does not warrant detailed evaluation of off-site intersections based on NYSDOT and ITE guidelines and the site will be adequately served by the existing roadway network.
- The available intersection sight distance for a passenger car at the Site Driveway meets AASHTO guidelines for the applicable operating speed.
- The sight distance evaluation also indicates that the available sight distance for a truck looking left from the existing site driveway location is less than AASHTO recommended guidelines for a 50-mph operating speed due to the horizontal curve and vegetation located west of the site on the south side of 3rd Avenue Extension. A review of criteria in the NYS Supplement to the National MUTCD indicates that while the available sight distance does not meet the desired AASHTO guidelines, it is not critically limited; therefore, mitigation, such as placement of an "Intersection Warning" sign is not considered necessary. It is recommended that the existing vegetation be cleared to the extent possible within the ROW in order to maximize sight lines.
- It is also recommended that any site signing be placed a minimum of fifteen feet back from the travel way and the landscaping plan consider sight lines in order to maximize the visibility at the proposed site driveway location.
- The recommendations in this study are subject to a Highway Work Permit (HWP) and review and approval by NYSDOT Region 1.



Mr. Steve Hart
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Please feel free to call our office if you have any questions or comments regarding the above evaluation.

Respectfully submitted,
Creighton Manning Engineering, LLP



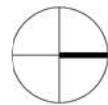
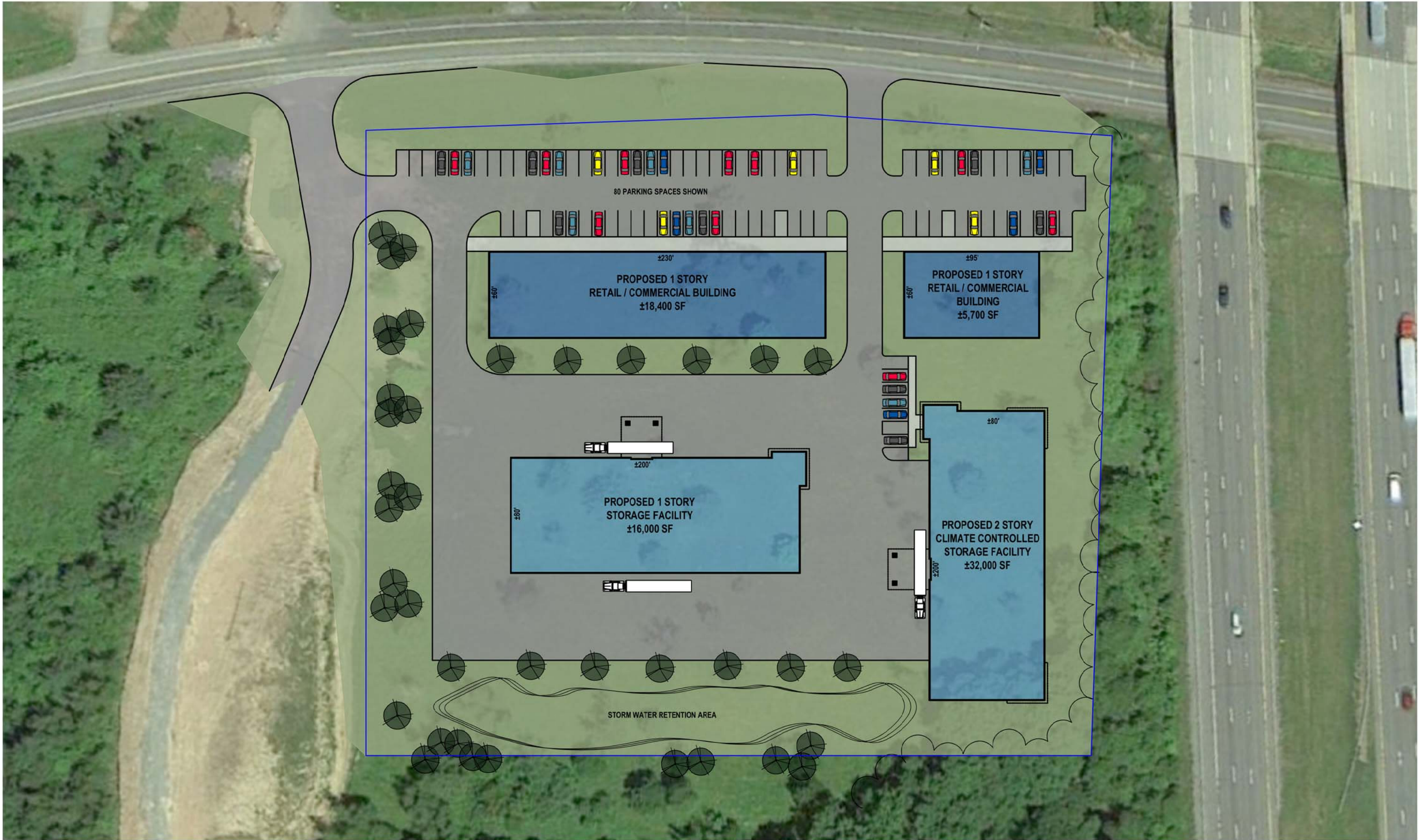
Mark Nadolny
Associate

Attachments

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Attachment A
Site Plan

Mabey's Realty Development
Town of East Greenbush, New York



Attachment B
Volume and Speed Data

Mabey's Realty Development
Town of East Greenbush, New York

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

VirtWeeklyVehicle-491 -- English (ENU)

Datasets:

Site: [119-011] Located on 3rd Avenue Extension about 150 feet west of I-90 SB overpass
Attribute: Mabeys Storage
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 12:54 Friday, February 01, 2019 => 15:38 Wednesday, February 06, 2019,
Zone:
File: 119-011 0 2019-02-06 1538.EC0 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019 (4.91667)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: East, West (bound), P = East
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 39945 / 40740 (98.05%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-491

Site: 119-011.0.1EW

Description: Located on 3rd Avenue Extension about 150 feet west of I-90 SB overpass

Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019

Scheme: Vehicle classification (Scheme F3)

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

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	32.0	35.0	39.0	*	*	65.0	63.0	35.3	46.8
0100-0200	18.0	21.0	15.0	*	*	29.0	38.0	18.0	24.2
0200-0300	20.0	27.0	27.0	*	*	28.0	34.0	24.7	27.2
0300-0400	19.0	40.0	26.0	*	*	24.0	31.0	28.3	28.0
0400-0500	40.0	37.0	45.0	*	*	40.0	22.0	40.7	36.8
0500-0600	114.0	104.0	108.0	*	*	68.0	48.0	108.7	88.4
0600-0700	228.0	243.0	259.0	*	*	90.0	80.0	243.3	180.0
0700-0800	540.0	537.0	547.0	*	*	165.0	141.0	541.3	386.0
0800-0900	595.0	718.0	661.0	*	*	257.0	224.0	658.0	491.0
0900-1000	480.0	497.0	479.0	*	*	387.0	385.0	485.3	445.6
1000-1100	473.0	428.0	440.0	*	*	561.0	484.0	447.0	477.2
1100-1200	504.0	583.0	504.0	*	*	622.0	537.0	530.3	550.0
1200-1300	620.0	717.0	689.0	*	*	681.0	700.0	675.3	681.4
1300-1400	566.0	641.0	610.0	*	*	650.0	611.0	605.7	615.6
1400-1500	599.0	591.0	*	*	*	569.0	513.0	595.0	568.0
1500-1600	586.0	663.0	*	*	*	566.0	548.0	624.5	590.8
1600-1700	871.0	847.0	*	*	886.0	620.0	515.0	868.0	747.8
1700-1800	800.0	856.0	*	*	890.0	557.0	433.0	848.7	707.2
1800-1900	526.0	533.0	*	*	594.0	470.0	336.0	551.0	491.8
1900-2000	364.0	378.0	*	*	446.0	342.0	161.0	396.0	338.2
2000-2100	261.0	273.0	*	*	303.0	236.0	150.0	279.0	244.6
2100-2200	186.0	201.0	*	*	264.0	237.0	113.0	217.0	200.2
2200-2300	125.0	121.0	*	*	181.0	159.0	191.0	142.3	155.4
2300-2400	87.0	88.0	*	*	119.0	125.0	74.0	98.0	98.6
Totals									
0700-1900	7160.0	7611.0	*	*	*	6105.0	5427.0	7430.2	6752.4
0600-2200	8199.0	8706.0	*	*	*	7010.0	5931.0	8565.5	7715.4
0600-0000	8411.0	8915.0	*	*	*	7294.0	6196.0	8805.8	7969.4
0000-0000	8654.0	9179.0	*	*	*	7548.0	6432.0	9061.5	8220.8
AM Peak	0800	0800	0800	*	*	1100	1100		
	595.0	718.0	661.0	*	*	622.0	537.0		
PM Peak	1600	1700	*	*	*	1200	1200		
	871.0	856.0	*	*	*	681.0	700.0		

* - No data.

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Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: AB
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 18972 / 40740 (46.57%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-492

Site: 119-011.0.1EW

Description: Located on 3rd Avenue Extension about 150 feet west of I-90 SB overpass

Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019

Scheme: Vehicle classification (Scheme F3)

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

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	19.0	18.0	19.0	*	*	32.0	33.0	18.7	24.2
0100-0200	5.0	13.0	6.0	*	*	10.0	16.0	8.0	10.0
0200-0300	6.0	14.0	9.0	*	*	12.0	14.0	9.7	11.0
0300-0400	10.0	24.0	15.0	*	*	14.0	15.0	16.3	15.6
0400-0500	26.0	26.0	30.0	*	*	23.0	14.0	27.3	23.8
0500-0600	49.0	50.0	44.0	*	*	28.0	15.0	47.7	37.2
0600-0700	95.0	116.0	124.0	*	*	42.0	47.0	111.7	84.8
0700-0800	269.0	264.0	246.0	*	*	97.0	69.0	259.7	189.0
0800-0900	288.0	276.0	325.0	*	*	155.0	139.0	296.3	236.6
0900-1000	226.0	221.0	232.0	*	*	212.0	205.0	226.3	219.2
1000-1100	247.0	216.0	224.0	*	*	313.0	238.0	229.0	247.6
1100-1200	225.0	291.0	257.0	*	*	327.0	278.0	257.7	275.6
1200-1300	308.0	342.0	336.0	*	*	332.0	376.0	328.7	338.8
1300-1400	254.0	307.0	283.0	*	*	327.0	294.0	281.3	293.0
1400-1500	283.0	286.0	*	*	*	257.0	235.0	284.5	265.3
1500-1600	292.0	327.0	*	*	*	265.0	243.0	309.5	281.8
1600-1700	433.0	412.0	*	*	463.0	284.0	244.0	436.0	367.2
1700-1800	382.0	409.0	*	*	456.0	280.0	192.0	415.7	343.8
1800-1900	228.0	225.0	*	*	258.0	206.0	143.0	237.0	212.0
1900-2000	164.0	155.0	*	*	196.0	139.0	71.0	171.7	145.0
2000-2100	96.0	113.0	*	*	126.0	88.0	64.0	111.7	97.4
2100-2200	73.0	71.0	*	*	98.0	82.0	41.0	80.7	73.0
2200-2300	53.0	49.0	*	*	76.0	73.0	84.0	59.3	67.0
2300-2400	39.0	44.0	*	*	58.0	49.0	35.0	47.0	45.0
Totals									
0700-1900	3435.0	3576.0	*	*	*	3055.0	2656.0	3561.7	3269.8
0600-2200	3863.0	4031.0	*	*	*	3406.0	2879.0	4037.3	3670.0
0600-0000	3955.0	4124.0	*	*	*	3528.0	2998.0	4143.7	3782.0
0000-0000	4070.0	4269.0	*	*	*	3647.0	3105.0	4271.3	3903.8
AM Peak	0800	1100	0800	*	*	1100	1100		
	288.0	291.0	325.0	*	*	327.0	278.0		
PM Peak	1600	1600	*	*	*	1200	1200		
	433.0	412.0	*	*	*	332.0	376.0		

* - No data.

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Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: BA
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 20973 / 40740 (51.48%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-493

Site: 119-011.0.1EW

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

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	13.0	17.0	20.0	*	*	33.0	30.0	16.7	22.6
0100-0200	13.0	8.0	9.0	*	*	19.0	22.0	10.0	14.2
0200-0300	14.0	13.0	18.0	*	*	16.0	20.0	15.0	16.2
0300-0400	9.0	16.0	11.0	*	*	10.0	16.0	12.0	12.4
0400-0500	14.0	11.0	15.0	*	*	17.0	8.0	13.3	13.0
0500-0600	65.0	54.0	64.0	*	*	40.0	33.0	61.0	51.2
0600-0700	133.0	127.0	135.0	*	*	48.0	33.0	131.7	95.2
0700-0800	271.0	273.0	301.0	*	*	68.0	72.0	281.7	197.0
0800-0900	307.0	442.0	336.0	*	*	102.0	85.0	361.7	254.4
0900-1000	254.0	276.0	247.0	*	*	175.0	180.0	259.0	226.4
1000-1100	226.0	212.0	216.0	*	*	248.0	246.0	218.0	229.6
1100-1200	279.0	292.0	247.0	*	*	295.0	259.0	272.7	274.4
1200-1300	312.0	375.0	353.0	*	*	349.0	324.0	346.7	342.6
1300-1400	312.0	334.0	327.0	*	*	323.0	317.0	324.3	322.6
1400-1500	316.0	305.0	*	*	*	312.0	278.0	310.5	302.8
1500-1600	294.0	336.0	*	*	*	301.0	305.0	315.0	309.0
1600-1700	438.0	435.0	*	*	423.0	336.0	271.0	432.0	380.6
1700-1800	418.0	447.0	*	*	434.0	277.0	241.0	433.0	363.4
1800-1900	298.0	308.0	*	*	336.0	264.0	193.0	314.0	279.8
1900-2000	200.0	223.0	*	*	250.0	203.0	90.0	224.3	193.2
2000-2100	165.0	160.0	*	*	177.0	148.0	86.0	167.3	147.2
2100-2200	113.0	130.0	*	*	166.0	155.0	72.0	136.3	127.2
2200-2300	72.0	72.0	*	*	105.0	86.0	107.0	83.0	88.4
2300-2400	48.0	44.0	*	*	61.0	76.0	39.0	51.0	53.6
Totals									
0700-1900	3725.0	4035.0	*	*	*	3050.0	2771.0	3868.5	3482.6
0600-2200	4336.0	4675.0	*	*	*	3604.0	3052.0	4528.2	4045.3
0600-0000	4456.0	4791.0	*	*	*	3766.0	3198.0	4662.2	4187.3
0000-0000	4584.0	4910.0	*	*	*	3901.0	3327.0	4790.2	4316.9
AM Peak	0800	0800	0800	*	*	1100	1100		
	307.0	442.0	336.0	*	*	295.0	259.0		
PM Peak	1600	1700	*	*	*	1200	1200		
	438.0	447.0	*	*	*	349.0	324.0		

* - No data.

MetroCount Traffic Executive **Speed Statistics**

SpeedStat-488 -- English (ENU)

Datasets:

Site: [119-011] Located on 3rd Avenue Extension about 150 feet west of I-90 SB
overpass
Attribute: Mabeys Storage
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 12:54 Friday, February 01, 2019 => 15:38 Wednesday, February 06, 2019,
Zone:
File: 119-011 0 2019-02-06 1538.EC0 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019
(4.91667)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: East, West (bound), P = East
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 39945 / 40740 (98.05%)

Speed Statistics

SpeedStat-488

Site: 119-011.0.1EW
Description: Located on 3rd Avenue Extension about 150 feet west of I-90 SB overpass
Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EW) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 39945

Posted speed limit = 45 mph, Exceeding = 22226 (55.64%), Mean Exceeding = 48.79 mph

Maximum = 79.6 mph, Minimum = 10.3 mph, Mean = 45.5 mph

85% Speed = 50.1 mph, 95% Speed = 53.0 mph, Median = 45.4 mph

10 mph Pace = 41 - 51, Number in Pace = 29458 (73.75%)

Variance = 23.29, Standard Deviation = 4.83 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	39945 100.0%	0.00	0.00	0.00
5 - 10	0 0.0%	0 0.0%	39945 100.0%	0.00	0.00	0.00
10 - 15	2 0.0%	2 0.0%	39943 100.0%	0.00	0.00	0.00
15 - 20	4 0.0%	6 0.0%	39939 100.0%	0.00	0.00	0.00
20 - 25	28 0.1%	34 0.1%	39911 99.9%	0.00	0.00	0.00
25 - 30	120 0.3%	154 0.4%	39791 99.6%	0.00	0.00	0.00
30 - 35	687 1.7%	841 2.1%	39104 97.9%	0.00	0.00	0.00
35 - 40	3774 9.4%	4615 11.6%	35330 88.4%	0.00	0.00	0.00
40 - 45	13104 32.8%	17719 44.4%	22226 55.6%	0.00	0.00	0.00
45 - 50	15993 40.0%	33712 84.4%	6233 15.6%	0.00	0.00	0.00
50 - 55	5294 13.3%	39006 97.6%	939 2.4%	0.00	0.00	0.00
55 - 60	817 2.0%	39823 99.7%	122 0.3%	0.00	0.00	0.00
60 - 65	93 0.2%	39916 99.9%	29 0.1%	0.00	0.00	0.00
65 - 70	24 0.1%	39940 100.0%	5 0.0%	0.00	0.00	0.00
70 - 75	1 0.0%	39941 100.0%	4 0.0%	0.00	0.00	0.00
75 - 80	4 0.0%	39945 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	39945 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	39945 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	39945 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	39945 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 45 (PSL)	17719 44.4%	22226 55.6%

MetroCount Traffic Executive **Speed Statistics**

SpeedStat-489 -- English (ENU)

Datasets:

Site: [119-011] Located on 3rd Avenue Extension about 150 feet west of I-90 SB
overpass
Attribute: Mabeys Storage
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 12:54 Friday, February 01, 2019 => 15:38 Wednesday, February 06, 2019,
Zone:
File: 119-011 0 2019-02-06 1538.EC0 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019
(4.91667)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: AB
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 18972 / 40740 (46.57%)

Speed Statistics

SpeedStat-489

Site: 119-011.0.1EW
Description: Located on 3rd Avenue Extension about 150 feet west of I-90 SB overpass
Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 18972

Posted speed limit = 45 mph, Exceeding = 11420 (60.19%), Mean Exceeding = 49.04 mph

Maximum = 79.6 mph, Minimum = 10.3 mph, Mean = 46.0 mph

85% Speed = 50.6 mph, 95% Speed = 53.5 mph, Median = 46.1 mph

10 mph Pace = 41 - 51, Number in Pace = 13937 (73.46%)

Variance = 24.76, Standard Deviation = 4.98 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	18972 100.0%	0.00	0.00	0.00
5 - 10	0 0.0%	0 0.0%	18972 100.0%	0.00	0.00	0.00
10 - 15	1 0.0%	1 0.0%	18971 100.0%	0.00	0.00	0.00
15 - 20	2 0.0%	3 0.0%	18969 100.0%	0.00	0.00	0.00
20 - 25	25 0.1%	28 0.1%	18944 99.9%	0.00	0.00	0.00
25 - 30	71 0.4%	99 0.5%	18873 99.5%	0.00	0.00	0.00
30 - 35	305 1.6%	404 2.1%	18568 97.9%	0.00	0.00	0.00
35 - 40	1520 8.0%	1924 10.1%	17048 89.9%	0.00	0.00	0.00
40 - 45	5628 29.7%	7552 39.8%	11420 60.2%	0.00	0.00	0.00
45 - 50	7893 41.6%	15445 81.4%	3527 18.6%	0.00	0.00	0.00
50 - 55	2949 15.5%	18394 97.0%	578 3.0%	0.00	0.00	0.00
55 - 60	500 2.6%	18894 99.6%	78 0.4%	0.00	0.00	0.00
60 - 65	56 0.3%	18950 99.9%	22 0.1%	0.00	0.00	0.00
65 - 70	17 0.1%	18967 100.0%	5 0.0%	0.00	0.00	0.00
70 - 75	1 0.0%	18968 100.0%	4 0.0%	0.00	0.00	0.00
75 - 80	4 0.0%	18972 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	18972 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	18972 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	18972 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	18972 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 45 (PSL)	7552 39.8%	11420 60.2%

MetroCount Traffic Executive **Speed Statistics**

SpeedStat-490 -- English (ENU)

Datasets:

Site: [119-011] Located on 3rd Avenue Extension about 150 feet west of I-90 SB
overpass
Attribute: Mabeys Storage
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 12:54 Friday, February 01, 2019 => 15:38 Wednesday, February 06, 2019,
Zone:
File: 119-011 0 2019-02-06 1538.EC0 (Plus)
Identifier: BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019
(4.91667)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: BA
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 20973 / 40740 (51.48%)

Speed Statistics

SpeedStat-490

Site: 119-011.0.1EW
Description: Located on 3rd Avenue Extension about 150 feet west of I-90 SB overpass
Filter time: 16:00 Friday, February 01, 2019 => 14:00 Wednesday, February 06, 2019
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(WB) Sp(5,100) Headway(>0) Span(0 - 300)

Vehicles = 20973

Posted speed limit = 45 mph, Exceeding = 10806 (51.52%), Mean Exceeding = 48.53 mph

Maximum = 69.8 mph, Minimum = 10.3 mph, Mean = 45.1 mph

85% Speed = 49.4 mph, 95% Speed = 52.3 mph, Median = 45.0 mph

10 mph Pace = 40 - 50, Number in Pace = 15656 (74.65%)

Variance = 21.55, Standard Deviation = 4.64 mph

Speed Bins (Partial days)

Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	20973 100.0%	0.00	0.00	0.00
5 - 10	0 0.0%	0 0.0%	20973 100.0%	0.00	0.00	0.00
10 - 15	1 0.0%	1 0.0%	20972 100.0%	0.00	0.00	0.00
15 - 20	2 0.0%	3 0.0%	20970 100.0%	0.00	0.00	0.00
20 - 25	3 0.0%	6 0.0%	20967 100.0%	0.00	0.00	0.00
25 - 30	49 0.2%	55 0.3%	20918 99.7%	0.00	0.00	0.00
30 - 35	382 1.8%	437 2.1%	20536 97.9%	0.00	0.00	0.00
35 - 40	2254 10.7%	2691 12.8%	18282 87.2%	0.00	0.00	0.00
40 - 45	7476 35.6%	10167 48.5%	10806 51.5%	0.00	0.00	0.00
45 - 50	8100 38.6%	18267 87.1%	2706 12.9%	0.00	0.00	0.00
50 - 55	2345 11.2%	20612 98.3%	361 1.7%	0.00	0.00	0.00
55 - 60	317 1.5%	20929 99.8%	44 0.2%	0.00	0.00	0.00
60 - 65	37 0.2%	20966 100.0%	7 0.0%	0.00	0.00	0.00
65 - 70	7 0.0%	20973 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	20973 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	20973 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	20973 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	20973 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	20973 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	20973 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

Limit	Below	Above
0 45 (PSL)	10167 48.5%	10806 51.5%