

Memorandum

TO: Town of Lysander Comprehensive Plan Update Committee

FROM: Meghan Vitale, SMTC

DATE: August 12, 2014

RE: Traffic data compilation and summary (Technical Memorandum #1)

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The SMTC has compiled intersection turning movement count data and available Annual Average Daily Traffic (AADT) data for a number of locations within the Town of Lysander. The data are summarized here for use by the Comprehensive Plan Update Committee members.

## *Intersection turning movement count data*

The Committee provided the SMTC with a list of intersections of interest within and adjacent to the town. These intersections are listed in Table 1. As indicated in Table 1, turning movement counts were recently completed by NYSDOT or a consultant for some of these intersections; SMTC staff conducted turning movement counts for the remaining intersections. Detailed diagrams of each of the intersections counted by SMTC are included in Attachment A. Raw turning movement count data for the intersections counted by SMTC and NYSDOT are included in Attachment B.

Turning movement counts were conducted from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. The resulting AM and PM peak hour volumes are shown on Figure 1. The peak hours for each intersection are listed in Table 1, along with the type of traffic control for that intersection. In general, the intersections of interest experienced a morning peak hour from 7:00 a.m. to 8:00 a.m. and an evening peak hour from 4:45 p.m. to 5:45 p.m.

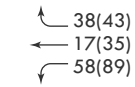
The Route 370/John Glenn Boulevard intersection, which is just outside of the Town of Lysander (in the Town of Salina), experiences the highest traffic volumes of all of the intersections included in this analysis. The intersections with the next highest traffic volumes are Route 370/Route 48 in the Village of Baldwinsville and Route 31/River Road. At the Route 370/Route 48 intersection, the northbound right-turn and westbound left-turn volumes are notably high, with about 430 vehicles during the AM peak hour and over 500 vehicles in the PM peak hour.

**Table 1: Summary of intersection data**

| <b>Intersection</b>                          | <b>Count date</b> | <b>Source</b>  | <b>Traffic control</b> | <b>Peak Hour Start</b> |           | <b>Total Entering Peak Hour Volume</b> |           |
|----------------------------------------------|-------------------|----------------|------------------------|------------------------|-----------|----------------------------------------|-----------|
|                                              |                   |                |                        | <b>AM</b>              | <b>PM</b> | <b>AM</b>                              | <b>PM</b> |
| Route 690 / Hencle Boulevard                 | June 2014         | SMTC           | Signalized             | 7:00 a.m.              | 4:45 p.m. | 1,200                                  | 1,440     |
| Route 370 / Route 690 southbound ramps       | June 2014         | SMTC           | Unsignalized           | 7:00 a.m.              | 4:45 p.m. | 910                                    | 1,060     |
| Route 370 / Route 690 northbound ramps       | June 2014         | SMTC           | Unsignalized           | 7:00 a.m.              | 4:45 p.m. | 630                                    | 1,120     |
| Route 370 / Route 48                         | June 2014         | SMTC           | Signalized             | 7:00 a.m.              | 4:30 p.m. | 1,670                                  | 2,060     |
| Route 370 / Route 631 (Baldwinsville Bypass) | June 2014         | SMTC           | Signalized             | 7:00 a.m.              | 5:00 p.m. | 630                                    | 850       |
| Route 370 / Hicks Road / Hayes Road          | October 2012      | GTS Consulting | Unsignalized           | 7:15 a.m.              | 4:45 p.m. | 930                                    | 1,010     |
| Route 370 / River Road                       | October 2012      | GTS Consulting | Unsignalized           | 7:15 a.m.              | 4:45 p.m. | 1,120                                  | 1,360     |
| Route 370 / John Glenn Boulevard             | October 2012      | NYSDOT         | Signalized             | 7:15 a.m.              | 4:45 p.m. | 2,520                                  | 3,120     |
| Route 31/ River Road                         | October 2012      | GTS Consulting | Signalized             | 7:00 a.m.              | 4:45 p.m. | 1,550                                  | 2,460     |
| River Road / Hicks Road / Patchett Road      | October 2012      | GTS Consulting | Unsignalized           | 8:00 a.m.              | 4:45 p.m. | 550*                                   | 800*      |

\* Does not include volume on Patchett Road westbound

# Figure 1: Existing intersection turning movement volumes


 38(43)  
 17(35)  
 58(89)

AM(PM) Peak Hour traffic volume

0 0.5 1 2 Miles

Data Sources: SMTC; NYSDOT, 2014; GTS Consulting, 2012  
Prepared by SMTC, 6/2014

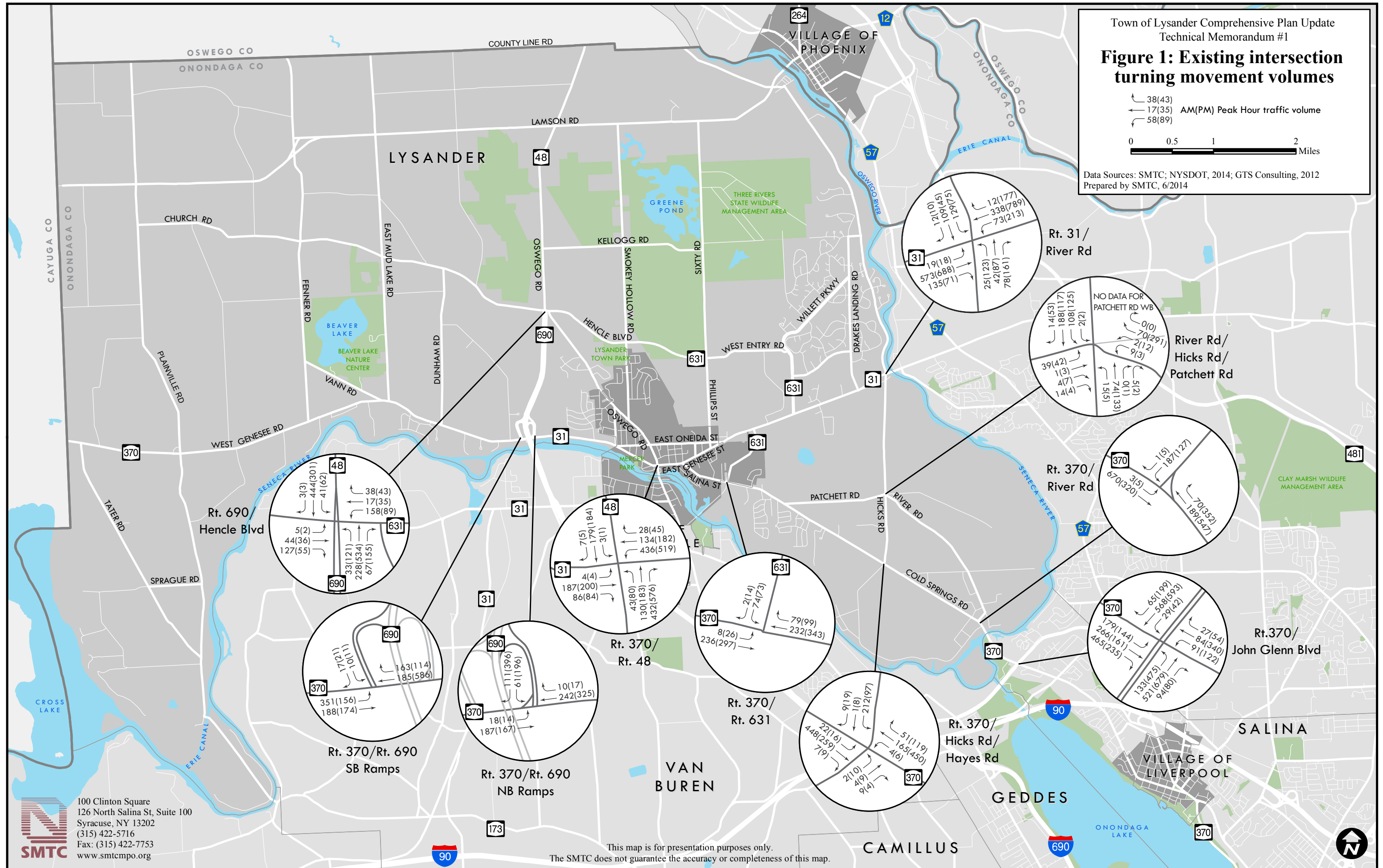


Table 2 compares the volume of traffic entering Route 690 southbound (SB on) and exiting Route 690 northbound (NB off) at the Routes 370/31 and Hencle Boulevard exits during the morning and evening peak hours. (Since Hencle Boulevard is the northern terminus of Route 690, traffic can only enter to travel southbound and exit from Route 690 northbound at this location. The exit at Routes 370/31 also allows for northbound entering and southbound exiting movements, but these volumes are relatively minor.)

**Table 2: Traffic entering and exiting Route 690 in the Town of Lysander  
(vehicles per hour)**

| <b>Route 690 exit</b> | <b>AM Peak Hour</b> |               | <b>PM Peak Hour</b> |               |
|-----------------------|---------------------|---------------|---------------------|---------------|
|                       | <b>SB on</b>        | <b>NB off</b> | <b>SB on</b>        | <b>NB off</b> |
| Routes 370/31         | 510                 | 170           | 270                 | 590           |
| Hencle Boulevard      | 730                 | 330           | 450                 | 810           |

As shown in Table 2, the AM peak hour southbound on (entering) volume and the PM peak hour northbound off (exiting) volume are the highest volumes. This is expected since these are the movements likely to be made by a commuter living in the Town of Lysander and working anywhere south of the town, including in Syracuse. Significantly more traffic utilizes the Hencle Boulevard exit for these movements than the Routes 370/31 exit, but this is largely due to the high northbound and southbound through movement volumes at the Route 690/Hencle Boulevard intersection. These are the turning movements that would be made by commuters accessing points north of Hencle Boulevard in the Town of Lysander and into Oswego County.

Most of the residential development within the Town of Lysander is located east of Route 690. The turning movement volumes at the two Route 690 exits for traffic to/from points to the east is fairly evenly split, with about 150-200 vehicles entering Route 690 southbound from the east during the AM peak hour and exiting Route 690 northbound to the east during the PM peak hour at each exit.

#### *Traffic volume data for road segments and bridges*

SMTC staff examined Annual Average Daily Traffic (AADT) data available from the NYSDOT Traffic Data Viewer for road segments throughout the Town of Lysander. Figure 2 shows the available AADT data.

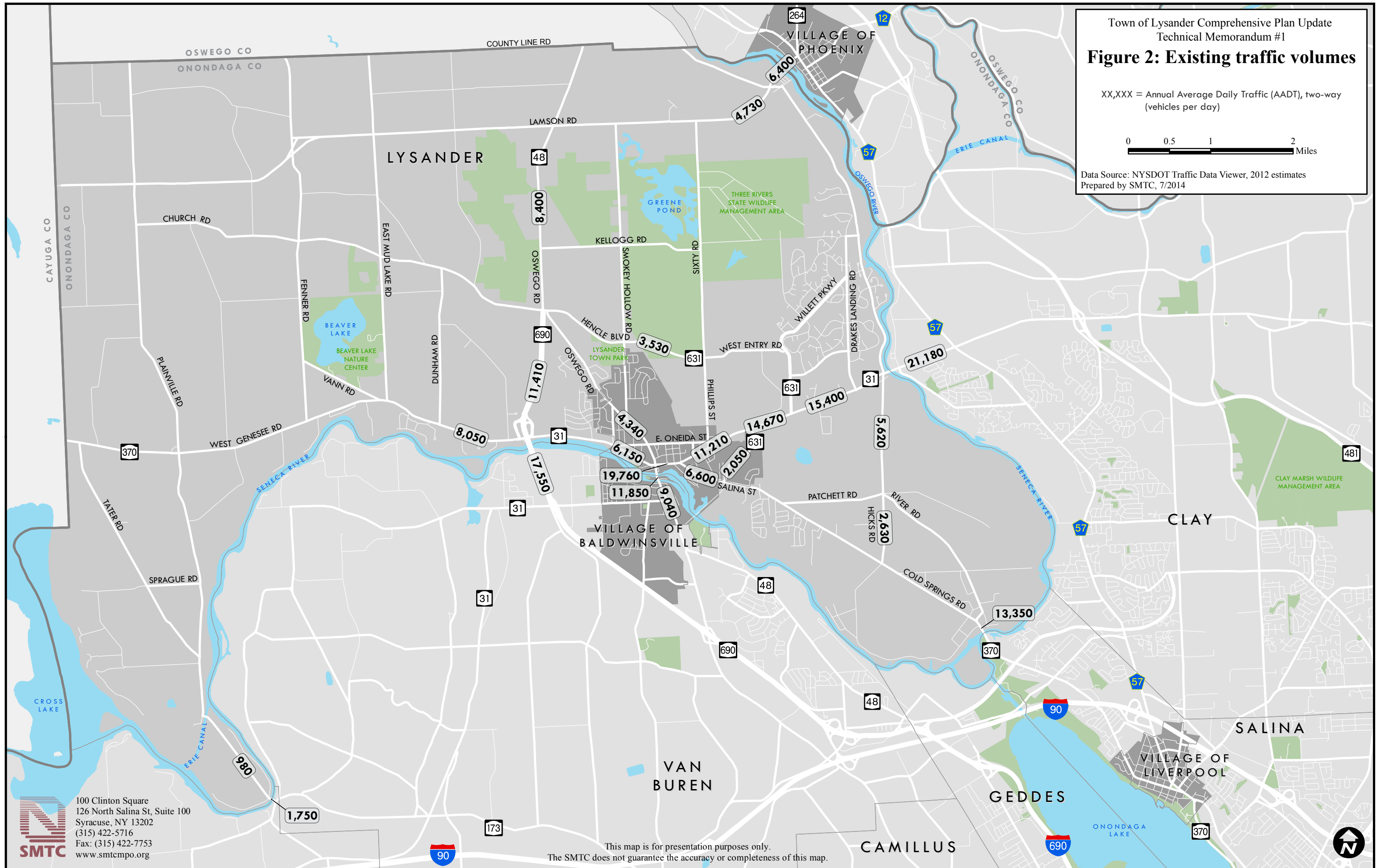
The highest traffic volumes in the town are on Route 31 between the Village of Baldwinsville and the Town of Clay. With over 19,700 vehicles per day, the Route 370/Route 31 overlap within the Village of Baldwinsville is the segment with the highest traffic volume. Most of the other road segments with substantial traffic volumes are located in the southeastern portion of the town (Baldwinsville, Radisson, and Cold Springs areas). Route 48 north of Hencle Boulevard is an exception to this statement, carrying nearly 8,400 vehicles per day and providing access to/from Route 690.

Town of Lysander Comprehensive Plan Update  
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**Figure 2: Existing traffic volumes**

XX,XXX = Annual Average Daily Traffic (AADT), two-way  
 (vehicles per day)



Data Source: NYSDOT Traffic Data Viewer, 2012 estimates  
 Prepared by SMTc, 7/2014



The Seneca and Oswego Rivers form the southern and eastern borders of the town and, as such, access to the town is limited by the available bridges. Table 3 lists the bridges over the Seneca and Oswego Rivers along the border of the Town of Lysander and the AADT carried by each bridge.

**Table 3: Traffic volumes on bridges over the Seneca and Oswego Rivers accessing the Town of Lysander**

| <b>Road</b>     | <b>Location</b>                        | <b>AADT*<br/>(vehicles per day)</b> |
|-----------------|----------------------------------------|-------------------------------------|
| Plainville Road | Near Jack's Reef                       | 1,750                               |
| Route 690       | West of Village of Baldwinsville       | 17,550                              |
| Route 48        | Village of Baldwinsville               | 11,850                              |
| Route 370       | Southern tip of Cold Springs Peninsula | 13,350                              |
| Route 31        | East of Radisson                       | 21,180                              |
| Lamson Road     | Near Village of Phoenix                | 6,400                               |

\*Source: NYSDOT Traffic Data Viewer, all 2012 forecast volumes except Route 690 is 2012 actual volume.

Based on the traffic volumes in Table 3, most traffic accesses the Town of Lysander via the Route 31 bridge to/from the Town of Clay. Route 690, Route 370, and Route 48 also carry substantial traffic in and out of the Town of Lysander. The Plainville Road and Lamson Road bridges carry significantly less traffic.

### *Summary*

SMTC has examined the available intersection turning movement count data and AADT data for road segments within the Town of Lysander. The Route 370/Route 48 and Route 31/River Road intersections experience the highest traffic volumes of the intersections examined within the town, although more traffic uses the Route 370/John Glenn Boulevard intersection just over the town line in the Town of Salina. Route 690 and Route 31 carry the largest traffic volumes within the town. These roads, along with Route 48 and Route 370, provide access for most travelers to and from the town via bridges over the Seneca River. In general, the highest traffic volumes are on the roads in the southeastern portion of the Town, most notably Route 31, although Route 48 north of Hencle Boulevard also carries a substantial volume of traffic to and from Route 690 and points to the north.

## **Attachment A**

Intersection diagrams



## INTERSECTION DIAGRAM

Location

Route 370/31 and Route 48

### Legend



Sidewalk



Mast  
Arm



## Traffic Signal

Distances  
in Feet

Drawn  
By

DA

Date \_\_\_\_\_

June 2014

Prepared By

SMTc

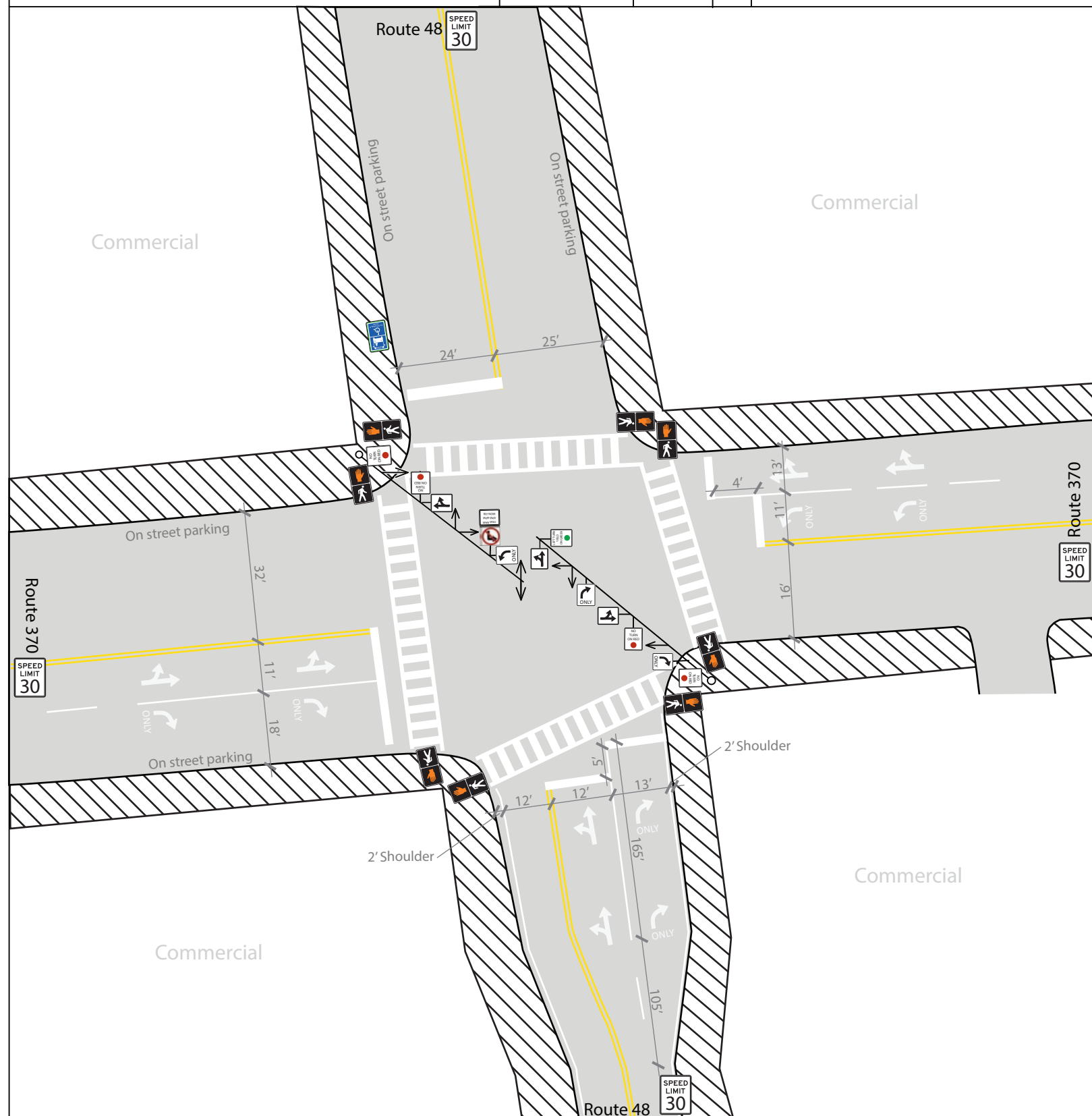


N

Note:

Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.

All approaches are curbed.

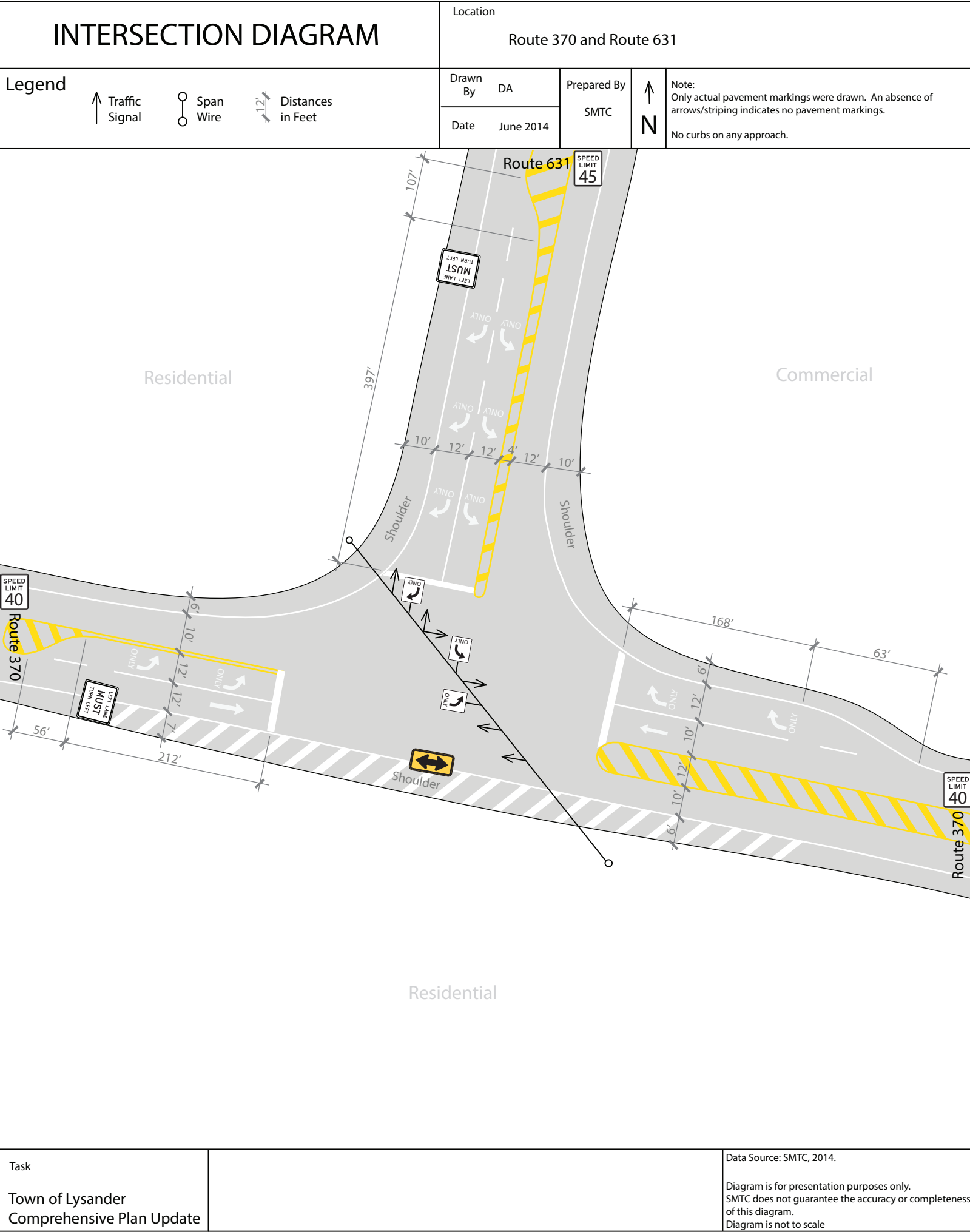


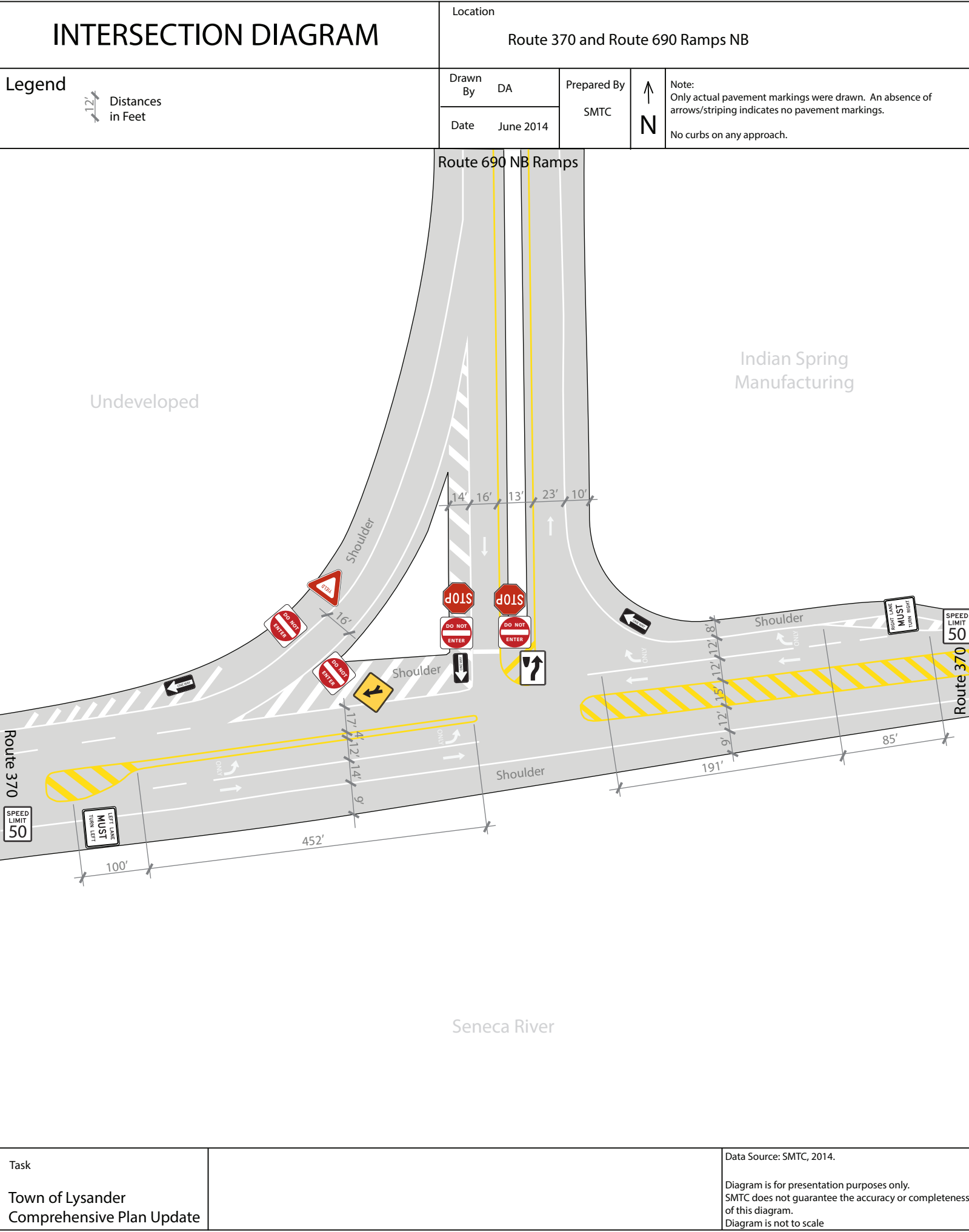
## Task

Town of Lysander  
Comprehensive Plan Update

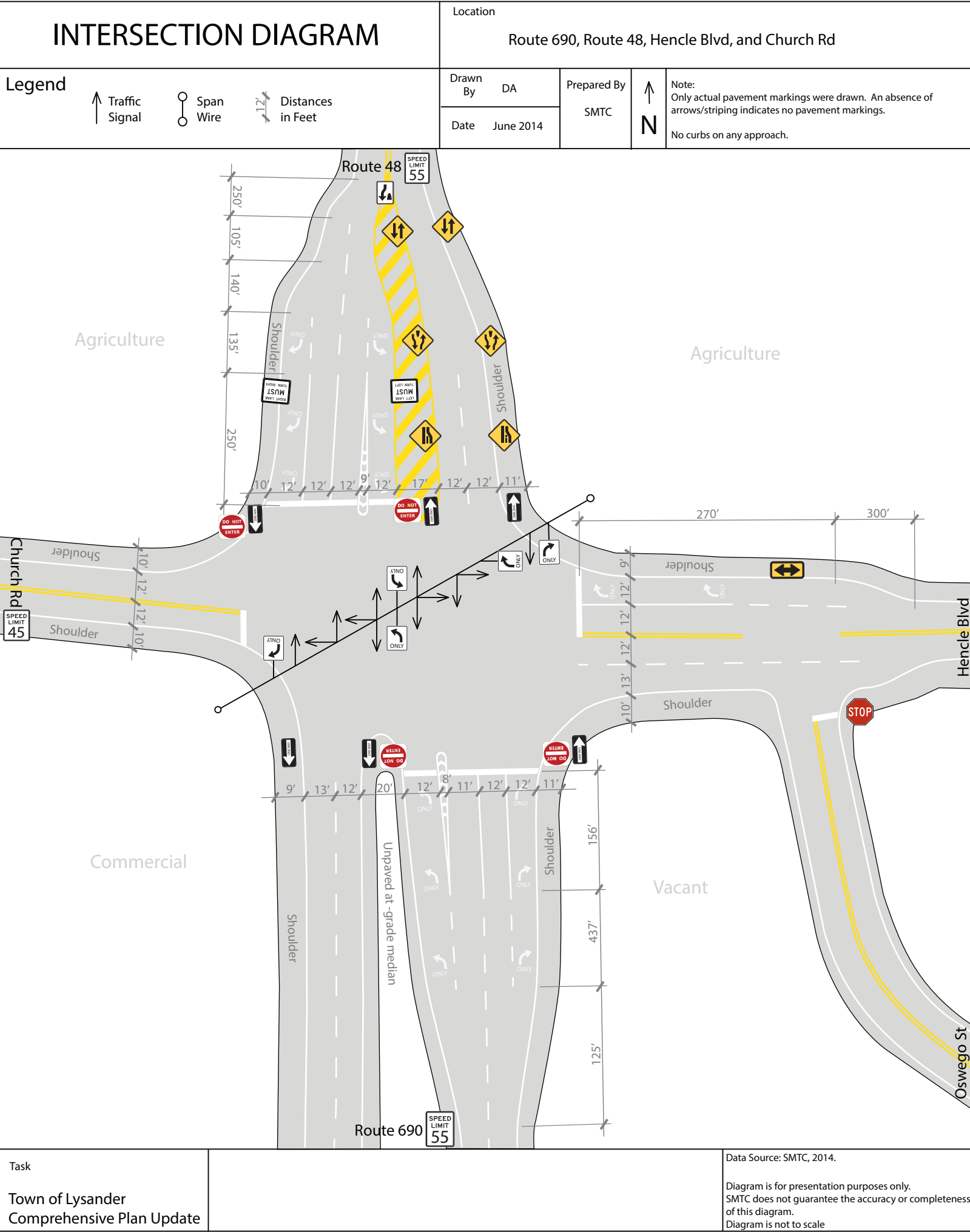
|                          |
|--------------------------|
| Data Source: SMTC, 2014. |
|--------------------------|

Diagram is for presentation purposes only.  
SMTC does not guarantee the accuracy or completeness  
of this diagram.  
Diagram is not to scale









## **Attachment B**

Peak hour turning movement counts



# Syracuse Metropolitan Transportation Council

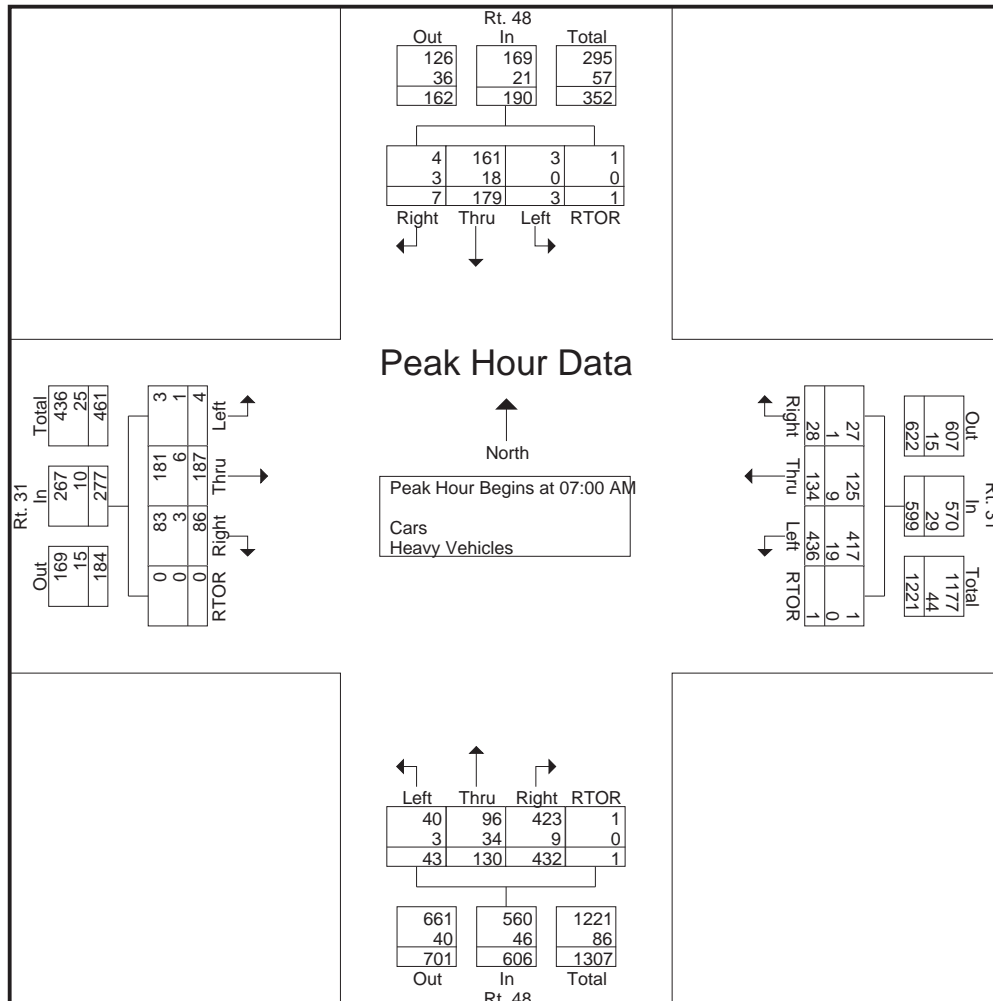
126 N. Salina Street  
Syracuse, NY, 13202

[www.smtcmppo.org](http://www.smtcmppo.org)

Village of Baldwinsville  
Rt. 31 and Rt. 48  
AJM (a.m.), EH (p.m.)  
Lysander Comprehensive Plan

File Name : Rt 31\_Rt 48\_06\_19\_14\_Formatted  
Site Code : 06191405  
Start Date : 6/19/2014  
Page No : 3

|                                                            | Rt. 31 Eastbound |      |       |      |            | Rt. 31 Westbound |      |       |      |            | Rt. 48 Northbound |      |       |      |            | Rt. 48 Southbound |      |       |      |            |            |
|------------------------------------------------------------|------------------|------|-------|------|------------|------------------|------|-------|------|------------|-------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left             | Thru | Right | RTOR | App. Total | Left             | Thru | Right | RTOR | App. Total | Left              | Thru | Right | RTOR | App. Total | Left              | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                  |      |       |      |            |                  |      |       |      |            |                   |      |       |      |            |                   |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                  |      |       |      |            |                  |      |       |      |            |                   |      |       |      |            |                   |      |       |      |            |            |
| 07:00 AM                                                   | 2                | 50   | 21    | 0    | 73         | 97               | 26   | 6     | 1    | 130        | 10                | 36   | 90    | 1    | 137        | 1                 | 29   | 1     | 0    | 31         | 371        |
| 07:15 AM                                                   | 1                | 42   | 20    | 0    | 63         | 128              | 40   | 8     | 0    | 176        | 8                 | 41   | 110   | 0    | 159        | 1                 | 57   | 3     | 1    | 62         | 460        |
| 07:30 AM                                                   | 0                | 44   | 27    | 0    | 71         | 102              | 33   | 5     | 0    | 140        | 12                | 36   | 122   | 0    | 170        | 0                 | 51   | 0     | 0    | 51         | 432        |
| 07:45 AM                                                   | 1                | 51   | 18    | 0    | 70         | 109              | 35   | 9     | 0    | 153        | 13                | 17   | 110   | 0    | 140        | 1                 | 42   | 3     | 0    | 46         | 409        |
| Total Volume                                               | 4                | 187  | 86    | 0    | 277        | 436              | 134  | 28    | 1    | 599        | 43                | 130  | 432   | 1    | 606        | 3                 | 179  | 7     | 1    | 190        | 1672       |
| % App. Total                                               | 1.4              | 67.5 | 31    | 0    |            | 72.8             | 22.4 | 4.7   | 0.2  |            | 7.1               | 21.5 | 71.3  | 0.2  |            | 1.6               | 94.2 | 3.7   | 0.5  |            |            |
| PHF                                                        | .500             | .917 | .796  | .000 | .949       | .852             | .838 | .778  | .250 | .851       | .827              | .793 | .885  | .250 | .891       | .750              | .785 | .583  | .250 | .766       | .909       |
| Cars                                                       | 3                | 181  | 83    | 0    | 267        | 417              | 125  | 27    | 1    | 570        | 40                | 96   | 423   | 1    | 560        | 3                 | 161  | 4     | 1    | 169        | 1566       |
| % Cars                                                     | 75.0             | 96.8 | 96.5  | 0    | 96.4       | 95.6             | 93.3 | 96.4  | 100  | 95.2       | 93.0              | 73.8 | 97.9  | 100  | 92.4       | 100               | 89.9 | 57.1  | 100  | 88.9       | 93.7       |
| Heavy Vehicles                                             |                  |      |       |      |            |                  |      |       |      |            |                   |      |       |      |            |                   |      |       |      |            |            |
| % Heavy Vehicles                                           | 25.0             | 3.2  | 3.5   | 0    | 3.6        | 4.4              | 6.7  | 3.6   | 0    | 4.8        | 7.0               | 26.2 | 2.1   | 0    | 7.6        | 0                 | 10.1 | 42.9  | 0    | 11.1       | 6.3        |



# Syracuse Metropolitan Transportation Council

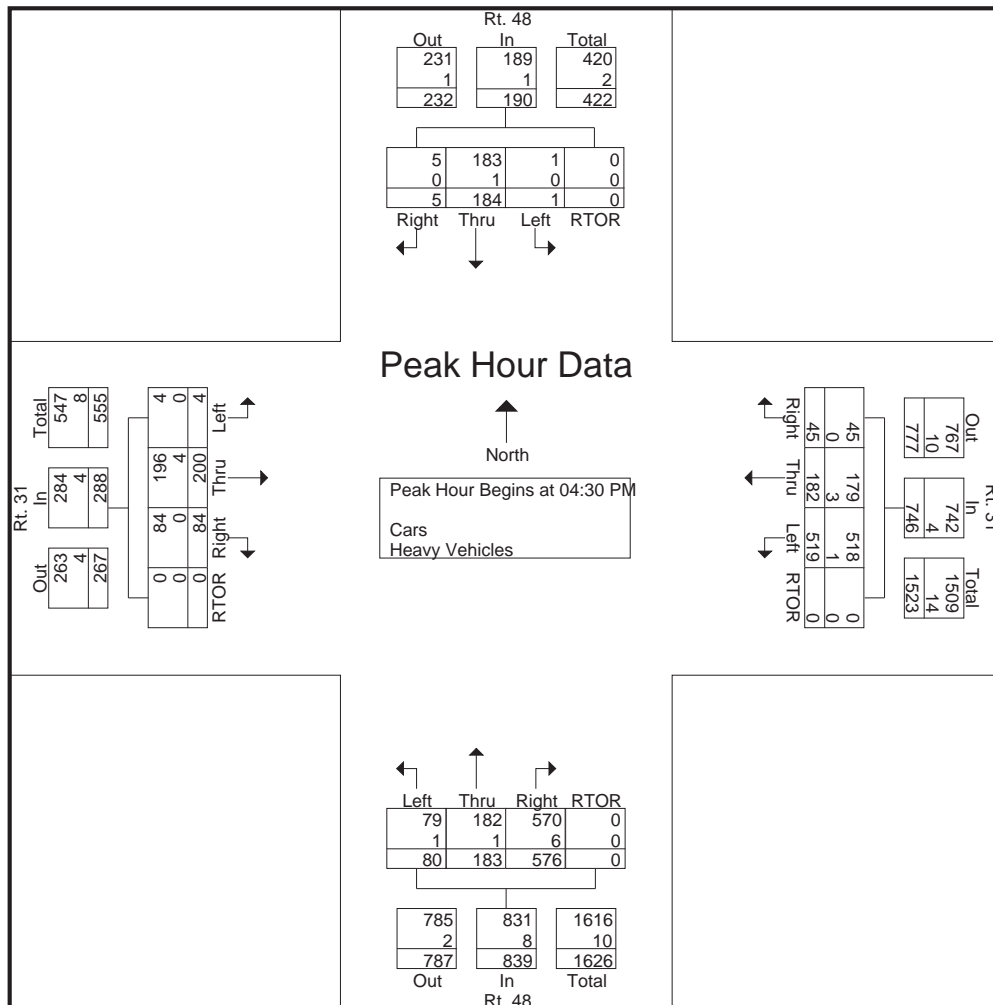
126 N. Salina Street  
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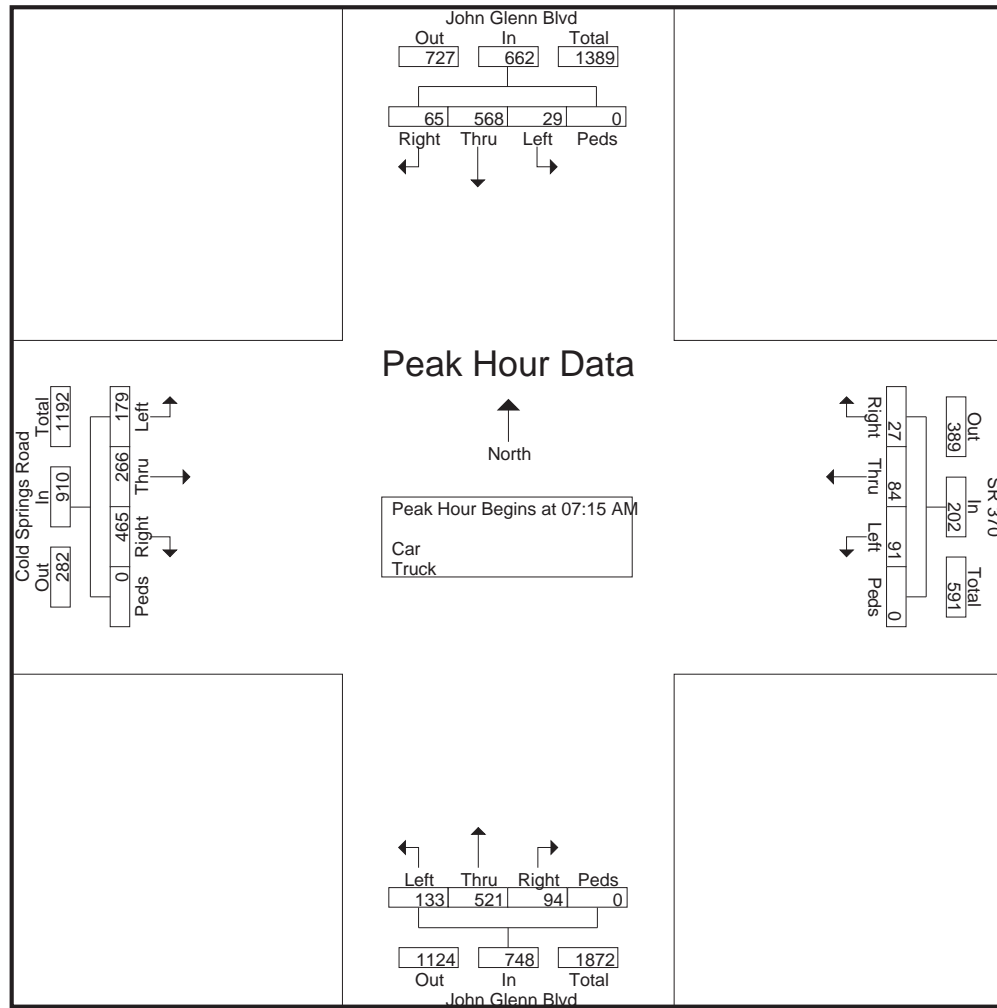
Village of Baldwinsville  
Rt. 31 and Rt. 48  
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File Name : Rt 31\_Rt 48\_06\_19\_14\_Formatted  
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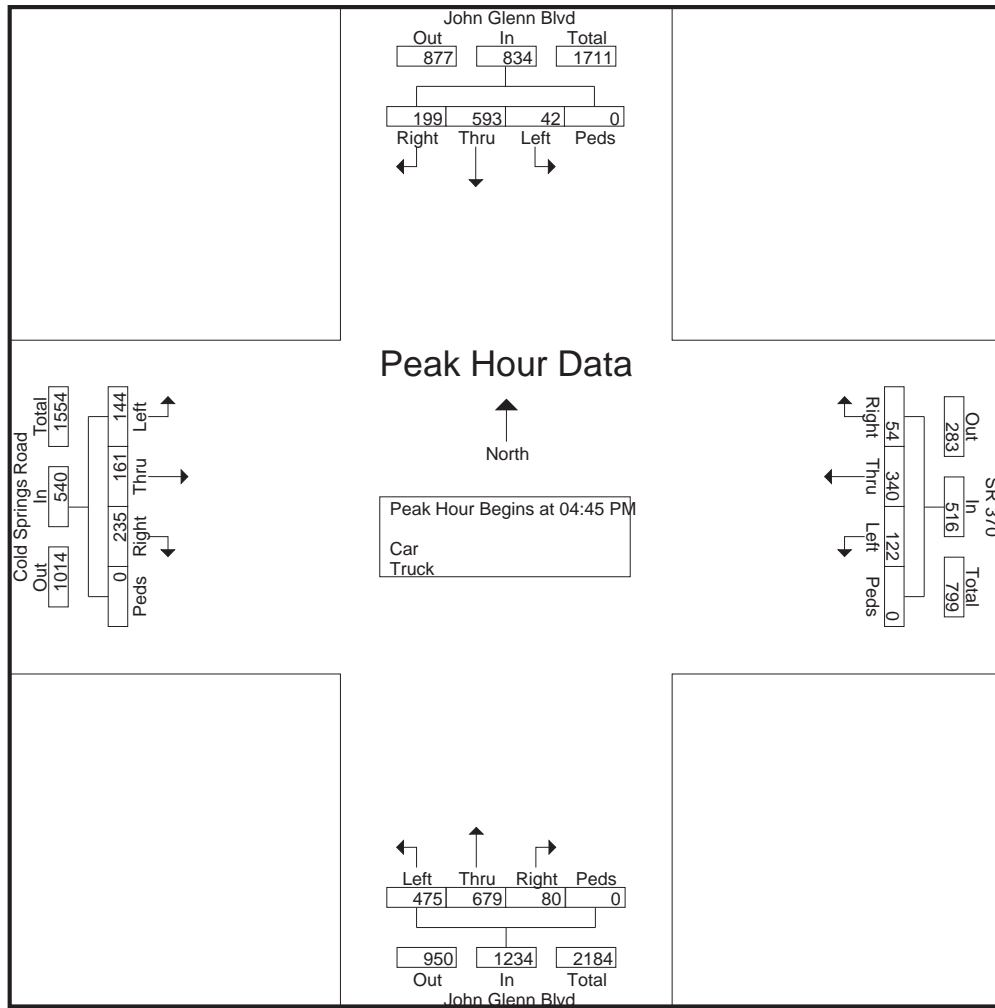
|                                                            | Rt. 31 Eastbound |      |       |      |            | Rt. 31 Westbound |      |       |      |            | Rt. 48 Northbound |      |       |      |            | Rt. 48 Southbound |      |       |      |            |            |
|------------------------------------------------------------|------------------|------|-------|------|------------|------------------|------|-------|------|------------|-------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left             | Thru | Right | RTOR | App. Total | Left             | Thru | Right | RTOR | App. Total | Left              | Thru | Right | RTOR | App. Total | Left              | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                  |      |       |      |            |                  |      |       |      |            |                   |      |       |      |            |                   |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:30 PM       |                  |      |       |      |            |                  |      |       |      |            |                   |      |       |      |            |                   |      |       |      |            |            |
| 04:30 PM                                                   | 0                | 52   | 23    | 0    | 75         | 128              | 48   | 8     | 0    | 184        | 21                | 39   | 144   | 0    | 204        | 0                 | 47   | 1     | 0    | 48         | 511        |
| 04:45 PM                                                   | 2                | 56   | 21    | 0    | 79         | 120              | 45   | 6     | 0    | 171        | 21                | 36   | 142   | 0    | 199        | 0                 | 32   | 3     | 0    | 35         | 484        |
| 05:00 PM                                                   | 1                | 44   | 23    | 0    | 68         | 137              | 46   | 18    | 0    | 201        | 20                | 55   | 138   | 0    | 213        | 0                 | 48   | 1     | 0    | 49         | 531        |
| 05:15 PM                                                   | 1                | 48   | 17    | 0    | 66         | 134              | 43   | 13    | 0    | 190        | 18                | 53   | 152   | 0    | 223        | 1                 | 57   | 0     | 0    | 58         | 537        |
| Total Volume                                               | 4                | 200  | 84    | 0    | 288        | 519              | 182  | 45    | 0    | 746        | 80                | 183  | 576   | 0    | 839        | 1                 | 184  | 5     | 0    | 190        | 2063       |
| % App. Total                                               | 1.4              | 69.4 | 29.2  | 0    |            | 69.6             | 24.4 | 6     | 0    |            | 9.5               | 21.8 | 68.7  | 0    |            | 0.5               | 96.8 | 2.6   | 0    |            |            |
| PHF                                                        | .500             | .893 | .913  | .000 | .911       | .947             | .948 | .625  | .000 | .928       | .952              | .832 | .947  | .000 | .941       | .250              | .807 | .417  | .000 | .819       | .960       |
| Cars                                                       | 4                | 196  | 84    | 0    | 284        | 518              | 179  | 45    | 0    | 742        | 79                | 182  | 570   | 0    | 831        | 1                 | 183  | 5     | 0    | 189        | 2046       |
| % Cars                                                     | 100              | 98.0 | 100   | 0    | 98.6       | 99.8             | 98.4 | 100   | 0    | 99.5       | 98.8              | 99.5 | 99.0  | 0    | 99.0       | 100               | 99.5 | 100   | 0    | 99.5       | 99.2       |
| Heavy Vehicles                                             |                  |      |       |      |            |                  |      |       |      |            |                   |      |       |      |            |                   |      |       |      |            |            |
| % Heavy Vehicles                                           | 0                | 2.0  | 0     | 0    | 1.4        | 0.2              | 1.6  | 0     | 0    | 0.5        | 1.3               | 0.5  | 1.0   | 0    | 1.0        | 0                 | 0.5  | 0     | 0    | 0.5        | 0.8        |



|                                                            | John Glenn Blvd<br>From North |      |      |      |            | SR 370<br>From East |      |      |      |            | John Glenn Blvd<br>From South |      |      |      |            | Cold Springs Road<br>From West |      |      |      |            |            |
|------------------------------------------------------------|-------------------------------|------|------|------|------------|---------------------|------|------|------|------------|-------------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|------------|
| 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 09:45 AM - Peak 1 of 1 |                               |      |      |      |            |                     |      |      |      |            |                               |      |      |      |            |                                |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                               |      |      |      |            |                     |      |      |      |            |                               |      |      |      |            |                                |      |      |      |            |            |
| 07:15 AM                                                   | 13                            | 142  | 5    | 0    | 160        | 5                   | 20   | 20   | 0    | 45         | 15                            | 109  | 25   | 0    | 149        | 142                            | 65   | 45   | 0    | 252        | 606        |
| 07:30 AM                                                   | 24                            | 156  | 8    | 0    | 188        | 10                  | 25   | 21   | 0    | 56         | 21                            | 143  | 33   | 0    | 197        | 106                            | 88   | 44   | 0    | 238        | 679        |
| 07:45 AM                                                   | 19                            | 149  | 12   | 0    | 180        | 4                   | 24   | 29   | 0    | 57         | 37                            | 175  | 42   | 0    | 254        | 107                            | 61   | 53   | 0    | 221        | 712        |
| 08:00 AM                                                   | 9                             | 121  | 4    | 0    | 134        | 8                   | 15   | 21   | 0    | 44         | 21                            | 94   | 33   | 0    | 148        | 110                            | 52   | 37   | 0    | 199        | 525        |
| Total Volume                                               | 65                            | 568  | 29   | 0    | 662        | 27                  | 84   | 91   | 0    | 202        | 94                            | 521  | 133  | 0    | 748        | 465                            | 266  | 179  | 0    | 910        | 2522       |
| % App. Total                                               | 9.8                           | 85.8 | 4.4  | 0    |            | 13.4                | 41.6 | 45   | 0    |            | 12.6                          | 69.7 | 17.8 | 0    |            | 51.1                           | 29.2 | 19.7 | 0    |            |            |
| PHF                                                        | .677                          | .910 | .604 | .000 | .880       | .675                | .840 | .784 | .000 | .886       | .635                          | .744 | .792 | .000 | .736       | .819                           | .756 | .844 | .000 | .903       | .886       |



|                                                            | John Glenn Blvd<br>From North |      |      |      |            | SR 370<br>From East |      |      |      |            | John Glenn Blvd<br>From South |      |      |      |            | Cold Springs Road<br>From West |      |      |      |            |            |
|------------------------------------------------------------|-------------------------------|------|------|------|------------|---------------------|------|------|------|------------|-------------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|------------|
| 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 02:00 PM to 05:45 PM - Peak 1 of 1 |                               |      |      |      |            |                     |      |      |      |            |                               |      |      |      |            |                                |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                               |      |      |      |            |                     |      |      |      |            |                               |      |      |      |            |                                |      |      |      |            |            |
| 04:45 PM                                                   | 41                            | 146  | 13   | 0    | 200        | 14                  | 90   | 29   | 0    | 133        | 26                            | 172  | 102  | 0    | 300        | 58                             | 49   | 39   | 0    | 146        | 779        |
| 05:00 PM                                                   | 58                            | 149  | 6    | 0    | 213        | 16                  | 80   | 26   | 0    | 122        | 21                            | 164  | 110  | 0    | 295        | 61                             | 42   | 35   | 0    | 138        | 768        |
| 05:15 PM                                                   | 62                            | 157  | 7    | 0    | 226        | 9                   | 77   | 30   | 0    | 116        | 17                            | 198  | 142  | 0    | 357        | 53                             | 38   | 38   | 0    | 129        | 828        |
| 05:30 PM                                                   | 38                            | 141  | 16   | 0    | 195        | 15                  | 93   | 37   | 0    | 145        | 16                            | 145  | 121  | 0    | 282        | 63                             | 32   | 32   | 0    | 127        | 749        |
| Total Volume                                               | 199                           | 593  | 42   | 0    | 834        | 54                  | 340  | 122  | 0    | 516        | 80                            | 679  | 475  | 0    | 1234       | 235                            | 161  | 144  | 0    | 540        | 3124       |
| % App. Total                                               | 23.9                          | 71.1 | 5    | 0    |            | 10.5                | 65.9 | 23.6 | 0    |            | 6.5                           | 55   | 38.5 | 0    |            | 43.5                           | 29.8 | 26.7 | 0    |            |            |
| PHF                                                        | .802                          | .944 | .656 | .000 | .923       | .844                | .914 | .824 | .000 | .890       | .769                          | .857 | .836 | .000 | .864       | .933                           | .821 | .923 | .000 | .925       | .943       |



# Syracuse Metropolitan Transportation Council

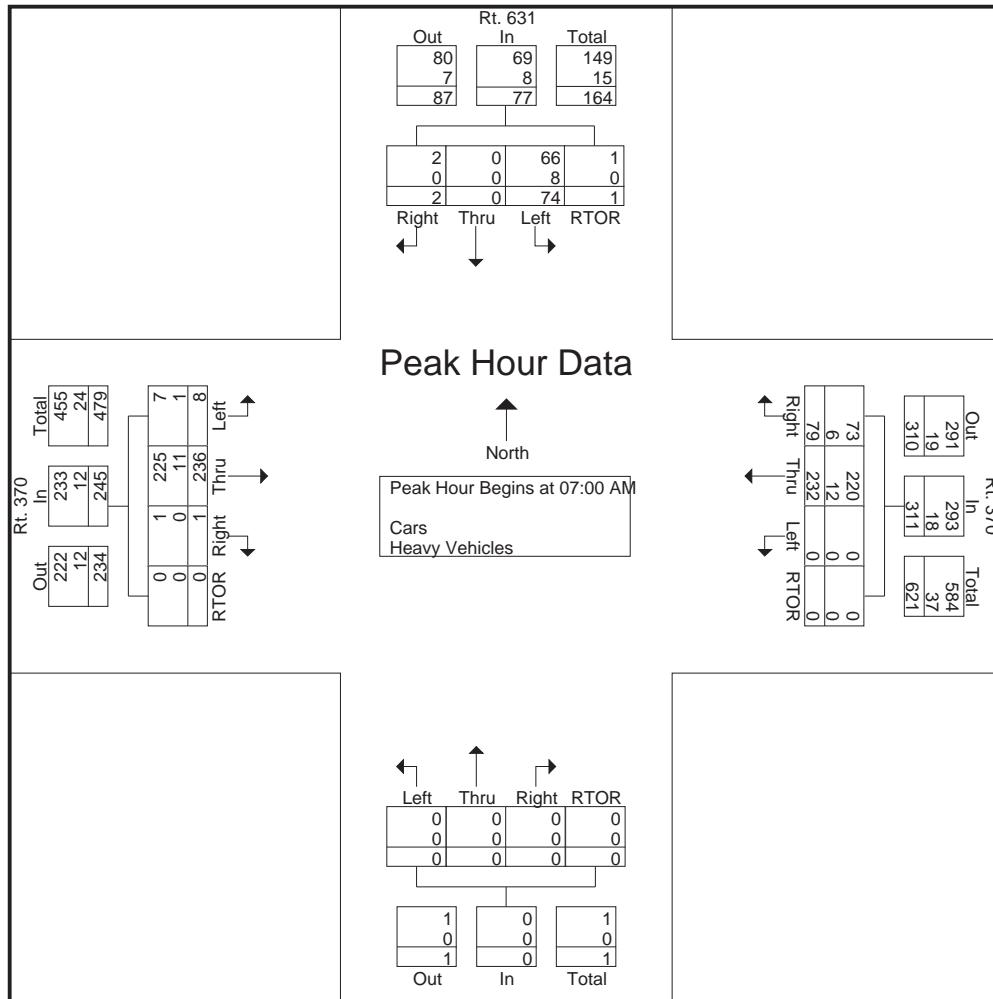
126 N. Salina Street  
Syracuse, NY, 13202

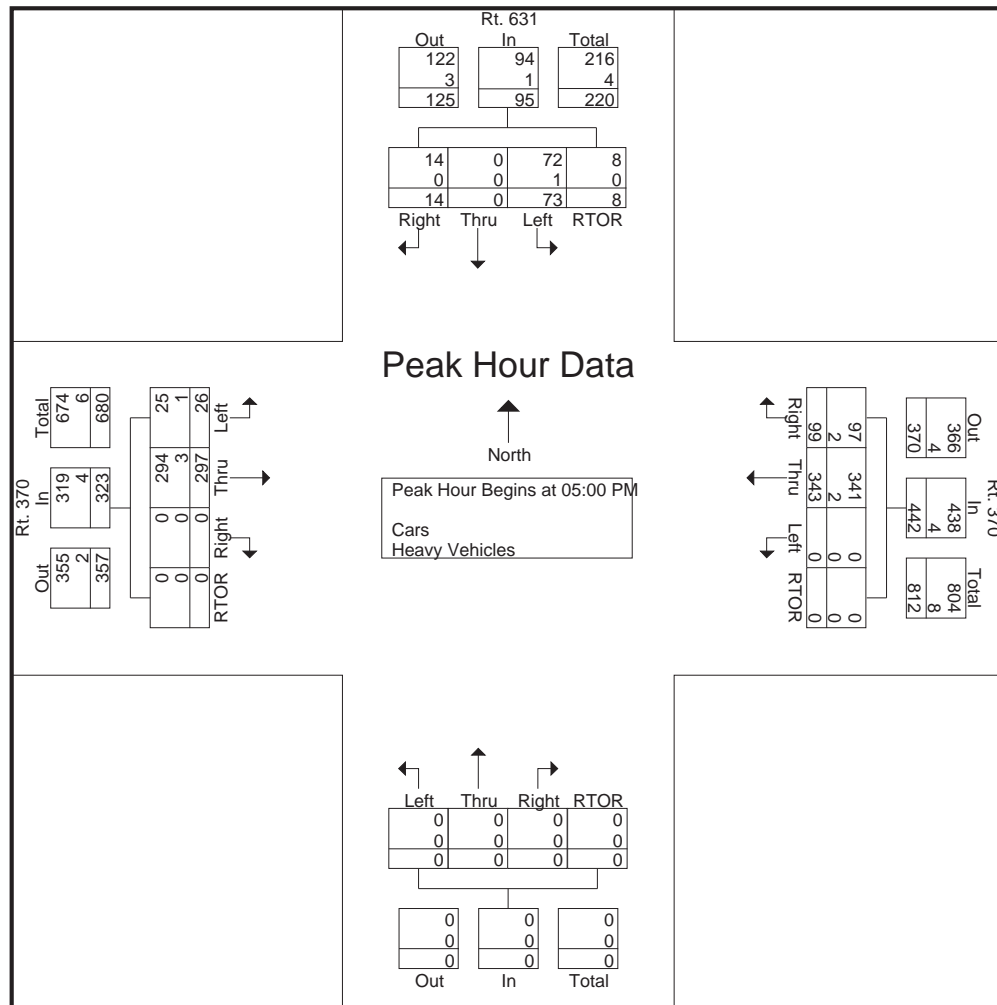
[www.smtcmpto.org](http://www.smtcmpto.org)

Village of Baldwinsville  
Rt. 370 and Rt. 631  
AF  
Lysander Comprehensive Plan

File Name : Rt 370\_Rt 631\_06\_19\_14\_Merged\_AM-PM  
Site Code : 06191402  
Start Date : 6/19/2014  
Page No : 3

|                                                            | Rt. 370 Eastbound |      |       |      |            | Rt. 370 Westbound |      |       |      |            | Northbound |      |       |      |            | Rt. 631 Southbound |      |       |      |            |            |
|------------------------------------------------------------|-------------------|------|-------|------|------------|-------------------|------|-------|------|------------|------------|------|-------|------|------------|--------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left              | Thru | Right | RTOR | App. Total | Left              | Thru | Right | RTOR | App. Total | Left       | Thru | Right | RTOR | App. Total | Left               | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                   |      |       |      |            |                   |      |       |      |            |            |      |       |      |            |                    |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                   |      |       |      |            |                   |      |       |      |            |            |      |       |      |            |                    |      |       |      |            |            |
| 07:00 AM                                                   | 3                 | 48   | 1     | 0    | 52         | 0                 | 63   | 16    | 0    | 79         | 0          | 0    | 0     | 0    | 0          | 21                 | 0    | 1     | 0    | 22         | 153        |
| 07:15 AM                                                   | 3                 | 60   | 0     | 0    | 63         | 0                 | 67   | 21    | 0    | 88         | 0          | 0    | 0     | 0    | 0          | 25                 | 0    | 1     | 1    | 27         | 178        |
| 07:30 AM                                                   | 1                 | 76   | 0     | 0    | 77         | 0                 | 55   | 20    | 0    | 75         | 0          | 0    | 0     | 0    | 0          | 10                 | 0    | 0     | 0    | 10         | 162        |
| 07:45 AM                                                   | 1                 | 52   | 0     | 0    | 53         | 0                 | 47   | 22    | 0    | 69         | 0          | 0    | 0     | 0    | 0          | 18                 | 0    | 0     | 0    | 18         | 140        |
| Total Volume                                               | 8                 | 236  | 1     | 0    | 245        | 0                 | 232  | 79    | 0    | 311        | 0          | 0    | 0     | 0    | 0          | 74                 | 0    | 2     | 1    | 77         | 633        |
| % App. Total                                               | 3.3               | 96.3 | 0.4   | 0    |            | 0                 | 74.6 | 25.4  | 0    |            | 0          | 0    | 0     | 0    | 0          | 96.1               | 0    | 2.6   | 1.3  |            |            |
| PHF                                                        | .667              | .776 | .250  | .000 | .795       | .000              | .866 | .898  | .000 | .884       | .000       | .000 | .000  | .000 | .000       | .740               | .000 | .500  | .250 | .713       | .889       |
| Cars                                                       | 7                 | 225  | 1     | 0    | 233        | 0                 | 220  | 73    | 0    | 293        | 0          | 0    | 0     | 0    | 0          | 66                 | 0    | 2     | 1    | 69         | 595        |
| % Cars                                                     | 87.5              | 95.3 | 100   | 0    | 95.1       | 0                 | 94.8 | 92.4  | 0    | 94.2       | 0          | 0    | 0     | 0    | 0          | 89.2               | 0    | 100   | 100  | 89.6       | 94.0       |
| Heavy Vehicles                                             |                   |      |       |      |            |                   |      |       |      |            |            |      |       |      |            |                    |      |       |      |            |            |
| % Heavy Vehicles                                           | 12.5              | 4.7  | 0     | 0    | 4.9        | 0                 | 5.2  | 7.6   | 0    | 5.8        | 0          | 0    | 0     | 0    | 0          | 10.8               | 0    | 0     | 0    | 10.4       | 6.0        |





# Syracuse Metropolitan Transportation Council

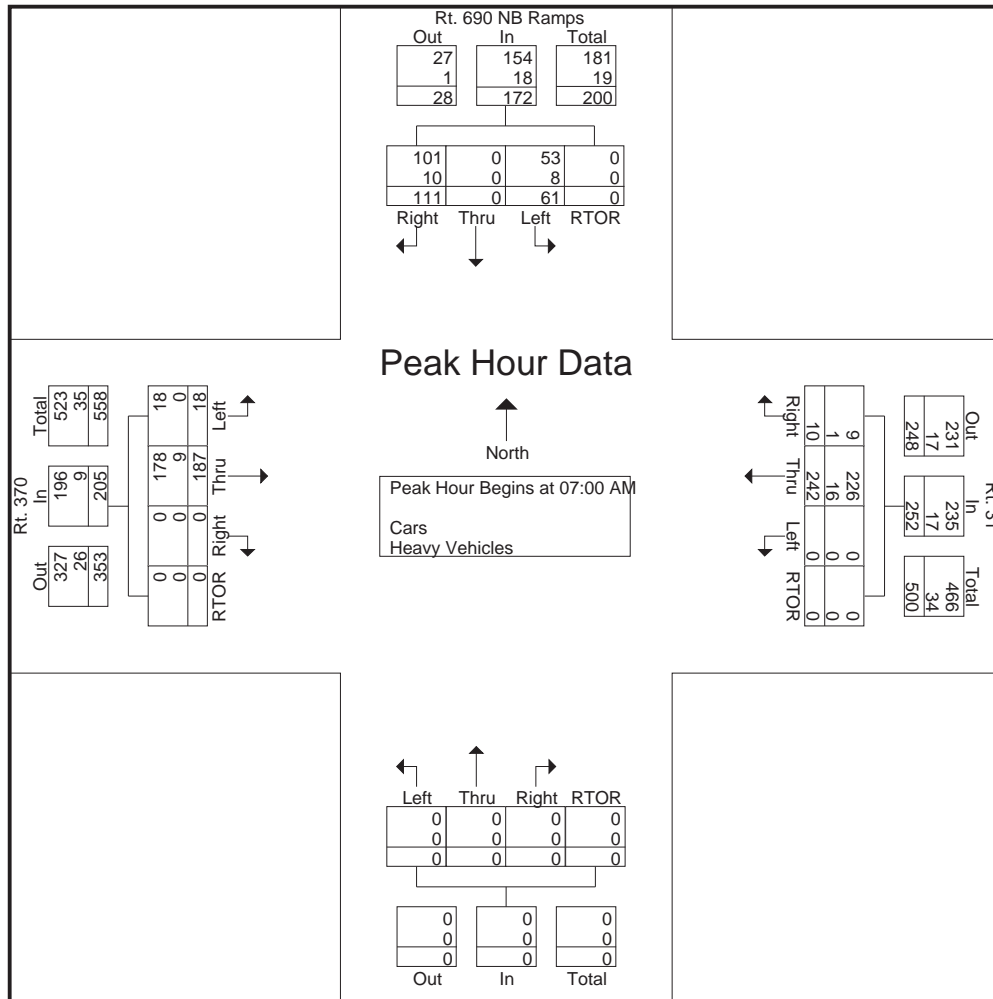
126 N. Salina Street  
Syracuse, NY, 13202

[www.smtcmppo.org](http://www.smtcmppo.org)

Town of Lysander  
Rt. 370 & Rt. 690 NB Ramps  
DA  
Lysander Comprehensive Plan

File Name : Rt. 370\_Rt. 690NB Ramps\_06\_19\_14\_Formatted  
Site Code : 06191403  
Start Date : 6/19/2014  
Page No : 3

|                                                            | Rt. 370 Eastbound |      |       |      |            | Rt. 31 Westbound |      |       |      |            | Northbound |      |       |      |            | Rt. 690 NB Ramps Southbound |      |       |      |            |            |
|------------------------------------------------------------|-------------------|------|-------|------|------------|------------------|------|-------|------|------------|------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left              | Thru | Right | RTOR | App. Total | Left             | Thru | Right | RTOR | App. Total | Left       | Thru | Right | RTOR | App. Total | Left                        | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                   |      |       |      |            |                  |      |       |      |            |            |      |       |      |            |                             |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                   |      |       |      |            |                  |      |       |      |            |            |      |       |      |            |                             |      |       |      |            |            |
| 07:00 AM                                                   | 7                 | 48   | 0     | 0    | 55         | 0                | 53   | 1     | 0    | 54         | 0          | 0    | 0     | 0    | 0          | 13                          | 0    | 21    | 0    | 34         | 143        |
| 07:15 AM                                                   | 3                 | 51   | 0     | 0    | 54         | 0                | 89   | 3     | 0    | 92         | 0          | 0    | 0     | 0    | 0          | 18                          | 0    | 28    | 0    | 46         | 192        |
| 07:30 AM                                                   | 6                 | 49   | 0     | 0    | 55         | 0                | 46   | 3     | 0    | 49         | 0          | 0    | 0     | 0    | 0          | 11                          | 0    | 26    | 0    | 37         | 141        |
| 07:45 AM                                                   | 2                 | 39   | 0     | 0    | 41         | 0                | 54   | 3     | 0    | 57         | 0          | 0    | 0     | 0    | 0          | 19                          | 0    | 36    | 0    | 55         | 153        |
| Total Volume                                               | 18                | 187  | 0     | 0    | 205        | 0                | 242  | 10    | 0    | 252        | 0          | 0    | 0     | 0    | 0          | 61                          | 0    | 111   | 0    | 172        | 629        |
| % App. Total                                               | 8.8               | 91.2 | 0     | 0    |            | 0                | 96   | 4     | 0    |            | 0          | 0    | 0     | 0    | 0          | 35.5                        | 0    | 64.5  | 0    |            |            |
| PHF                                                        | .643              | .917 | .000  | .000 | .932       | .000             | .680 | .833  | .000 | .685       | .000       | .000 | .000  | .000 | .000       | .803                        | .000 | .771  | .000 | .782       | .819       |
| Cars                                                       | 18                | 178  | 0     | 0    | 196        | 0                | 226  | 9     | 0    | 235        | 0          | 0    | 0     | 0    | 0          | 53                          | 0    | 101   | 0    | 154        | 585        |
| % Cars                                                     | 100               | 95.2 | 0     | 0    | 95.6       | 0                | 93.4 | 90.0  | 0    | 93.3       | 0          | 0    | 0     | 0    | 0          | 86.9                        | 0    | 91.0  | 0    | 89.5       | 93.0       |
| Heavy Vehicles                                             |                   |      |       |      |            |                  |      |       |      |            |            |      |       |      |            |                             |      |       |      |            |            |
| % Heavy Vehicles                                           | 0                 | 4.8  | 0     | 0    | 4.4        | 0                | 6.6  | 10.0  | 0    | 6.7        | 0          | 0    | 0     | 0    | 0          | 13.1                        | 0    | 9.0   | 0    | 10.5       | 7.0        |



# Syracuse Metropolitan Transportation Council

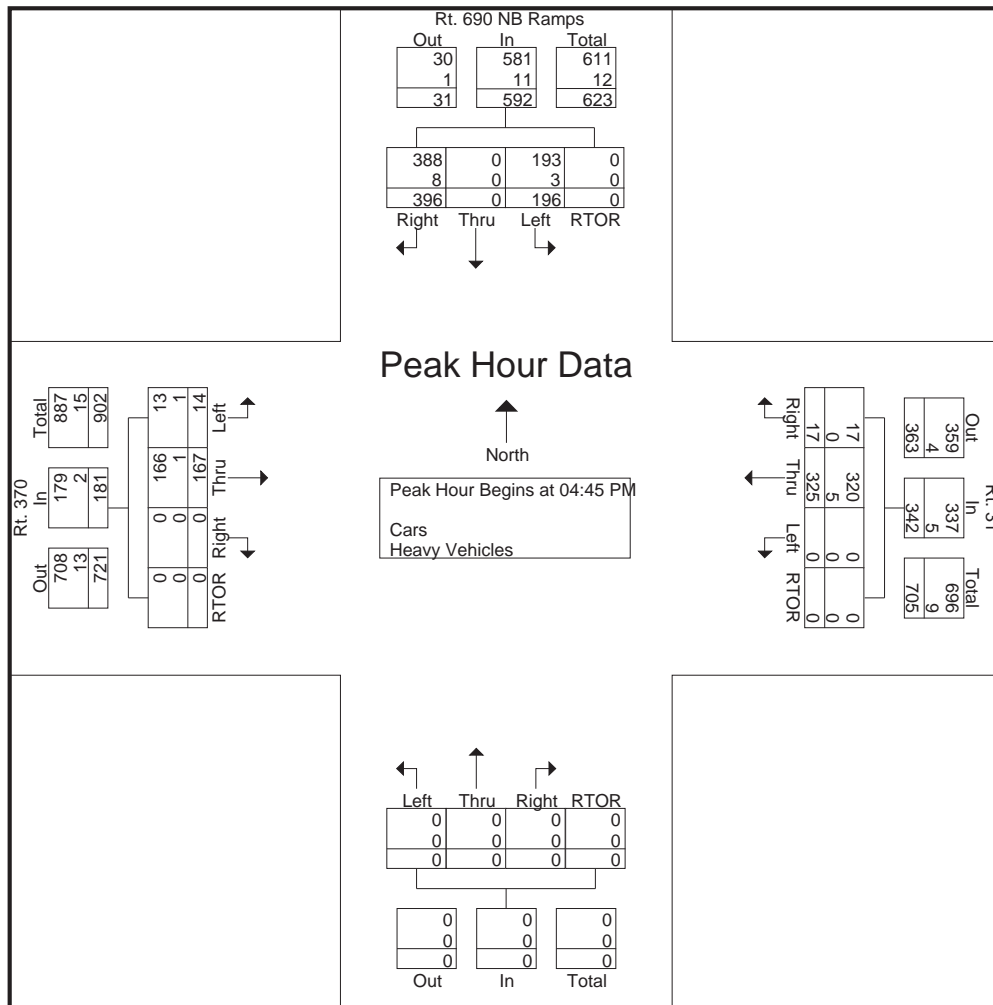
126 N. Salina Street  
Syracuse, NY, 13202

[www.smtcmppo.org](http://www.smtcmppo.org)

Town of Lysander  
Rt. 370 & Rt. 690 NB Ramps  
DA  
Lysander Comprehensive Plan

File Name : Rt. 370\_Rt. 690NB Ramps\_06\_19\_14\_Formatted  
Site Code : 06191403  
Start Date : 6/19/2014  
Page No : 4

|                                                            | Rt. 370<br>Eastbound |      |       |      |            | Rt. 31<br>Westbound |      |       |      |            | Northbound |      |       |      |            | Rt. 690 NB Ramps<br>Southbound |      |       |      |            |            |
|------------------------------------------------------------|----------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left                 | Thru | Right | RTOR | App. Total | Left                | Thru | Right | RTOR | App. Total | Left       | Thru | Right | RTOR | App. Total | Left                           | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                      |      |       |      |            |                     |      |       |      |            |            |      |       |      |            |                                |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                      |      |       |      |            |                     |      |       |      |            |            |      |       |      |            |                                |      |       |      |            |            |
| 04:45 PM                                                   | 3                    | 56   | 0     | 0    | 59         | 0                   | 77   | 6     | 0    | 83         | 0          | 0    | 0     | 0    | 0          | 49                             | 0    | 95    | 0    | 144        | 286        |
| 05:00 PM                                                   | 5                    | 44   | 0     | 0    | 49         | 0                   | 76   | 3     | 0    | 79         | 0          | 0    | 0     | 0    | 0          | 46                             | 0    | 82    | 0    | 128        | 256        |
| 05:15 PM                                                   | 6                    | 36   | 0     | 0    | 42         | 0                   | 87   | 5     | 0    | 92         | 0          | 0    | 0     | 0    | 0          | 41                             | 0    | 101   | 0    | 142        | 276        |
| 05:30 PM                                                   | 0                    | 31   | 0     | 0    | 31         | 0                   | 85   | 3     | 0    | 88         | 0          | 0    | 0     | 0    | 0          | 60                             | 0    | 118   | 0    | 178        | 297        |
| Total Volume                                               | 14                   | 167  | 0     | 0    | 181        | 0                   | 325  | 17    | 0    | 342        | 0          | 0    | 0     | 0    | 0          | 196                            | 0    | 396   | 0    | 592        | 1115       |
| % App. Total                                               | 7.7                  | 92.3 | 0     | 0    |            | 0                   | 95   | 5     | 0    |            | 0          | 0    | 0     | 0    |            | 33.1                           | 0    | 66.9  | 0    |            |            |
| PHF                                                        | .583                 | .746 | .000  | .000 | .767       | .000                | .934 | .708  | .000 | .929       | .000       | .000 | .000  | .000 | .000       | .817                           | .000 | .839  | .000 | .831       | .939       |
| Cars                                                       | 13                   | 166  | 0     | 0    | 179        | 0                   | 320  | 17    | 0    | 337        | 0          | 0    | 0     | 0    | 0          | 193                            | 0    | 388   | 0    | 581        | 1097       |
| % Cars                                                     | 92.9                 | 99.4 | 0     | 0    | 98.9       | 0                   | 98.5 | 100   | 0    | 98.5       | 0          | 0    | 0     | 0    | 0          | 98.5                           | 0    | 98.0  | 0    | 98.1       | 98.4       |
| Heavy Vehicles                                             |                      |      |       |      |            |                     |      |       |      |            |            |      |       |      |            |                                |      |       |      |            |            |
| % Heavy Vehicles                                           | 7.1                  | 0.6  | 0     | 0    | 1.1        | 0                   | 1.5  | 0     | 0    | 1.5        | 0          | 0    | 0     | 0    | 0          | 1.5                            | 0    | 2.0   | 0    | 1.9        | 1.6        |



# Syracuse Metropolitan Transportation Council

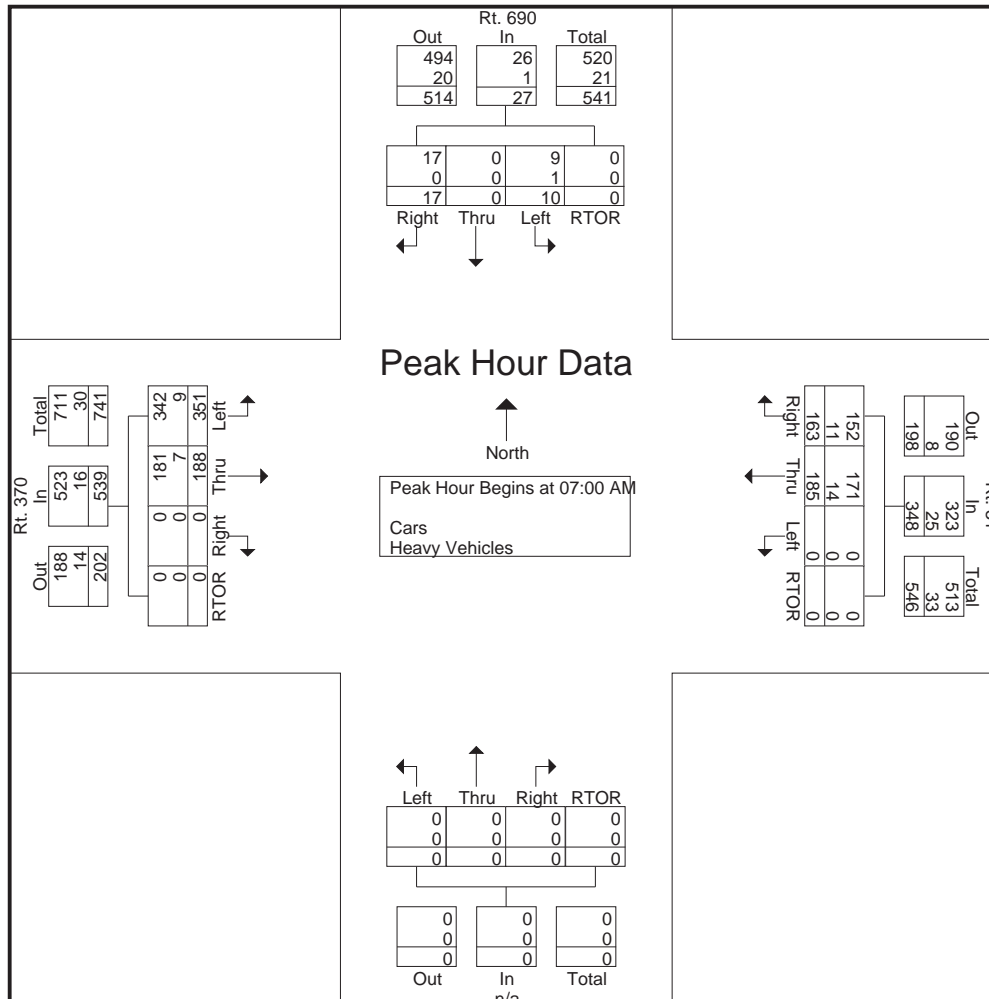
126 N. Salina Street  
Syracuse, NY, 13202

[www.smtcmppo.org](http://www.smtcmppo.org)

Town of Lysander  
Rt. 690 SB Ramps & Rt. 370  
KB  
Lysander Comprehensive Plan

File Name : 690SB\_370\_06\_19\_14\_Formatted  
Site Code : 06191404  
Start Date : 6/19/2014  
Page No : 3

|                                                            | Rt. 370<br>Eastbound |      |       |      |            | Rt. 31<br>Westbound |      |       |      |            | n/a<br>Northbound |      |       |      |            | Rt. 690<br>Southbound |      |       |      |            |            |
|------------------------------------------------------------|----------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left                 | Thru | Right | RTOR | App. Total | Left                | Thru | Right | RTOR | App. Total | Left              | Thru | Right | RTOR | App. Total | Left                  | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                      |      |       |      |            |                     |      |       |      |            |                   |      |       |      |            |                       |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                      |      |       |      |            |                     |      |       |      |            |                   |      |       |      |            |                       |      |       |      |            |            |
| 07:00 AM                                                   | 84                   | 47   | 0     | 0    | 131        | 0                   | 40   | 40    | 0    | 80         | 0                 | 0    | 0     | 0    | 0          | 3                     | 0    | 6     | 0    | 9          | 220        |
| 07:15 AM                                                   | 111                  | 50   | 0     | 0    | 161        | 0                   | 59   | 51    | 0    | 110        | 0                 | 0    | 0     | 0    | 0          | 2                     | 0    | 7     | 0    | 9          | 280        |
| 07:30 AM                                                   | 85                   | 47   | 0     | 0    | 132        | 0                   | 35   | 36    | 0    | 71         | 0                 | 0    | 0     | 0    | 0          | 5                     | 0    | 1     | 0    | 6          | 209        |
| 07:45 AM                                                   | 71                   | 44   | 0     | 0    | 115        | 0                   | 51   | 36    | 0    | 87         | 0                 | 0    | 0     | 0    | 0          | 0                     | 0    | 3     | 0    | 3          | 205        |
| Total Volume                                               | 351                  | 188  | 0     | 0    | 539        | 0                   | 185  | 163   | 0    | 348        | 0                 | 0    | 0     | 0    | 0          | 10                    | 0    | 17    | 0    | 27         | 914        |
| % App. Total                                               | 65.1                 | 34.9 | 0     | 0    |            | 0                   | 53.2 | 46.8  | 0    |            | 0                 | 0    | 0     | 0    | 0          | 37                    | 0    | 63    | 0    |            |            |
| PHF                                                        | .791                 | .940 | .000  | .000 | .837       | .000                | .784 | .799  | .000 | .791       | .000              | .000 | .000  | .000 | .000       | .500                  | .000 | .607  | .000 | .750       | .816       |
| Cars                                                       | 342                  | 181  | 0     | 0    | 523        | 0                   | 171  | 152   | 0    | 323        | 0                 | 0    | 0     | 0    | 0          | 9                     | 0    | 17    | 0    | 26         | 872        |
| % Cars                                                     | 97.4                 | 96.3 | 0     | 0    | 97.0       | 0                   | 92.4 | 93.3  | 0    | 92.8       | 0                 | 0    | 0     | 0    | 0          | 90.0                  | 0    | 100   | 0    | 96.3       | 95.4       |
| Heavy Vehicles                                             |                      |      |       |      |            |                     |      |       |      |            |                   |      |       |      |            |                       |      |       |      |            |            |
| % Heavy Vehicles                                           | 2.6                  | 3.7  | 0     | 0    | 3.0        | 0                   | 7.6  | 6.7   | 0    | 7.2        | 0                 | 0    | 0     | 0    | 0          | 10.0                  | 0    | 0     | 0    | 3.7        | 4.6        |



# Syracuse Metropolitan Transportation Council

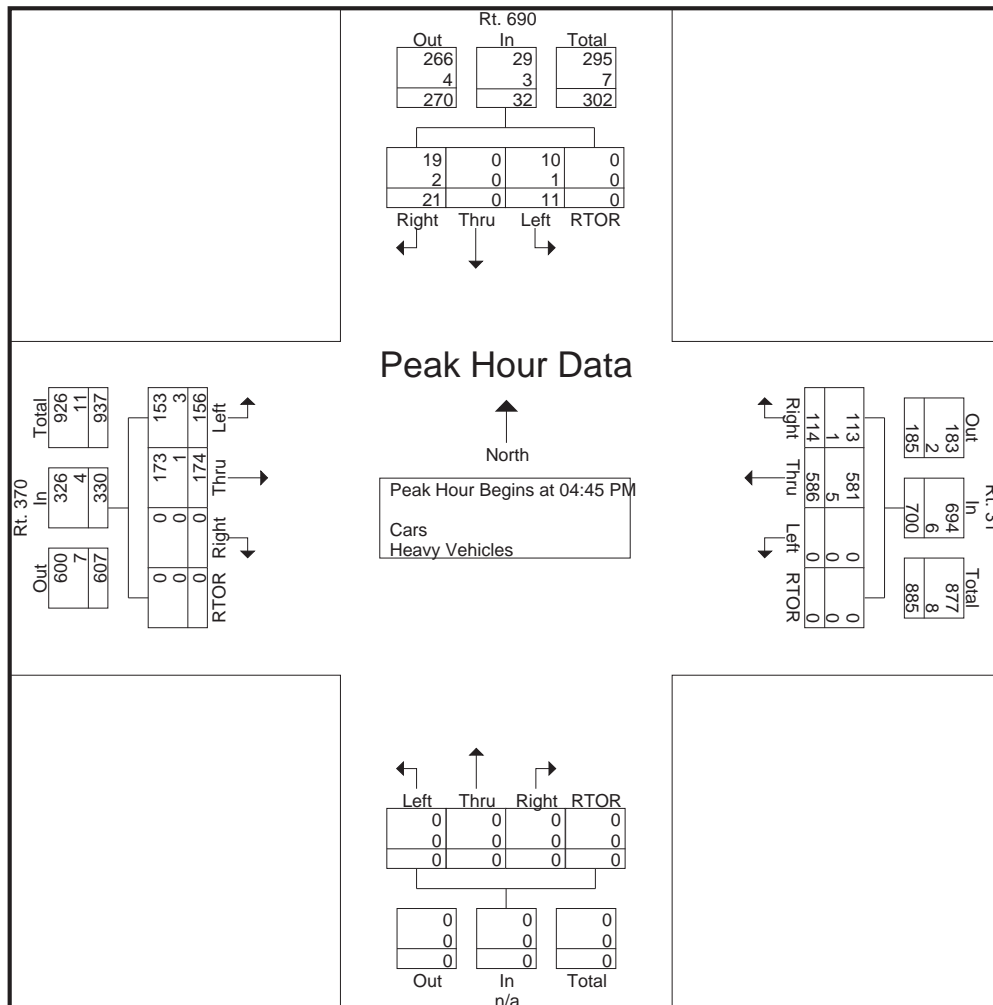
126 N. Salina Street  
Syracuse, NY, 13202

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Town of Lysander  
Rt. 690 SB Ramps & Rt. 370  
KB  
Lysander Comprehensive Plan

File Name : 690SB\_370\_06\_19\_14\_Formatted  
Site Code : 06191404  
Start Date : 6/19/2014  
Page No : 4

|                                                            | Rt. 370<br>Eastbound |      |       |      |            | Rt. 31<br>Westbound |      |       |      |            | n/a<br>Northbound |      |       |      |            | Rt. 690<br>Southbound |      |       |      |            |            |
|------------------------------------------------------------|----------------------|------|-------|------|------------|---------------------|------|-------|------|------------|-------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left                 | Thru | Right | RTOR | App. Total | Left                | Thru | Right | RTOR | App. Total | Left              | Thru | Right | RTOR | App. Total | Left                  | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                      |      |       |      |            |                     |      |       |      |            |                   |      |       |      |            |                       |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                      |      |       |      |            |                     |      |       |      |            |                   |      |       |      |            |                       |      |       |      |            |            |
| 04:45 PM                                                   | 34                   | 53   | 0     | 0    | 87         | 0                   | 139  | 29    | 0    | 168        | 0                 | 0    | 0     | 0    | 0          | 4                     | 0    | 5     | 0    | 9          | 264        |
| 05:00 PM                                                   | 39                   | 45   | 0     | 0    | 84         | 0                   | 128  | 26    | 0    | 154        | 0                 | 0    | 0     | 0    | 0          | 1                     | 0    | 6     | 0    | 7          | 245        |
| 05:15 PM                                                   | 40                   | 46   | 0     | 0    | 86         | 0                   | 151  | 29    | 0    | 180        | 0                 | 0    | 0     | 0    | 0          | 2                     | 0    | 5     | 0    | 7          | 273        |
| 05:30 PM                                                   | 43                   | 30   | 0     | 0    | 73         | 0                   | 168  | 30    | 0    | 198        | 0                 | 0    | 0     | 0    | 0          | 4                     | 0    | 5     | 0    | 9          | 280        |
| Total Volume                                               | 156                  | 174  | 0     | 0    | 330        | 0                   | 586  | 114   | 0    | 700        | 0                 | 0    | 0     | 0    | 0          | 11                    | 0    | 21    | 0    | 32         | 1062       |
| % App. Total                                               | 47.3                 | 52.7 | 0     | 0    |            | 0                   | 83.7 | 16.3  | 0    |            | 0                 | 0    | 0     | 0    | 0          | .688                  | 0    | 65.6  | 0    |            |            |
| PHF                                                        | .907                 | .821 | .000  | .000 | .948       | .000                | .872 | .950  | .000 | .884       | .000              | .000 | .000  | .000 | .000       | .688                  | .000 | .875  | .000 | .889       | .948       |
| Cars                                                       | 153                  | 173  | 0     | 0    | 326        | 0                   | 581  | 113   | 0    | 694        | 0                 | 0    | 0     | 0    | 0          | 10                    | 0    | 19    | 0    | 29         | 1049       |
| % Cars                                                     | 98.1                 | 99.4 | 0     | 0    | 98.8       | 0                   | 99.1 | 99.1  | 0    | 99.1       | 0                 | 0    | 0     | 0    | 0          | 90.9                  | 0    | 90.5  | 0    | 90.6       | 98.8       |
| Heavy Vehicles                                             |                      |      |       |      |            |                     |      |       |      |            |                   |      |       |      |            |                       |      |       |      |            |            |
| % Heavy Vehicles                                           | 1.9                  | 0.6  | 0     | 0    | 1.2        | 0                   | 0.9  | 0.9   | 0    | 0.9        | 0                 | 0    | 0     | 0    | 0          | 9.1                   | 0    | 9.5   | 0    | 9.4        | 1.2        |



# Syracuse Metropolitan Transportation Council

126 N. Salina Street  
Syracuse, NY, 13202

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Town of Lysander

Rt. 690/Rt. 48 & Hencle Blvd./Church Rd.

KK

Lysander Comprehensive Plan

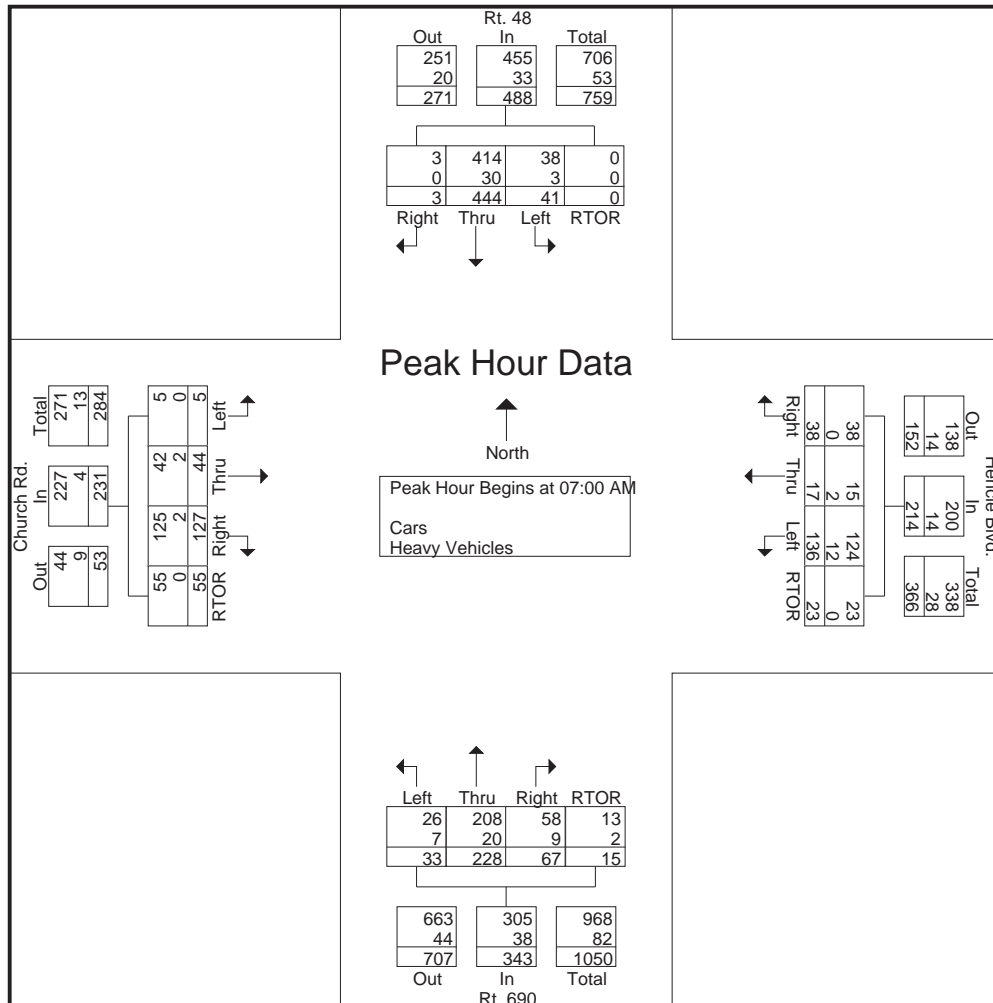
File Name : Rt 690\_Rt 48\_Church\_Hencle\_06\_19\_14\_Formatted

Site Code : 06191401

Start Date : 6/19/2014

Page No : 3

|                                                            | Church Rd.<br>Eastbound |      |       |      |            | Hencle Blvd.<br>Westbound |      |       |      |            | Rt. 690<br>Northbound |      |       |      |            | Rt. 48<br>Southbound |      |       |      |            |            |
|------------------------------------------------------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left                    | Thru | Right | RTOR | App. Total | Left                      | Thru | Right | RTOR | App. Total | Left                  | Thru | Right | RTOR | App. Total | Left                 | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                         |      |       |      |            |                           |      |       |      |            |                       |      |       |      |            |                      |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                         |      |       |      |            |                           |      |       |      |            |                       |      |       |      |            |                      |      |       |      |            |            |
| 07:00 AM                                                   | 2                       | 13   | 36    | 16   | 67         | 28                        | 3    | 6     | 3    | 40         | 7                     | 57   | 10    | 3    | 77         | 10                   | 114  | 0     | 0    | 124        | 308        |
| 07:15 AM                                                   | 0                       | 14   | 41    | 16   | 71         | 40                        | 6    | 14    | 9    | 69         | 9                     | 56   | 9     | 3    | 77         | 12                   | 112  | 1     | 0    | 125        | 342        |
| 07:30 AM                                                   | 0                       | 6    | 26    | 12   | 44         | 42                        | 2    | 9     | 7    | 60         | 9                     | 68   | 19    | 7    | 103        | 9                    | 125  | 1     | 0    | 135        | 342        |
| 07:45 AM                                                   | 3                       | 11   | 24    | 11   | 49         | 26                        | 6    | 9     | 4    | 45         | 8                     | 47   | 29    | 2    | 86         | 10                   | 93   | 1     | 0    | 104        | 284        |
| Total Volume                                               | 5                       | 44   | 127   | 55   | 231        | 136                       | 17   | 38    | 23   | 214        | 33                    | 228  | 67    | 15   | 343        | 41                   | 444  | 3     | 0    | 488        | 1276       |
| % App. Total                                               | 2.2                     | 19   | 55    | 23.8 |            | 63.6                      | 7.9  | 17.8  | 10.7 |            | 9.6                   | 66.5 | 19.5  | 4.4  |            | 8.4                  | 91   | 0.6   | 0    |            |            |
| PHF                                                        | .417                    | .786 | .774  | .859 | .813       | .810                      | .708 | .679  | .639 | .775       | .917                  | .838 | .578  | .536 | .833       | .854                 | .888 | .750  | .000 | .904       | .933       |
| Cars                                                       | 5                       | 42   | 125   | 55   | 227        | 124                       | 15   | 38    | 23   | 200        | 26                    | 208  | 58    | 13   | 305        | 38                   | 414  | 3     | 0    | 455        | 1187       |
| % Cars                                                     | 100                     | 95.5 | 98.4  | 100  | 98.3       | 91.2                      | 88.2 | 100   | 100  | 93.5       | 78.8                  | 91.2 | 86.6  | 86.7 | 88.9       | 92.7                 | 93.2 | 100   | 0    | 93.2       | 93.0       |
| Heavy Vehicles                                             |                         |      |       |      |            |                           |      |       |      |            |                       |      |       |      |            |                      |      |       |      |            |            |
| % Heavy Vehicles                                           | 0                       | 4.5  | 1.6   | 0    | 1.7        | 8.8                       | 11.8 | 0     | 0    | 6.5        | 21.2                  | 8.8  | 13.4  | 13.3 | 11.1       | 7.3                  | 6.8  | 0     | 0    | 6.8        | 7.0        |



# Syracuse Metropolitan Transportation Council

126 N. Salina Street  
Syracuse, NY, 13202

[www.smtcmppo.org](http://www.smtcmppo.org)

Town of Lysander

Rt. 690/Rt. 48 & Hencle Blvd./Church Rd.

KK

Lysander Comprehensive Plan

File Name : Rt 690\_Rt 48\_Church\_Hencle\_06\_19\_14\_Formatted

Site Code : 06191401

Start Date : 6/19/2014

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|                                                            | Church Rd.<br>Eastbound |      |       |      |            | Hencle Blvd.<br>Westbound |      |       |      |            | Rt. 690<br>Northbound |      |       |      |            | Rt. 48<br>Southbound |      |       |      |            |            |
|------------------------------------------------------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|----------------------|------|-------|------|------------|------------|
| Start Time                                                 | Left                    | Thru | Right | RTOR | App. Total | Left                      | Thru | Right | RTOR | App. Total | Left                  | Thru | Right | RTOR | App. Total | Left                 | Thru | Right | RTOR | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                         |      |       |      |            |                           |      |       |      |            |                       |      |       |      |            |                      |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                         |      |       |      |            |                           |      |       |      |            |                       |      |       |      |            |                      |      |       |      |            |            |
| 04:45 PM                                                   | 0                       | 8    | 6     | 3    | 17         | 21                        | 8    | 15    | 5    | 49         | 31                    | 159  | 25    | 7    | 222        | 18                   | 84   | 1     | 0    | 103        | 391        |
| 05:00 PM                                                   | 0                       | 9    | 16    | 8    | 33         | 23                        | 14   | 9     | 5    | 51         | 24                    | 127  | 41    | 10   | 202        | 14                   | 71   | 0     | 0    | 85         | 371        |
| 05:15 PM                                                   | 1                       | 8    | 14    | 4    | 27         | 24                        | 8    | 11    | 6    | 49         | 40                    | 133  | 48    | 10   | 231        | 12                   | 78   | 0     | 0    | 90         | 397        |
| 05:30 PM                                                   | 1                       | 11   | 19    | 13   | 44         | 21                        | 5    | 8     | 4    | 38         | 26                    | 115  | 41    | 9    | 191        | 18                   | 68   | 2     | 1    | 89         | 362        |
| Total Volume                                               | 2                       | 36   | 55    | 28   | 121        | 89                        | 35   | 43    | 20   | 187        | 121                   | 534  | 155   | 36   | 846        | 62                   | 301  | 3     | 1    | 367        | 1521       |
| % App. Total                                               | 1.7                     | 29.8 | 45.5  | 23.1 |            | 47.6                      | 18.7 | 23    | 10.7 |            | 14.3                  | 63.1 | 18.3  | 4.3  |            | 16.9                 | 82   | 0.8   | 0.3  |            |            |
| PHF                                                        | .500                    | .818 | .724  | .538 | .688       | .927                      | .625 | .717  | .833 | .917       | .756                  | .840 | .807  | .900 | .916       | .861                 | .896 | .375  | .250 | .891       | .958       |
| Cars                                                       | 2                       | 36   | 55    | 28   | 121        | 76                        | 35   | 43    | 20   | 174        | 120                   | 522  | 137   | 33   | 812        | 61                   | 271  | 3     | 1    | 336        | 1443       |
| % Cars                                                     | 100                     | 100  | 100   | 100  | 100        | 85.4                      | 100  | 100   | 100  | 93.0       | 99.2                  | 97.8 | 88.4  | 91.7 | 96.0       | 98.4                 | 90.0 | 100   | 100  | 91.6       | 94.9       |
| Heavy Vehicles                                             |                         |      |       |      |            |                           |      |       |      |            |                       |      |       |      |            |                      |      |       |      |            |            |
| % Heavy Vehicles                                           | 0                       | 0    | 0     | 0    | 0          | 14.6                      | 0    | 0     | 0    | 7.0        | 0.8                   | 2.2  | 11.6  | 8.3  | 4.0        | 1.6                  | 10.0 | 0     | 0    | 8.4        | 5.1        |

