



Memorandum

TO: Megan Costa, SOCPA
Sam Gordon, Town of DeWitt
Jeanie Gleisner, CNYRPDB

FROM: Meghan Vitale

DATE: October 12, 2016

RE: Jamesville Hamlet Transportation Assessment
Technical Memorandum #2: Existing and future baseline traffic operations assessment

CC: John Reichert, NYSDOT

The Syracuse Metropolitan Transportation Council (SMTC) has agreed to assist municipalities within our Metropolitan Planning Area (MPA) with transportation-related elements of their comprehensive planning processes under a “Comprehensive Plan Assistance Block” as requested by the Syracuse-Onondaga County Planning Agency (SOCPA). The information summarized here is intended to assist the Town of DeWitt and the Central New York Regional Planning and Development Board (CNYRPDB) with the development of the Jamesville Hamlet Master Plan.

This Technical Memorandum summarizes the analysis of existing and future traffic operations in the Jamesville Hamlet area.

Description of intersections in hamlet core

SMTC staff documented the existing geometry, including pedestrian accommodations, at the following intersections in the hamlet core area: Route 173/South Street, Route 173/Town Square driveway, Route 173/North Street, and Route 173/Solvay Road/Route 91. Notable features of each intersection are described below. Figure 1 provides an overview of the intersections in the hamlet core.

Route 173/South Street

This intersection functions as a four-leg intersection (with the Sunoco driveway as the southbound approach) with stop control on the northbound and southbound approaches. The northbound (South Street) and eastbound (Route 173) approaches each consist of one travel lane (10-feet and 11-feet in width, respectively) with an adjacent shoulder. Both of these approaches also have a crosswalk that connects to curb ramps with colored, detectable warnings. The westbound Route 173 approach consists of one 15-foot-wide travel lane with curbing and no striped shoulder. There is no crosswalk on the westbound approach. The southbound approach is the Sunoco driveway, which has a total width of 36 feet and no delineation for entering or exiting traffic. The concrete sidewalk on the north side of Route

173 continues through the Sunoco driveway. Figure 2 shows the existing configuration of this intersection.

Route 173/Town Square driveway

The driveway to the Town Square plaza intersects Route 173 just west of the railroad tracks. The driveway consists of a 23-foot wide ingress lane and a 27-foot wide egress lane divided by a raised 5-foot median. There is no lane striping on the ingress lane. The egress lane is striped as two lanes: one for left-turns and one for right-turns. Due to the proximity of this driveway to North Street – and the location of the railroad tracks – vehicles attempting to turn left from this driveway onto Route 173 may be blocked by vehicles queued on Route 173. Also, vehicles turning left onto the Town Square driveway from Route 173 must turn from the eastbound left turn lane, which is really intended for vehicles turning left onto North Street. The sidewalk along the north side of Route 173 is continuous through the Town Square driveway, but there are no sidewalks along the driveway itself for pedestrian access to the shops in the plaza. Figure 3 shows the existing configuration of this intersection.

Route 173/North Street

The Route 173/North Street intersection is a three-leg intersection that is controlled by a traffic signal. The eastbound approach consists of two 10-foot lanes, with an exclusive left-turn lane and a through lane. The NYS&W railroad track crosses Route 173 on the eastbound approach to the intersection. There is no crosswalk on the eastbound approach (however, there are curb ramps with detectable warnings for pedestrians crossing the railroad tracks). The westbound approach consists of a through lane (11 feet wide) and a right-turn only lane (12 feet wide). There is a crosswalk on the westbound approach, with pedestrian signals and detectable warnings on the curb ramps. The westbound approach has a notable uphill grade. There are sidewalks on both sides of Route 173 through this intersection. The southbound approach (North Street) consists of a left-turn lane and a right-turn lane, each 11 feet in width. There is a crosswalk with pedestrian signals and detectable warnings on the southbound approach. North Street has sidewalk only on the east side of the road. The railroad crossing is protected by flashing lights and moveable gates that block all traffic and pedestrian movements just west of North Street (eastbound approach) when a train passes. The southbound left turn and the westbound right turn movements are allowed to proceed when the gates are down. Figure 3 shows the existing configuration of this intersection.

Route 173/Solvay Road and Route 173/Route 91 (Pompey Road)

These two intersections are offset so that Solvay Road intersects Route 173 slightly to the west of Route 91. There are stop signs on the Solvay Road and Route 91 approaches, and each of these approaches consists of a single travel lane for shared turning movements. There is a crosswalk on the southbound (Solvay Road) approach, but no crosswalk on the northbound (Route 91) approach. Route 173 eastbound has one travel lane that is 14 feet wide. Route 173 westbound has a single 12-foot wide travel lane. The sidewalk on the north side of Route 173 is continuous through this intersection, but sidewalk on the south side only exists west of Solvay Road. There is a crosswalk with detectable

warnings on the eastbound Route 173 approach; there are no other crosswalks across Route 173 at this location. Figure 4 shows the existing configuration of these intersections.

Right-of-Way

The SMTC obtained right-of-way (highway boundary) information from the NYSDOT for Route 173. Based on plans dated March 2001, the right-of-way for Route 173 through the hamlet center (from South Street to Route 91) is 98 feet wide, roughly centered on the pavement centerline. The pavement width through this area varies from 32 feet to 39 feet, leaving substantial right-of-way (59-66 feet) outside of the current paved roadway. The existing buildings that front on Route 173, including the multi-tenant building at the southeast corner of Route 173/Apulia Road, Jamesville Hardware, the florist, the former Split Rock Grill, and the former O'Shea's bar, sit partially within the right-of-way. The parking spaces along the south side of Route 173 between South Street and the railroad are completely within the State right-of-way.

Onondaga County indicated that South Street and North Street both have a 66-foot right-of-way. The pavement width on South Street and North Street near Route 173 is 31 feet and 44 feet, respectively, leaving 35 feet and 22 feet of right-of-way beyond the paved roadway.

Existing turning movement counts and travel patterns

SMTC obtained morning and evening peak period vehicle turning movement counts, including pedestrians, bicycles, and heavy vehicles, for the Route 173/South Street (including Sunoco driveway), Route 173/North Street, and Route 173/Solvay Road/Route 91 intersections. Staff also obtained driveway movement counts at Jamesville Town Square as well as the parking area in front of the building housing Jamesville Carpet and Half Moon Bakery. All turning movement counts were conducted on a weekday in April 2016 while local schools were in session. The morning peak hour (i.e. single hour with the highest traffic volume) for all intersections was 7:15 a.m. to 8:15 a.m., and the evening peak hour was 4:45 p.m. to 5:45 p.m.

The resulting morning and evening peak hour turning movement counts are summarized on Figure 5, and the detailed count reports are included in Attachment A. Overall, the traffic volume is higher in the evening, with about 16% more total vehicles entering the Route 173/North Street intersection during the evening peak hour than the morning peak hour (although individual turning movements may be over twice as high in one peak hour versus the other). The westbound right-turn in the morning and southbound left-turn in the evening at Route 173/North Street are very heavy movements, with over 500 vehicles in each peak hour.

Figure 6 shows the traffic flows through the hamlet in each peak hour, based on the turning movement counts. The dominant flow in the morning is from the east on Route 173 to the north on North Street, with the reverse flow pattern apparent in the evening. This suggests that many commuters originate east of Route 91 and travel to/from the I-481 on-ramps at Jamesville Road, which intersects North Street north of the hamlet area. Far fewer commuters appear to be using Route 173 to travel to/from the City of Syracuse and other points west of the hamlet.

The traffic counts included counts of bicycle and pedestrian movements. These movements are summarized in Table 1.

Table 1: Bicycle and pedestrian volumes at study intersections, 4:00 p.m. to 6:00 p.m.

Intersection	Bicycle movements	Pedestrian movements
Route 173/South Street	11	1
Route 173/North Street	9	6
Route 173/Solvay Road/Route 91	3	0

Notes:

No bicyclists or pedestrians were observed during the morning peak period (7:00 a.m. to 9:00 p.m.).

Bicycle movements are counted as turning movement volumes, similar to vehicular traffic. Each pedestrian movement across an individual intersection approach is counted.

There are six parking spaces in front of the commercial building between South Street and North Street. SMTC staff observed very few cars utilizing these parking spaces during the peak hours of the nearby intersections. There was one car that parked here between the hours of 7:00 a.m. and 9:00 a.m., and a total of four cars during the hours of 4:00 p.m. and 6:00 p.m. The parking spaces never reached maximum capacity at any time during the observations. Staff noted that these spaces are difficult to use because the vehicle must back out directly into the travel lane on Route 173 if parked nose-in. Backing-in would make exiting easier, but the travel lane would be blocked while the vehicle maneuvers into the parking space.

Future traffic volumes

The NYSDOT conducted hourly traffic volumes counts on Route 173, South Street, and North Street in both 2013 and 2016. The full roadway traffic count hourly reports are included in Attachment B. As shown in Table 2, the estimated Annual Average Daily Traffic (AADT) declined at all three locations between 2013 and 2016.

Table 2: Annual Average Daily Traffic volumes on selected road segments, 2013 and 2016

Road	Count location	AADT (vehicles per day)		Total change (vehicles per day)	Annual change
		2013	2016		
Route 173	West of Clark Reservation	6,072	5,165	-907	-5.2% per year
South Street/ Apulia Road	North of Bamerick Rd	3,652	2,869	-783	-7.7% per year
North Street	Near Solvay Road	10,127	9,164	-963	-3.3% per year

Based on this information, the existing traffic volumes were not inflated to account for future background growth (i.e. existing traffic volumes were assumed to remain constant into the future). Since actual volumes have declined, this is a conservative assumption.

The Town of DeWitt and the CNYRPDB indicated a desired redevelopment scenario for the former cement plant site. SMTC used this information along with the trip generation data in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* to estimate the number of new trips associated with the redevelopment of the cement plant site. Table 3 shows the potential land uses and the estimated trip generation. (Note: the town also indicated that the site would include about 1,200 SF of “civic space” and nine acres of park space; however these uses are assumed to generate very minimal trips during the roadway peak hours and, therefore, were not included in the analysis.)

Table 3: Potential land uses and trip generation for former cement plant site

Use (ITE Land Use Code #)	Quantity	Total New Trips			
		AM Peak Hour		PM Peak Hour	
		Entering	Exiting	Entering	Exiting
Single Family Homes (LUC 210)	44 Units	8	25	27	7
Duplex Homes (LUC 230)	4 Units	1	3	3	1
Apartments (LUC 220)	24 Units	3	12	10	5
Office (LUC 710)	20,000 SF	47	6	17	84
Retail (LUC 826)	20,000 SF	0*	0*	31	38
Fitness Center (LUC 492)	3,000 SF	2	2	6	5
Total		61	48	94	140

*No data available for AM peak hour of road network

Once the total number of new trips is determined, these trips must be assigned to a specific path of travel through the study area and, therefore, assigned to specific turning movements at each intersection. Figure 7 shows the assignment of these new trips to the study area intersections. Based on existing travel patterns and the location of likely origins and destinations within the region, 55 percent of new trips to and from the former cement plant site were assumed to use Ogle Road for access to/from the north. Twenty percent of new trips were assumed to travel to/from the west on Route 173, 15 percent to/from the east on Route 173, and 5 percent to the south on both South Street and Route 91. For the initial future analysis, all new trips accessing the site via Route 173 were assumed to use the existing Town Square driveway. The resulting future traffic volumes within the hamlet core area are shown on Figure 8.

Future turning movements were also estimated for the Jamesville Toll Road/Ogle Road intersection, since Ogle Road was assumed to be the point of access for trips to and from the north. No existing turning movement counts are available for this intersection. The peak-hour through movement volumes

(eastbound and westbound) on Jamesville Toll Road were estimated based on a 2010 NYSDOT hourly volume count for that road, and the volumes to/from Ogle Road were based on the trip generation and trip distribution previously discussed.

One alternative access scenario was also examined. Under Future Alternative 1, all trips to the former cement plant site via Route 173 were assumed to use a new access road located west of Jamesville Elementary School. Eastbound and westbound traffic volumes at this location were estimated based on the current turning movement count at Route 173/South Street and volumes to/from the new access road were based on the trip generation and trip distribution previously discussed.

Intersection capacity analysis

Using the existing turning movement counts, the future traffic volumes, and intersection geometry information described above, SMTC conducted capacity analysis using Synchro 9 software to determine the existing and future levels of service (LOS) at the Route 173/South Street, Route 173/North Street, Route 173/Solvay Road, and Route 173/Route 91 intersections. Signal timing information for the Route 173/North Street intersection was obtained from NYSDOT. Table 4 summarizes the resulting LOS at each intersection. All Synchro analysis reports are included in Attachment C.

Table 4: Summary of Existing and Future capacity analysis results

		Level of Service (delay, in seconds)					
		AM Peak Hour			PM Peak Hour		
Intersection	Movement	Existing	Future	Future Alt 1	Existing	Future	Future Alt 1
Route 173/South Street (unsignalized)							
Eastbound	Left	A(8)	A(8)	A(8)	A(8)	A(8)	A(8)
Westbound	Left	A(8)	A(8)	A(8)	A(9)	A(9)	A(9)
Northbound	Left/through/right	B(14)	B(14)	B(14)	D(30)	E(35)	E(43)
Southbound	Left/through/right	C(20)	C(21)	C(21)	F(72)	F(93)	F(88)
Route 173/North Street (signalized)							
Eastbound	Left	B(18)	B(19)	B(19)	C(23)	C(24)	C(24)
	Through	A(4)	A(4)	A(4)	B(13)	B(13)	B(13)
Westbound	Through	B(10)	B(10)	B(10)	C(23)	C(25)	C(25)
	Right	A(9)	A(9)	A(9)	A(5)	A(5)	A(5)
Southbound	Left	C(21)	C(21)	C(21)	B(16)	B(16)	B(16)
	Right	C(21)	C(21)	C(21)	B(13)	B(13)	B(13)
OVERALL		B(12)	B(12)	B(12)	B(15)	B(16)	B(16)
Route 173/Solvay Rd (unsignalized)							
Eastbound	Left	B(11)	B(11)	B(11)	A(8)	A(9)	A(9)
Southbound	Left/right	D(30)	D(31)	D(31)	F(69)	F(85)	F(85)
Route 173/Route 91 (unsignalized)							
Westbound	Left	A(8)	A(8)	A(8)	B(10)	B(10)	B(10)
Northbound	Left/right	F(127)	F(142)	F(142)	E(38)	E(44)	E(44)
Jamesville Toll Road/Ogle Road (unsignalized)							
Westbound	Left	*	A(7)	A(7)	*	A(8)	A(8)
Northbound	Left/right	*	A(9)	A(9)	*	B(10)	B(10)
Route 173/New access road (unsignalized)							
Eastbound	Left	---	---	A(8)	---	---	A(8)
Southbound	Left/right	---	---	B(13)	---	---	C(18)

Notes:

LOS = Level of service. Delay is the average delay per vehicle, in seconds.

“Future” assumes all access to former cement plant site via Route 173 is through the existing Town Square driveway. “Future Alt 1” assumes all access to former cement plant site via Route 173 is through a new access road located west of Jamesville Elementary School.

*Existing turning movement count not available. Future turning movements estimated based on hourly traffic volume data for Jamesville Toll Road and trip generation for former cement plant site.

--- Intersection does existing under this scenario.

Existing intersection capacity analysis results

All of the approaches at the signalized intersection of Route 173 and North Street currently operate at “good” levels of service (i.e. LOS C or better), with the intersection overall operating at LOS B during both the morning and evening peak hours. The left-turn movements from Route 173 at the unsignalized intersections (South Street, Solvay Rd, Route 91) also operate at LOS C or better under the existing conditions. However, the existing egress movement from the Sunoco driveway (southbound approach at Route 173/South Street) experiences LOS F during the evening peak hour. The Solvay Road approach to Route 173 experiences an LOS F during the evening peak hour, and the Route 91 approach to Route 173 experiences LOS F during the morning peak hour (and LOS E during the evening peak hour). Existing average vehicle delay on Route 91 at Route 173 is over two minutes during the morning peak hour.

The Synchro output indicates that the average queue length in the left-turn lane on North Street southbound at Route 173 is 208 feet, which is equivalent to about eight vehicles. This approach widens from a single lane to two lanes (left-turn and right-turn lanes) about 180 feet prior to the stop bar, so an average queue of over 200 feet may block vehicles from entering the right-turn lane and cause additional delay for this approach.

Existing operations at the Town Square driveway

The intersection of the Town Square driveway with Route 173 was not analyzed using Synchro software as described above for the other intersections in the hamlet. This is due to the location of the driveway in relation to the stop bar on Route 173 eastbound at the North Street intersection, which is located west of the railroad tracks to prevent vehicles from queuing on the tracks. The Town Square driveway is located within the functional area of the Route 173/North Street intersection and could not be modeled accurately. However, SMTc staff observed operations at the Town Square driveway and offer the following notes:

The queue lengths in the eastbound left-turn and eastbound through lanes were recorded immediately before this approach received the green signal, from 4:30 p.m. to 5:00 p.m. on a weekday (for a total of 24 cycles of the traffic signal). The queue in the left-turn lane varied from zero to four vehicles, with an average of about 2 vehicles. The queue in the through lane varied from one to eight vehicles, with an average of 4 vehicles. (Note that only three or four cars can queue in the eastbound lanes without blocking South Street, and it was observed that drivers typically did not block this intersection even when the queue extended west of South Street.) Typically, the eastbound traffic on Route 173 cleared the signal with a few seconds of green time still available for that approach. This allowed a few seconds during nearly every cycle when a vehicle could make a left turn into or out of the Town Square driveway. No more than one car was observed waiting to exit the Town Square driveway during any signal cycle.

Under current conditions, this driveway functions well because the volumes entering and exiting are low enough that the left-turn movements rarely experience a queue. However, this could change substantially if the traffic volumes, particularly the traffic attempting to make a left-turn exiting the driveway onto Route 173 eastbound, increase. Since under current conditions only one vehicle can exit per signal cycle (“sneaking out” during the last couple seconds of green time for Route 173) even a

relatively short queue could multiply quickly if the first car has to wait through more than one cycle of the signal due to increased traffic on Route 173.

Staff also observed a number of vehicles utilizing the incorrect lane on the Town Square driveway. Some vehicles entering the driveway from Route 173 were observed using the egress lane. Vehicles from the east (headed westbound on Route 173) were also observed using the Town Square driveway to “cut through” to the Sunoco station. The tendency to use the wrong lane on this driveway is likely due to the width of the driveway. With an ingress lane of 23 feet in width, an egress lane of 27 feet in width, and a 5-foot raised median, the driveway is overly wide for the traffic volume it serves.

Future intersection capacity analysis results

The future “base” capacity analysis accounts for redevelopment of the former cement plant site with the assumption that all trips via Route 173 will access the site through the existing Town Square driveway. As shown in Table 4, this scenario results in very minimal change to the operation of the signal at Route 173/North Street as compared to existing conditions. With additional traffic on Route 173, there are likely to be fewer gaps for traffic on the side streets at the unsignalized intersections. The analysis indicates that average vehicle delay on the unsignalized approaches to Route 173 at South Street/Sunoco driveway, Solvay Road, and Route 91 will increase by five to 21 seconds depending on the approach and peak hour.

For the future base analysis, the intersection of Jamesville Toll Road/Ogle Road was also analyzed, using the volume estimates previously discussed and the existing intersection configuration (single lane on each approach). This analysis indicates that all movements will operate at LOS A or B during both peak hours with the new trips generated by the redevelopment.

Due to concerns about the operation of the Town Square driveway with additional traffic, an alternative access scenario was also analyzed. This Future “Alternative 1” includes a new access road from the former cement plant site that would intersection Route 173 west of Jamesville Elementary School. For the purpose of this analysis, all trips accessing the redevelopment site via Route 173 were assumed to use the new access road, and none of these new trips were assumed to use the Town Square driveway. This provides a “worst case” analysis at the new access point. A single lane on the new access road at Route 173 and no widening on Route 173 (i.e. no turn lanes on Route 173) were assumed, and this was analyzed as an unsignalized intersection. The analysis indicates that the left-turn movement from Route 173 would operate at LOS A during both peak hours and the egress movement onto Route 173 would operate at LOS B/C during the morning/evening peak hours. Functionally, it appears that a new access road at this location would be possible. This would require a highway work permit from the NYSDOT, which would likely necessitate a full traffic impact study including a gap analysis and a sight distance evaluation.

Summary

After completing the existing traffic operations assessment at the study area intersections, as well as future traffic operations assessment with assumed redevelopment of the former cement plant site, SMTC offers the following conclusions:

Pedestrian facilities

- The hamlet area has relatively good pedestrian amenities, with crosswalks on at least one of the Route 173 approaches at South Street, North Street, and Solvay Road, as well as crosswalks on these side streets. Curb ramps with colored, detectable warnings are present, as are pedestrian signals at the North Street intersection. Sidewalks are continuous through the driveways on Route 173 in the hamlet core.
- However, crosswalks are lacking on the westbound Route 173 approach at South Street and the eastbound approach at North Street (although the latter location is particularly challenging due to the location of the railroad tracks). There are also no crosswalks at the Route 91 intersection.

Intersection geometry

- The Town Square driveway is overly wide, which may create confusion for drivers.
- The proximity of the Town Square driveway to North Street creates an undesirable condition where eastbound queues on Route 173 block the Town Square driveway.

Right-of-way

- The right-of-way on Route 173 is generally 98 feet wide through the hamlet core, with the current pavement 39 feet at its widest point. There are a number of existing buildings in the right-of-way, as well as the parking spaces in front of the Half Moon Bakery/Jamesville Carpet.

Existing traffic operations

- Traffic volumes are heavier in the afternoon than the morning, peaking between 4:45 p.m. and 5:45 p.m. The westbound right-turn movement in the morning and southbound left-turn movement in the afternoon at Route 173/North Street have very heavy volumes, with over 500 vehicles in the peak hour.
- The dominant flow in the morning is from the east on Route 173 to the north on North Street, with the reverse flow pattern apparent in the evening. This suggests that many commuters originate east of Route 91 and travel to/from the I-481 on-ramps at Jamesville Road, which intersects North Street north of the hamlet area.
- The observed pedestrian volumes were very low (with no pedestrians in the morning). In the afternoon, about 10 bicycle movements were observed through both the South Street and North Street intersections.
- SMTC staff observed very few cars utilizing the parking spaces in front of the Half Moon Bakery/Jamesville Carpet building during the peak hours of the nearby intersections. Only four cars were observed to park here during the afternoon peak, and only one in the morning. These

spaces are difficult to use because the vehicle must back out directly into the travel lane on Route 173 if parked nose-in.

- The signalized intersection of Route 173 and North Street currently operates at LOS B during both the morning and evening peak hours.
- Some left-turn movements onto Route 173 at the unsignalized intersections currently operate at LOS E or F with average vehicle delay of one to two minutes.
- Observations of existing afternoon peak operations at the Town Square driveway indicate that vehicles are able to exit the driveway during the last few seconds of green time on the Route 173 eastbound approach at North Street, once the queue on Route 173 has cleared. Since the current volume of traffic exiting the driveway is very low, this functions well at present.

Future traffic operations

- AADT counts conducted by NYSDOT on Route 173, South Street/Apulia Road, and North Street in 2013 and 2016 show declines in traffic volumes. Therefore, volumes were held constant for future conditions analysis.
- The proposed redevelopment of the former cement plant site, including single-family homes, apartments, and commercial space, was estimated to generate 94 new trips entering and 140 new trips exiting during the afternoon peak hour (trip generation would be lower in the morning).
- Under the future base scenario, all new trips to/from the cement plant site via Route 173 were assumed to utilize the existing Town Square driveway. This results in minimal change to the operation of the signal at Route 173/North Street. Average vehicle delay on the side street approaches at unsignalized intersections is likely to increase by about 20 seconds.
- The analysis indicates that the additional trips entering and exiting the cement plant site via Ogle Road at Jamesville Toll Road could be accommodated while maintaining good operations at that intersection.
- An increase in volume on the Town Square driveway has the potential to create significant queuing since only one vehicle appears to be able to make a left-turn from the driveway onto Route 173 during each cycle of the signal at North Street.
- An alternative was analyzed that includes a new access road to the cement plant site that would intersect Route 173 west of Jamesville Elementary School. For this analysis, all trips to/from the site via Route 173 were assumed to use this new road. The traffic operations analysis indicates that this intersection would function at a good level of service with a stop sign on the new access road only and a single lane on all approaches. Since this would require work in the NYSDOT's right-of-way to create a new intersection on Route 173, a highway work permit would be required and this would likely necessitate a full traffic impact study including a gap analysis and sight distance evaluation.

Jamesville Hamlet Transportation Assessment
Technical Memorandum #2
Figure 1: Existing intersection configuration



Jamesville Hamlet Transportation Assessment
Technical Memorandum #2
Figure 2: Existing intersection configuration
E. Seneca Turnpike (Route 173) and South St.

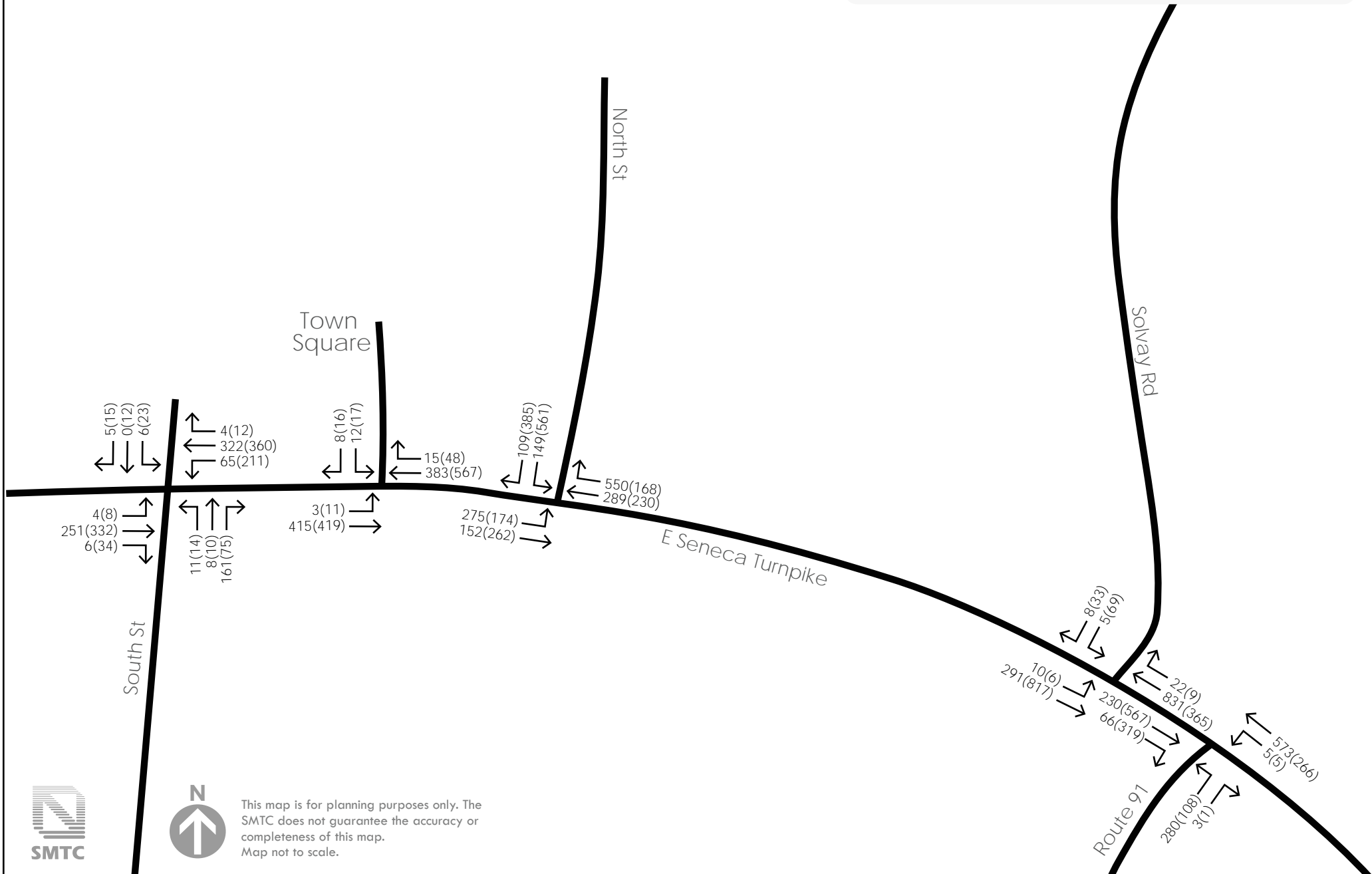


This map is for planning purposes only.
The SMTC does not guarantee the
accuracy or completeness of this map.

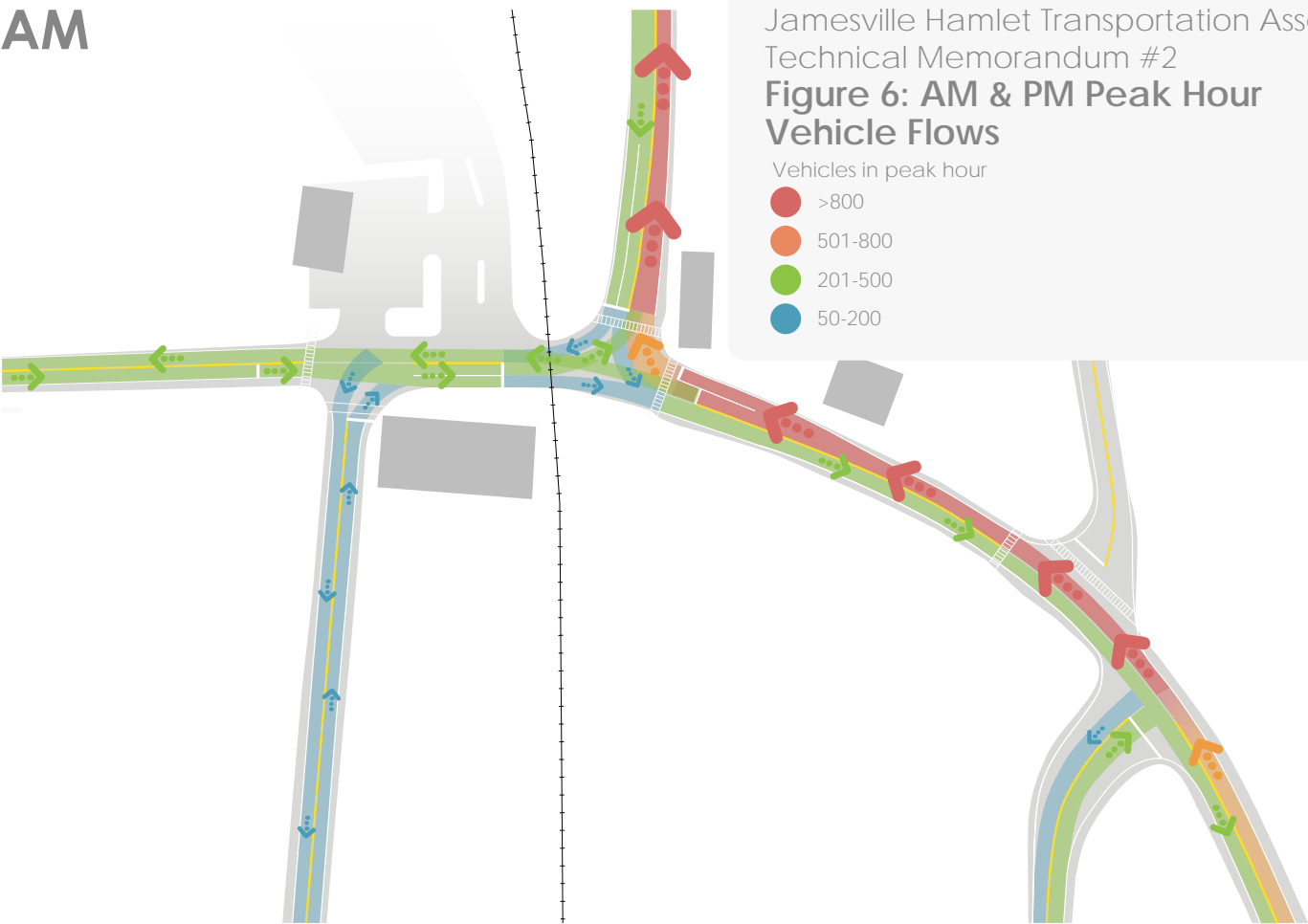




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Figure 5: 2016 Traffic Volumes
 AM (PM) peak hour



AM



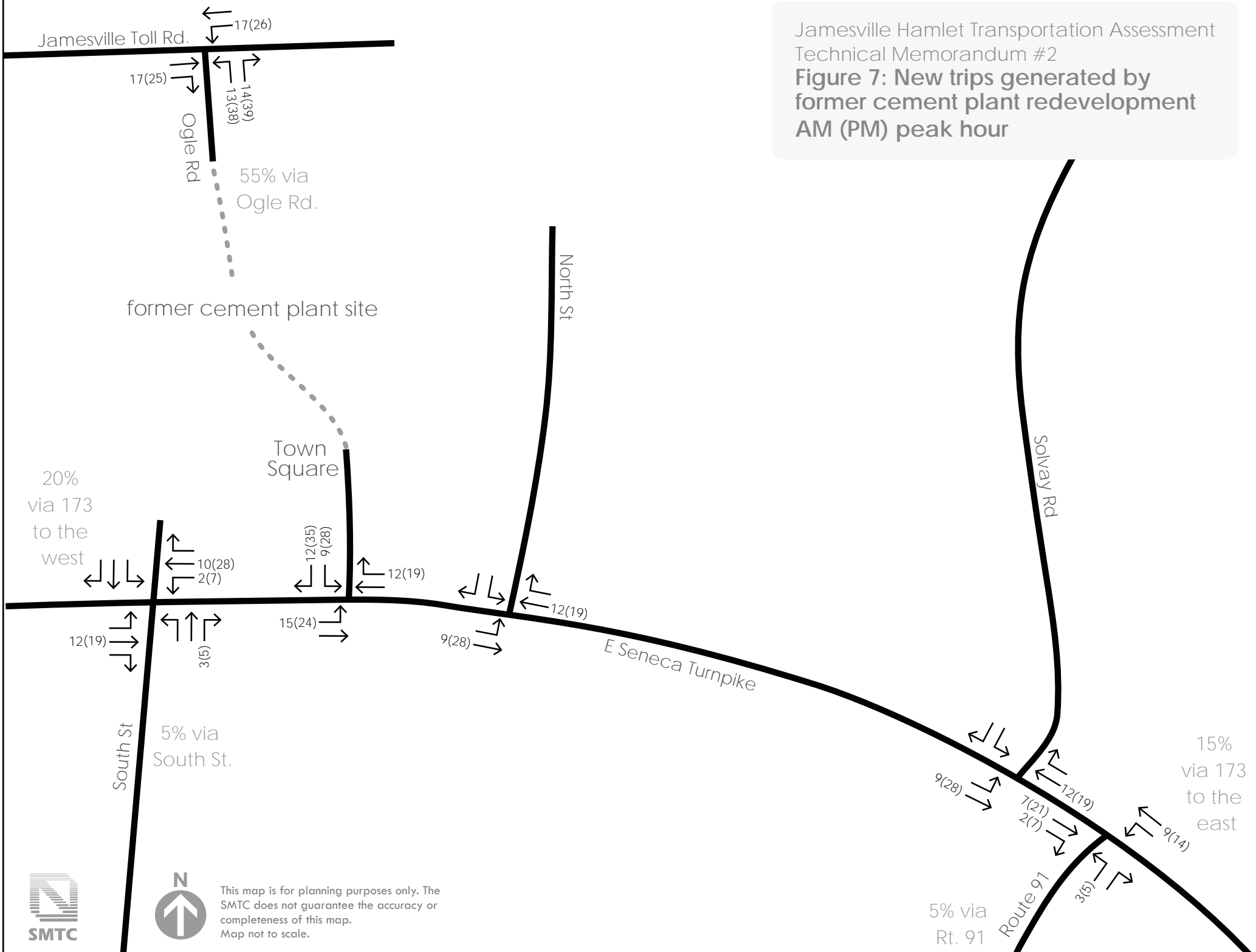
PM

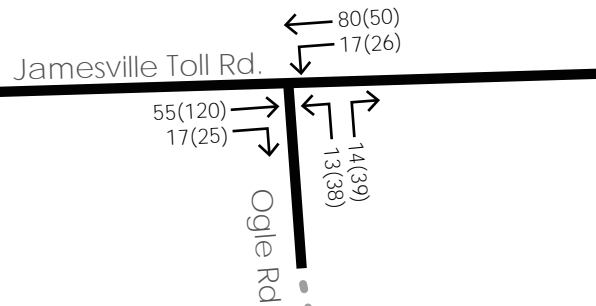


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Technical Memorandum #2
**Figure 7: New trips generated by
former cement plant redevelopment**
AM (PM) peak hour





former cement plant site

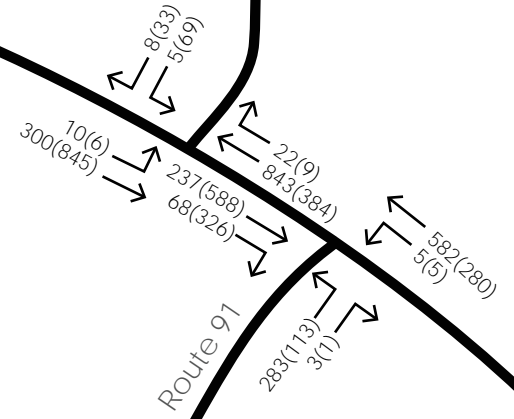
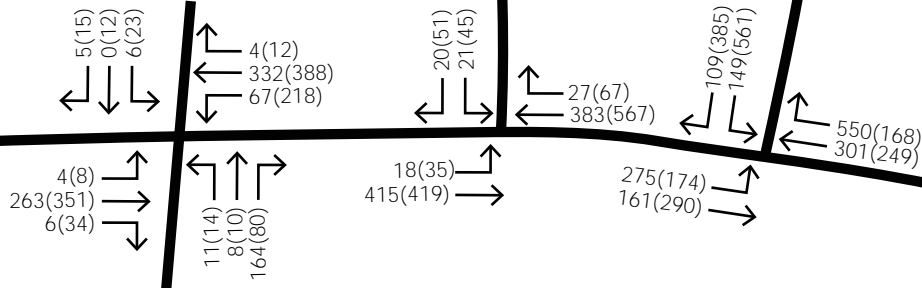
Town Square

North St

Solvay Rd

E Seneca Turnpike

Route 91



Jamesville Hamlet Transportation Assessment
 Technical Memorandum #2
**Figure 8: Future traffic volumes with
 cement plant redevelopment**
 AM (PM) peak hour



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 SMTC does not guarantee the accuracy or
 completeness of this map.
 Map not to scale.

Attachment A: Turning movement counts

Syracuse Metropolitan Transportation Council

126 N. Salina Street
Syracuse, NY, 13202
www.smtcmppo.org

Rt. 173 & Pompey/Solvay Rd., Jamesville
Counter: KK
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_Pompey_041916_Formatted
Site Code : 04191601
Start Date : 4/19/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Rt. 173 Eastbound					Rt. 173 Westbound					Pompey Rd. Northbound					Solvay Rd. 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
07:00 AM	0	56	8	0	64	0	68	2	0	70	44	0	1	0	45	0	0	0	0	0	179
07:15 AM	3	57	15	0	75	2	113	2	0	117	75	2	1	0	78	1	0	2	0	3	273
07:30 AM	2	55	16	0	73	1	165	6	0	172	73	3	2	0	78	2	0	2	0	4	327
07:45 AM	3	55	17	0	75	0	166	4	0	170	63	2	0	0	65	2	0	4	0	6	316
Total	8	223	56	0	287	3	512	14	0	529	255	7	4	0	266	5	0	8	0	13	1095
08:00 AM	2	58	18	0	78	2	114	3	0	119	62	0	0	0	62	0	0	0	0	0	259
08:15 AM	1	52	13	0	66	1	108	3	0	112	57	0	0	0	57	0	0	5	0	5	240
08:30 AM	0	60	13	0	73	1	115	1	0	117	47	3	2	0	52	1	1	2	0	4	246
08:45 AM	2	53	9	0	64	1	65	0	0	66	41	2	1	0	44	0	0	0	0	0	174
Total	5	223	53	0	281	5	402	7	0	414	207	5	3	0	215	1	1	7	0	9	919
*** BREAK ***																					
04:00 PM	0	83	55	0	138	0	88	3	0	91	22	3	0	0	25	2	0	6	0	8	262
04:15 PM	1	82	61	0	144	0	65	4	0	69	25	1	1	0	27	4	6	2	0	12	252
04:30 PM	1	91	59	0	151	1	58	3	0	62	31	1	1	0	33	2	2	5	0	9	255
04:45 PM	3	121	72	0	196	2	57	1	0	60	28	0	0	0	28	9	6	6	0	21	305
Total	5	377	247	0	629	3	268	11	0	282	106	5	2	0	113	17	14	19	0	50	1074
05:00 PM	3	139	69	0	211	3	60	1	0	64	25	1	0	0	26	3	5	7	0	15	316
05:15 PM	0	136	84	0	220	0	70	1	0	71	19	2	1	0	22	20	12	16	0	48	361
05:30 PM	0	124	62	0	186	0	71	3	0	74	33	0	0	0	33	9	5	4	0	18	311
05:45 PM	2	107	65	0	174	1	65	2	0	68	26	0	0	0	26	4	4	1	0	9	277
Total	5	506	280	0	791	4	266	7	0	277	103	3	1	0	107	36	26	28	0	90	1265
Grand Total	23	1329	636	0	1988	15	1448	39	0	1502	671	20	10	0	701	59	41	62	0	162	4353
Apprch %	1.2	66.9	32	0		1	96.4	2.6	0		95.7	2.9	1.4	0		36.4	25.3	38.3	0		
Total %	0.5	30.5	14.6	0	45.7	0.3	33.3	0.9	0	34.5	15.4	0.5	0.2	0	16.1	1.4	0.9	1.4	0	3.7	
Cars	15	1304	628	0	1947	15	1420	29	0	1464	653	16	10	0	679	54	41	52	0	147	4237
% Cars	65.2	98.1	98.7	0	97.9	100	98.1	74.4	0	97.5	97.3	80	100	0	96.9	91.5	100	83.9	0	90.7	97.3
Heavy Vehicles	8	25	8	0	41	0	28	10	0	38	18	4	0	0	22	5	0	10	0	15	116
% Heavy Vehicles	34.8	1.9	1.3	0	2.1	0	1.9	25.6	0	2.5	2.7	20	0	0	3.1	8.5	0	16.1	0	9.3	2.7

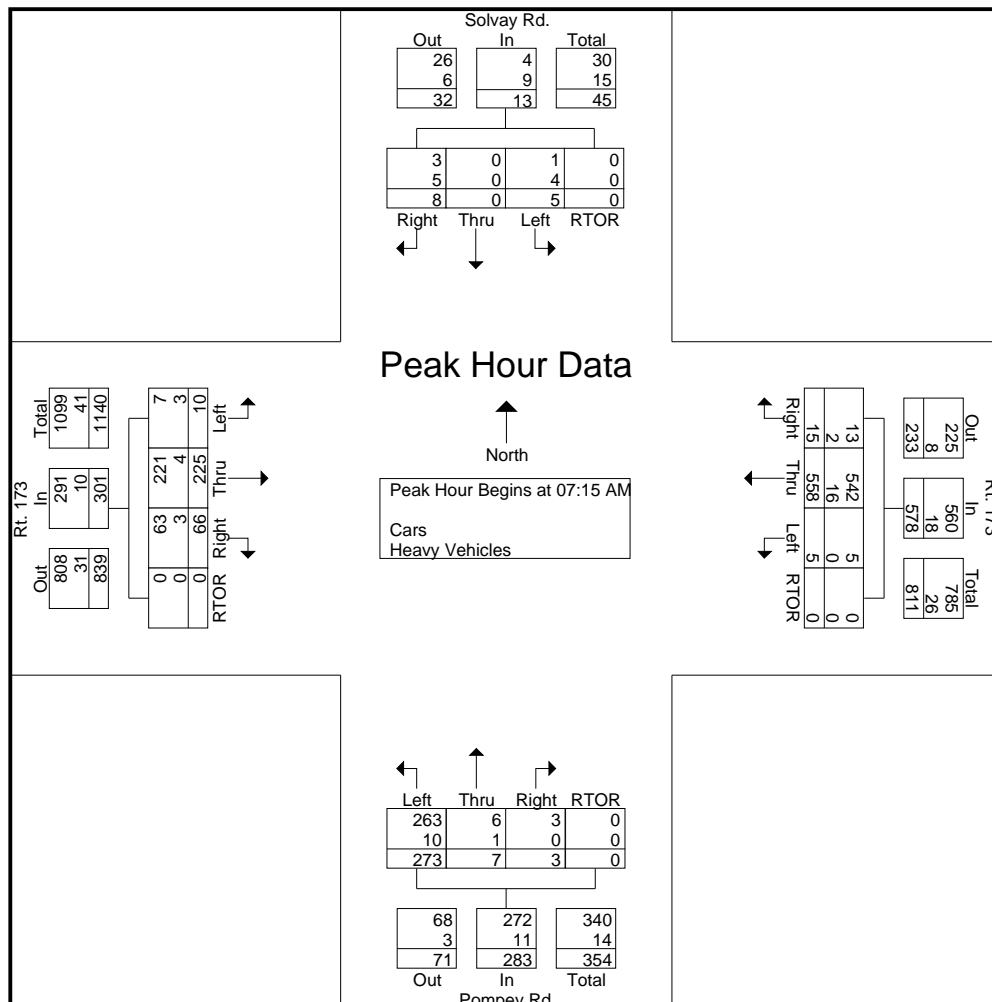
Syracuse Metropolitan Transportation Council

126 N. Salina Street
Syracuse, NY, 13202
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Rt. 173 & Pompey/Solvay Rd., Jamesville
Counter: KK
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_Pompey_041916_Formatted
Site Code : 04191601
Start Date : 4/19/2016
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	Rt. 173 Eastbound					Rt. 173 Westbound					Pompey Rd. Northbound					Solvay Rd. 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 07:15 AM																					
07:15 AM	3	57	15	0	75	2	113	2	0	117	75	2	1	0	78	1	0	2	0	3	273
07:30 AM	2	55	16	0	73	1	165	6	0	172	73	3	2	0	78	2	0	2	0	4	327
07:45 AM	3	55	17	0	75	0	166	4	0	170	63	2	0	0	65	2	0	4	0	6	316
08:00 AM	2	58	18	0	78	2	114	3	0	119	62	0	0	0	62	0	0	0	0	0	259
Total Volume	10	225	66	0	301	5	558	15	0	578	273	7	3	0	283	5	0	8	0	13	1175
% App. Total	3.3	74.8	21.9	0		0.9	96.5	2.6	0		96.5	2.5	1.1	0		38.5	0	61.5	0		
PHF	.833	.970	.917	.000	.965	.625	.840	.625	.000	.840	.910	.583	.375	.000	.907	.625	.000	.500	.000	.542	.898
Cars	7	221	63	0	291	5	542	13	0	560	263	6	3	0	272	1	0	3	0	4	1127
% Cars	70.0	98.2	95.5	0	96.7	100	97.1	86.7	0	96.9	96.3	85.7	100	0	96.1	20.0	0	37.5	0	30.8	95.9
Heavy Vehicles																					
% Heavy Vehicles	30.0	1.8	4.5	0	3.3	0	2.9	13.3	0	3.1	3.7	14.3	0	0	3.9	80.0	0	62.5	0	69.2	4.1



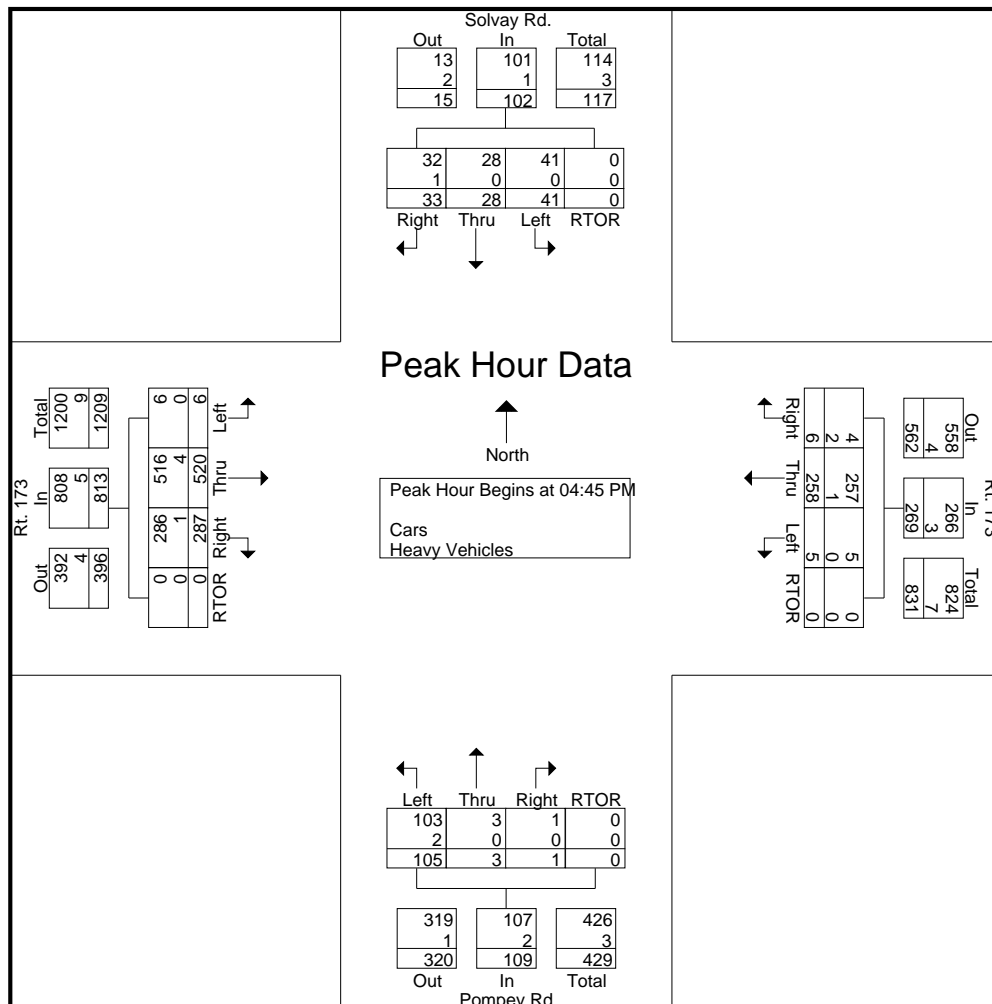
Syracuse Metropolitan Transportation Council

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Rt. 173 & Pompey/Solvay Rd., Jamesville
Counter: KK
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_Pompey_041916_Formatted
Site Code : 04191601
Start Date : 4/19/2016
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	Rt. 173 Eastbound					Rt. 173 Westbound					Pompey Rd. Northbound					Solvay Rd. 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	121	72	0	196	2	57	1	0	60	28	0	0	0	28	9	6	6	0	21	305
05:00 PM	3	139	69	0	211	3	60	1	0	64	25	1	0	0	26	3	5	7	0	15	316
05:15 PM	0	136	84	0	220	0	70	1	0	71	19	2	1	0	22	20	12	16	0	48	361
05:30 PM	0	124	62	0	186	0	71	3	0	74	33	0	0	0	33	9	5	4	0	18	311
Total Volume	6	520	287	0	813	5	258	6	0	269	105	3	1	0	109	41	28	33	0	102	1293
% App. Total	0.7	64	35.3	0		1.9	95.9	2.2	0		96.3	2.8	0.9	0		40.2	27.5	32.4	0		
PHF	.500	.935	.854	.000	.924	.417	.908	.500	.000	.909	.795	.375	.250	.000	.826	.513	.583	.516	.000	.531	.895
Cars	6	516	286	0	808	5	257	4	0	266	103	3	1	0	107	41	28	32	0	101	1282
% Cars	100	99.2	99.7	0	99.4	100	99.6	66.7	0	98.9	98.1	100	100	0	98.2	100	100	97.0	0	99.0	99.1
Heavy Vehicles																					
% Heavy Vehicles	0	0.8	0.3	0	0.6	0	0.4	33.3	0	1.1	1.9	0	0	0	1.8	0	0	3.0	0	1.0	0.9



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Note: Right Turns Include RTOR

File Name : 173_Pompey_041916_Formatted
Site Code : 04191601
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Groups Printed- Heavy Vehicles

	Rt. 173 Eastbound					Rt. 173 Westbound					Pompey Rd. Northbound					Solvay Rd. 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
07:00 AM	0	3	2	0	5	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	1	1	0	0	2	0	4	1	0	5	4	0	0	0	4	1	0	1	0	2	13
07:30 AM	0	0	0	0	0	0	3	0	0	3	6	1	0	0	7	2	0	1	0	3	13
07:45 AM	1	3	1	0	5	0	3	1	0	4	0	0	0	0	0	1	0	3	0	4	13
Total	2	7	3	0	12	0	11	4	0	15	10	1	0	0	11	4	0	5	0	9	47
08:00 AM	1	0	2	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
08:15 AM	1	3	0	0	4	0	2	2	0	4	2	0	0	0	2	0	0	2	0	2	12
08:30 AM	0	3	0	0	3	0	2	0	0	2	1	1	0	0	2	0	0	1	0	1	8
08:45 AM	2	4	2	0	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
Total	4	10	4	0	18	0	12	2	0	14	3	1	0	0	4	0	0	3	0	3	39
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	1	1	0	0	2	0	2	2	0	4	2	1	0	0	3	0	0	0	0	0	9
04:30 PM	1	2	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	6
04:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	6	1	0	9	0	4	2	0	6	3	2	0	0	5	0	0	1	0	1	21
05:00 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	0	0	1	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	2	0	0	2	0	1	2	0	3	2	0	0	0	2	1	0	1	0	2	9
Grand Total	8	25	8	0	41	0	28	10	0	38	18	4	0	0	22	5	0	10	0	15	116
Apprch %	19.5	61	19.5	0		0	73.7	26.3	0		81.8	18.2	0	0		33.3	0	66.7	0		
Total %	6.9	21.6	6.9	0	35.3	0	24.1	8.6	0	32.8	15.5	3.4	0	0	19	4.3	0	8.6	0	12.9	

Syracuse Metropolitan Transportation Council

126 N. Salina Street
Syracuse, NY, 13202

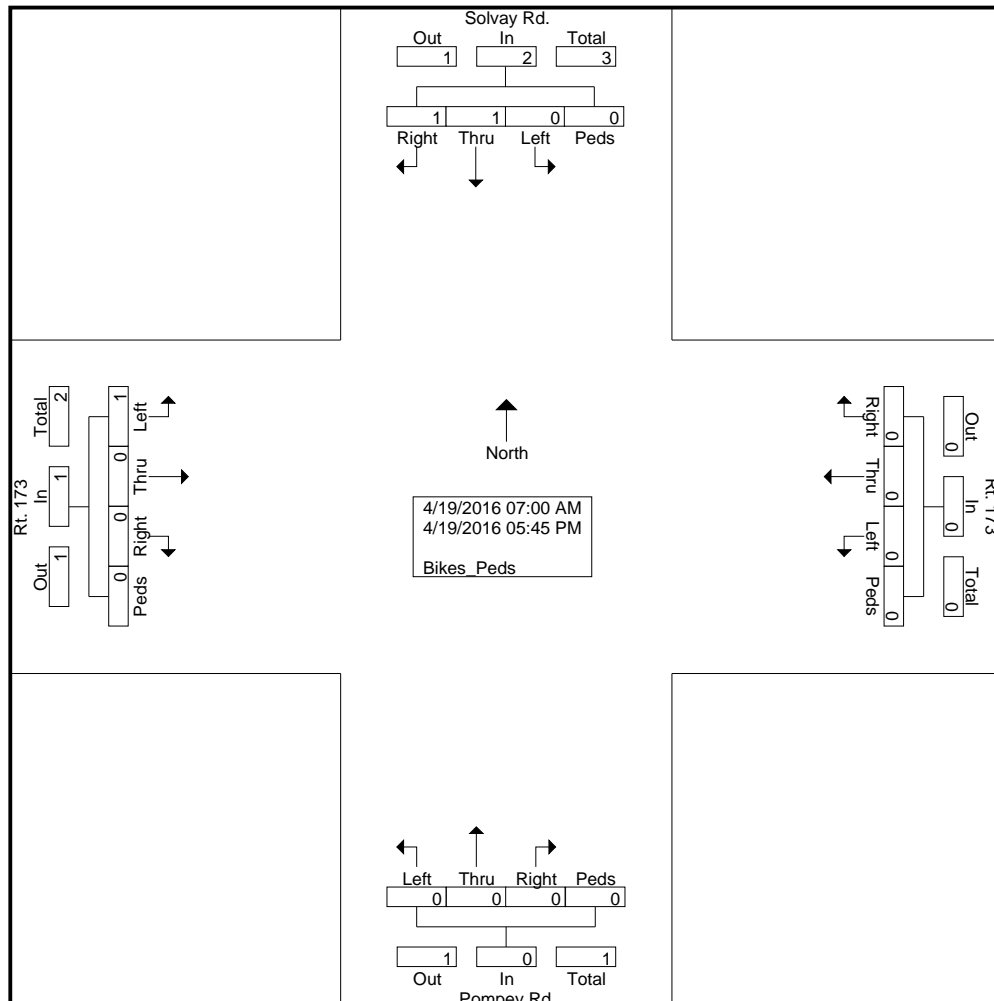
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Rt. 173 & Pompey/Solvay Rd., Jamesville
Counter: KK
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_Pompey_041916_Formatted
Site Code : 04191601
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Groups Printed- Bikes_Peds

	Rt. 173 Eastbound					Rt. 173 Westbound					Pompey Rd. Northbound					Solvay Rd. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	50	50	0		
Total %	33.3	0	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	0	66.7	



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Rt. 173 & North St., Jamesville
Counter: AF
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

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Groups Printed- Cars - Heavy Vehicles

	Rt. 173 Eastbound					Rt. 173 Westbound					Northbound					North St. 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
07:00 AM	42	44	0	0	86	0	44	68	0	112	0	0	0	0	0	19	0	12	0	31	229
07:15 AM	80	36	0	0	116	0	60	127	0	187	0	0	0	0	0	38	0	22	0	60	363
07:30 AM	65	38	0	0	103	0	86	146	0	232	0	0	0	0	0	36	0	24	0	60	395
07:45 AM	73	39	0	0	112	0	78	162	3	243	0	0	0	0	0	35	0	28	0	63	418
Total	260	157	0	0	417	0	268	503	3	774	0	0	0	0	0	128	0	86	0	214	1405
08:00 AM	55	38	0	0	93	0	65	115	0	180	0	0	0	0	0	40	0	35	0	75	348
08:15 AM	42	33	0	0	75	0	69	93	0	162	0	0	0	0	0	36	0	31	0	67	304
08:30 AM	49	40	0	0	89	0	70	90	0	160	0	0	0	0	0	33	0	28	1	62	311
08:45 AM	53	42	0	0	95	0	50	62	0	112	0	0	0	0	0	21	0	28	1	50	257
Total	199	153	0	0	352	0	254	360	0	614	0	0	0	0	0	130	0	122	2	254	1220
*** BREAK ***																					
04:00 PM	54	59	0	0	113	0	63	55	0	118	0	0	0	0	0	80	0	55	4	139	370
04:15 PM	32	55	0	0	87	0	55	43	0	98	0	0	0	0	0	92	0	68	0	160	345
04:30 PM	33	49	0	0	82	0	48	43	2	93	0	0	0	0	0	102	0	59	0	161	336
04:45 PM	42	66	0	0	108	0	46	43	0	89	0	0	0	0	0	137	0	97	0	234	431
Total	161	229	0	0	390	0	212	184	2	398	0	0	0	0	0	411	0	279	4	694	1482
05:00 PM	56	72	0	0	128	0	55	39	0	94	0	0	0	0	0	134	0	78	0	212	434
05:15 PM	36	77	0	0	113	0	73	39	1	113	0	0	0	0	0	148	0	114	0	262	488
05:30 PM	43	49	0	0	92	0	56	47	0	103	0	0	0	0	0	145	0	96	0	241	436
05:45 PM	39	52	0	0	91	0	58	36	0	94	0	0	0	0	0	120	0	58	0	178	363
Total	174	250	0	0	424	0	242	161	1	404	0	0	0	0	0	547	0	346	0	893	1721
Grand Total	794	789	0	0	1583	0	976	1208	6	2190	0	0	0	0	0	1216	0	833	6	2055	5828
Apprch %	50.2	49.8	0	0		0	44.6	55.2	0.3		0	0	0	0		59.2	0	40.5	0.3		
Total %	13.6	13.5	0	0	27.2	0	16.7	20.7	0.1	37.6	0	0	0	0	0	20.9	0	14.3	0.1	35.3	
Cars	764	768	0	0	1532	0	940	1178	6	2124	0	0	0	0	0	1199	0	811	6	2016	5672
% Cars	96.2	97.3	0	0	96.8	0	96.3	97.5	100	97	0	0	0	0	0	98.6	0	97.4	100	98.1	97.3
Heavy Vehicles	30	21	0	0	51	0	36	30	0	66	0	0	0	0	0	17	0	22	0	39	156
% Heavy Vehicles	3.8	2.7	0	0	3.2	0	3.7	2.5	0	3	0	0	0	0	0	1.4	0	2.6	0	1.9	2.7

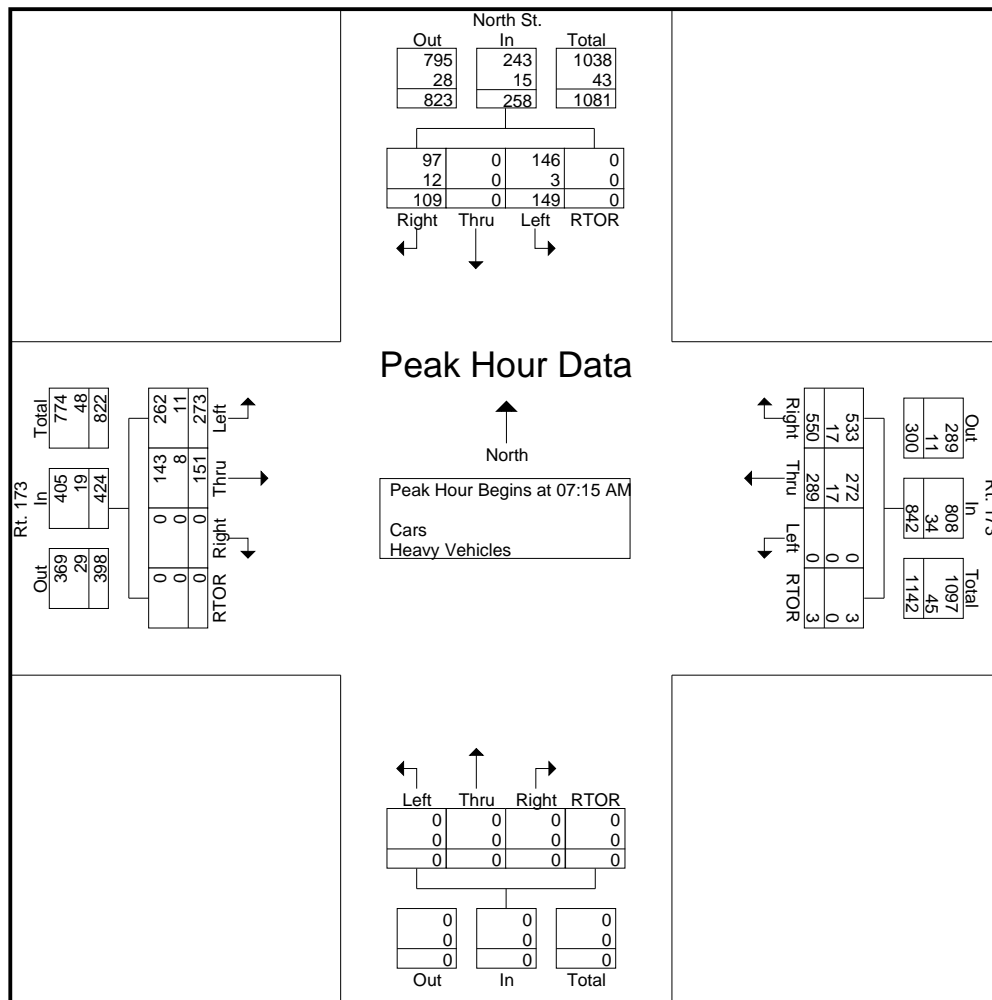
Syracuse Metropolitan Transportation Council

126 N. Salina Street
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Rt. 173 & North St., Jamesville
Counter: AF
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

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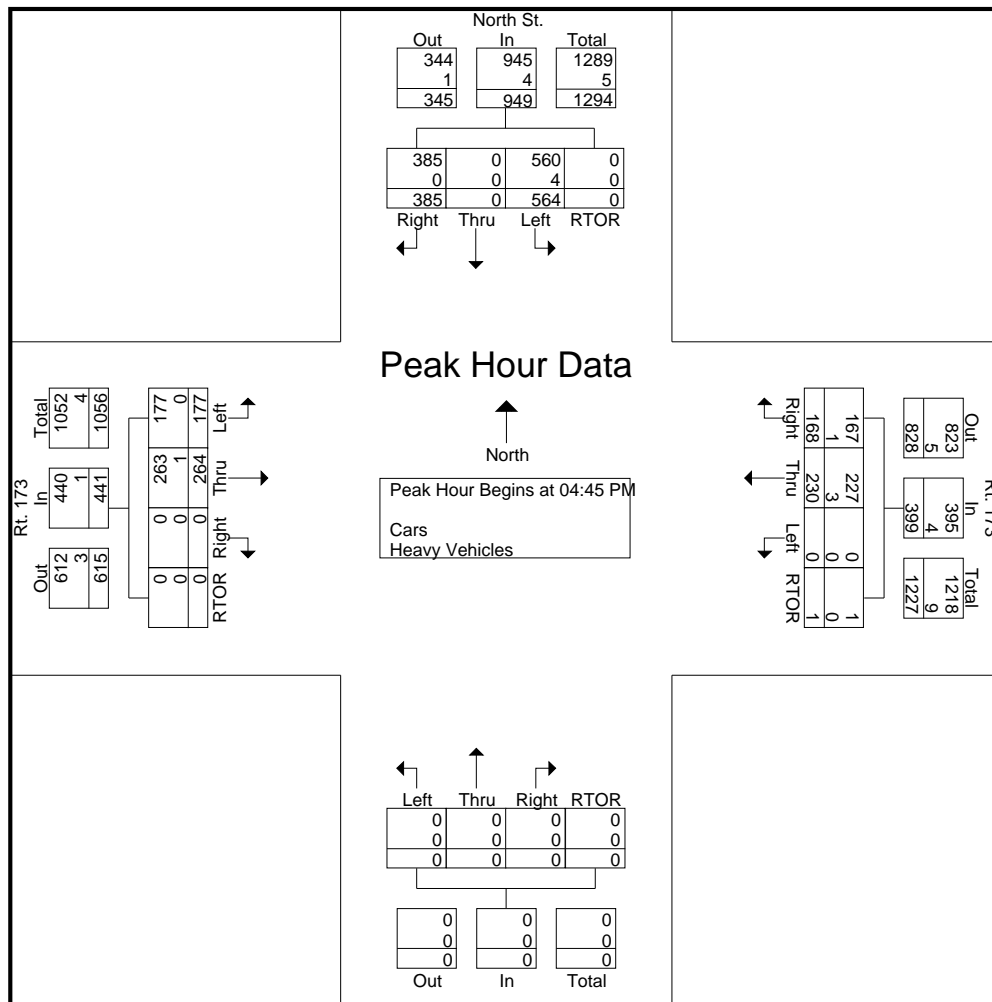
	Rt. 173 Eastbound					Rt. 173 Westbound					Northbound					North St. Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	80	36	0	0	116	0	60	127	0	187	0	0	0	0	0	38	0	22	0	60	363
07:30 AM	65	38	0	0	103	0	86	146	0	232	0	0	0	0	0	36	0	24	0	60	395
07:45 AM	73	39	0	0	112	0	78	162	3	243	0	0	0	0	0	35	0	28	0	63	418
08:00 AM	55	38	0	0	93	0	65	115	0	180	0	0	0	0	0	40	0	35	0	75	348
Total Volume	273	151	0	0	424	0	289	550	3	842	0	0	0	0	0	149	0	109	0	258	1524
% App. Total	64.4	35.6	0	0		0	34.3	65.3	0.4		0	0	0	0		57.8	0	42.2	0		
PHF	.853	.968	.000	.000	.914	.000	.840	.849	.250	.866	.000	.000	.000	.000	.000	.931	.000	.779	.000	.860	.911
Cars	262	143	0	0	405	0	272	533	3	808	0	0	0	0	0	146	0	97	0	243	1456
% Cars	96.0	94.7	0	0	95.5	0	94.1	96.9	100	96.0	0	0	0	0	0	98.0	0	89.0	0	94.2	95.5
Heavy Vehicles																					
% Heavy Vehicles	4.0	5.3	0	0	4.5	0	5.9	3.1	0	4.0	0	0	0	0	0	2.0	0	11.0	0	5.8	4.5



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	Rt. 173 Eastbound					Rt. 173 Westbound					Northbound					North St. 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	42	66	0	0	108	0	46	43	0	89	0	0	0	0	0	137	0	97	0	234	431
05:00 PM	56	72	0	0	128	0	55	39	0	94	0	0	0	0	0	134	0	78	0	212	434
05:15 PM	36	77	0	0	113	0	73	39	1	113	0	0	0	0	0	148	0	114	0	262	488
05:30 PM	43	49	0	0	92	0	56	47	0	103	0	0	0	0	0	145	0	96	0	241	436
Total Volume	177	264	0	0	441	0	230	168	1	399	0	0	0	0	0	564	0	385	0	949	1789
% App. Total	40.1	59.9	0	0		0	57.6	42.1	0.3		0	0	0	0	0	59.4	0	40.6	0		
PHF	.790	.857	.000	.000	.861	.000	.788	.894	.250	.883	.000	.000	.000	.000	.000	.953	.000	.844	.000	.906	.916
Cars	177	263	0	0	440	0	227	167	1	395	0	0	0	0	0	560	0	385	0	945	1780
% Cars	100	99.6	0	0	99.8	0	98.7	99.4	100	99.0	0	0	0	0	0	99.3	0	100	0	99.6	99.5
Heavy Vehicles																					
% Heavy Vehicles	0	0.4	0	0	0.2	0	1.3	0.6	0	1.0	0	0	0	0	0	0.7	0	0	0	0.4	0.5



Syracuse Metropolitan Transportation Council

126 N. Salina Street
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Rt. 173 & North St., Jamesville
Counter: AF
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_North_041916_Formatted
Site Code : 04191603
Start Date : 4/19/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Rt. 173 Eastbound					Rt. 173 Westbound					Northbound					North St. 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
07:00 AM	2	1	0	0	3	0	0	1	0	1	0	0	0	0	0	3	0	3	0	6	10
07:15 AM	2	2	0	0	4	0	5	5	0	10	0	0	0	0	0	0	0	3	0	3	17
07:30 AM	5	0	0	0	5	0	5	5	0	10	0	0	0	0	0	0	0	2	0	2	17
07:45 AM	2	4	0	0	6	0	3	5	0	8	0	0	0	0	0	2	0	6	0	8	22
Total	11	7	0	0	18	0	13	16	0	29	0	0	0	0	0	5	0	14	0	19	66
08:00 AM	2	2	0	0	4	0	4	2	0	6	0	0	0	0	0	1	0	1	0	2	12
08:15 AM	1	2	0	0	3	0	7	2	0	9	0	0	0	0	0	1	0	3	0	4	16
08:30 AM	10	1	0	0	11	0	2	2	0	4	0	0	0	0	0	2	0	1	0	3	18
08:45 AM	2	5	0	0	7	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	12
Total	15	10	0	0	25	0	16	6	0	22	0	0	0	0	0	5	0	6	0	11	58
*** BREAK ***																					
04:00 PM	3	0	0	0	3	0	0	2	0	2	0	0	0	0	0	1	0	1	0	2	7
04:15 PM	0	1	0	0	1	0	3	3	0	6	0	0	0	0	0	2	0	0	0	2	9
04:30 PM	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	0	0	1	0	1	6
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	4	0	0	7	0	4	7	0	11	0	0	0	0	0	3	0	2	0	5	23
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	4
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	3
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	4	0	0	0	4	9
Grand Total	30	21	0	0	51	0	36	30	0	66	0	0	0	0	0	17	0	22	0	39	156
Apprch %	58.8	41.2	0	0		0	54.5	45.5	0		0	0	0	0		43.6	0	56.4	0		
Total %	19.2	13.5	0	0	32.7	0	23.1	19.2	0	42.3	0	0	0	0	0	10.9	0	14.1	0	25	

Syracuse Metropolitan Transportation Council

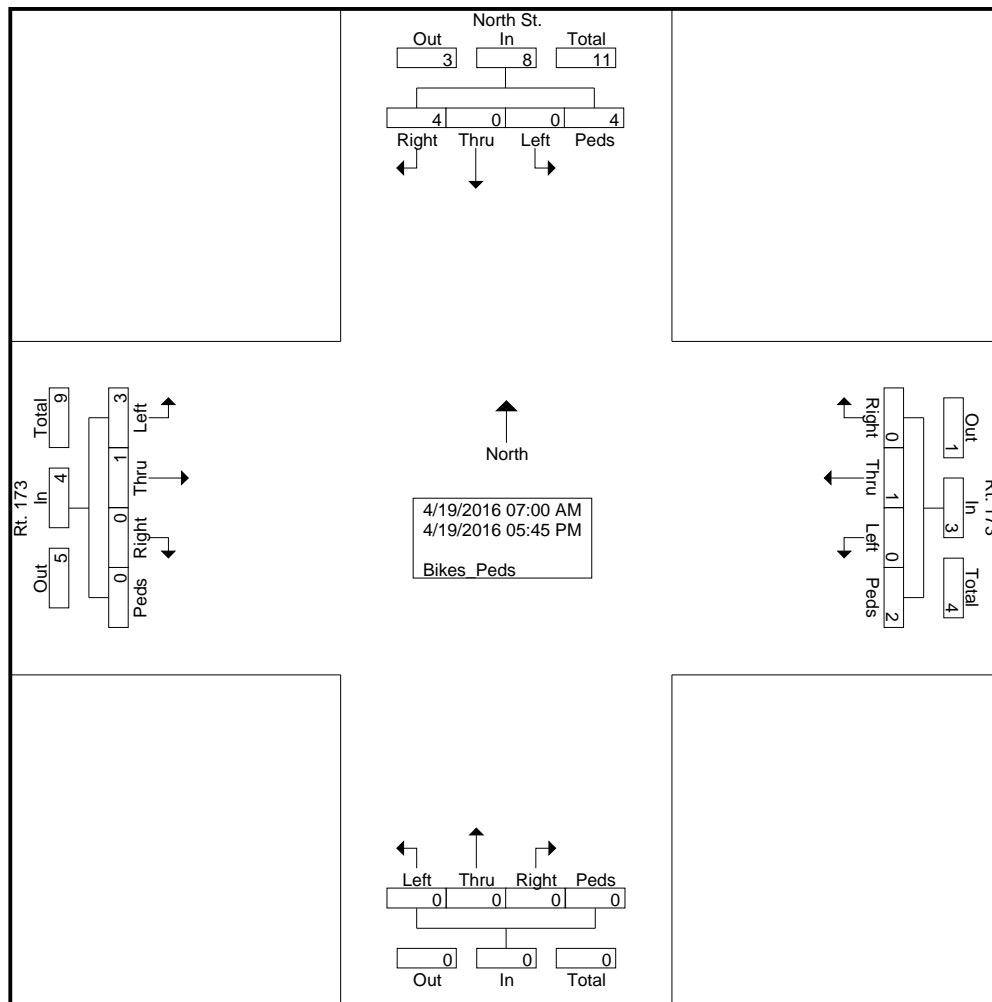
126 N. Salina Street
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Rt. 173 & North St., Jamesville
Counter: AF
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_North_041916_Formatted
Site Code : 04191603
Start Date : 4/19/2016
Page No : 1

Groups Printed- Bikes_Peds

	Rt. 173 Eastbound					Rt. 173 Westbound					Northbound					North St. Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	2	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	2	4	6	10
Grand Total	3	1	0	0	4	0	1	0	2	3	0	0	0	0	0	0	0	4	4	8	15
Apprch %	75	25	0	0		0	33.3	0	66.7		0	0	0	0		0	0	50	50		
Total %	20	6.7	0	0	26.7	0	6.7	0	13.3	20	0	0	0	0		0	0	26.7	26.7	53.3	



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Rt. 173 & Apulia Rd., Jamesville
Counter: KB
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_Apulia_041916_Downloaded
Site Code : 04191604
Start Date : 4/19/2016
Page No : 1

Groups Printed- Cars - Heavy Vehicles

	Rt. 173 Eastbound					Rt. 173 Westbound					Apulia Rd. Northbound					Gas Station Exit/Entrance 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
07:00 AM	0	49	1	0	50	8	45	1	0	54	5	1	31	0	37	4	0	1	0	5	146
07:15 AM	0	76	1	0	77	10	64	0	0	74	1	2	35	0	38	1	0	0	0	1	190
07:30 AM	1	60	3	0	64	18	82	2	0	102	2	1	41	0	44	1	0	2	0	3	213
07:45 AM	2	60	1	0	63	22	79	0	0	101	4	2	48	0	54	3	0	2	0	5	223
Total	3	245	6	0	254	58	270	3	0	331	12	6	155	0	173	9	0	5	0	14	772
08:00 AM	1	55	1	0	57	14	73	1	0	88	4	3	37	0	44	1	0	1	0	2	191
08:15 AM	0	41	0	0	41	12	74	0	0	86	5	0	28	0	33	1	0	1	0	2	162
08:30 AM	1	60	6	1	68	10	68	1	0	79	7	5	25	0	37	7	1	3	0	11	195
08:45 AM	0	57	2	0	59	13	50	3	0	66	6	4	30	0	40	5	2	0	0	7	172
Total	2	213	9	1	225	49	265	5	0	319	22	12	120	0	154	14	3	5	0	22	720
*** BREAK ***																					
04:00 PM	2	78	4	0	84	43	72	1	0	116	4	2	25	0	31	2	1	1	0	4	235
04:15 PM	1	69	3	0	73	43	69	1	0	113	4	1	12	0	17	3	2	2	0	7	210
04:30 PM	2	57	6	0	65	36	65	0	0	101	4	0	19	0	23	5	3	1	0	9	198
04:45 PM	2	73	10	0	85	49	81	4	0	134	2	4	22	0	28	10	2	2	0	14	261
Total	7	277	23	0	307	171	287	6	0	464	14	7	78	0	99	20	8	6	0	34	904
05:00 PM	5	101	8	0	114	44	82	2	0	128	2	2	16	0	20	7	1	1	0	9	271
05:15 PM	1	82	7	0	90	65	102	2	0	169	2	2	16	0	20	4	3	6	0	13	292
05:30 PM	0	71	9	0	80	52	92	3	0	147	8	2	18	0	28	1	6	6	0	13	268
05:45 PM	1	65	12	0	78	32	74	2	0	108	4	1	22	0	27	2	2	0	0	4	217
Total	7	319	36	0	362	193	350	9	0	552	16	7	72	0	95	14	12	13	0	39	1048
Grand Total	19	1054	74	1	1148	471	1172	23	0	1666	64	32	425	0	521	57	23	29	0	109	3444
Apprch %	1.7	91.8	6.4	0.1		28.3	70.3	1.4	0		12.3	6.1	81.6	0		52.3	21.1	26.6	0		
Total %	0.6	30.6	2.1	0	33.3	13.7	34	0.7	0	48.4	1.9	0.9	12.3	0	15.1	1.7	0.7	0.8	0	3.2	
Cars	19	1029	71	1	1120	452	1149	23	0	1624	60	32	411	0	503	57	23	28	0	108	3355
% Cars	100	97.6	95.9	100	97.6	96	98	100	0	97.5	93.8	100	96.7	0	96.5	100	100	96.6	0	99.1	97.4
Heavy Vehicles	0	25	3	0	28	19	23	0	0	42	4	0	14	0	18	0	0	1	0	1	89
% Heavy Vehicles	0	2.4	4.1	0	2.4	4	2	0	0	2.5	6.2	0	3.3	0	3.5	0	0	3.4	0	0.9	2.6

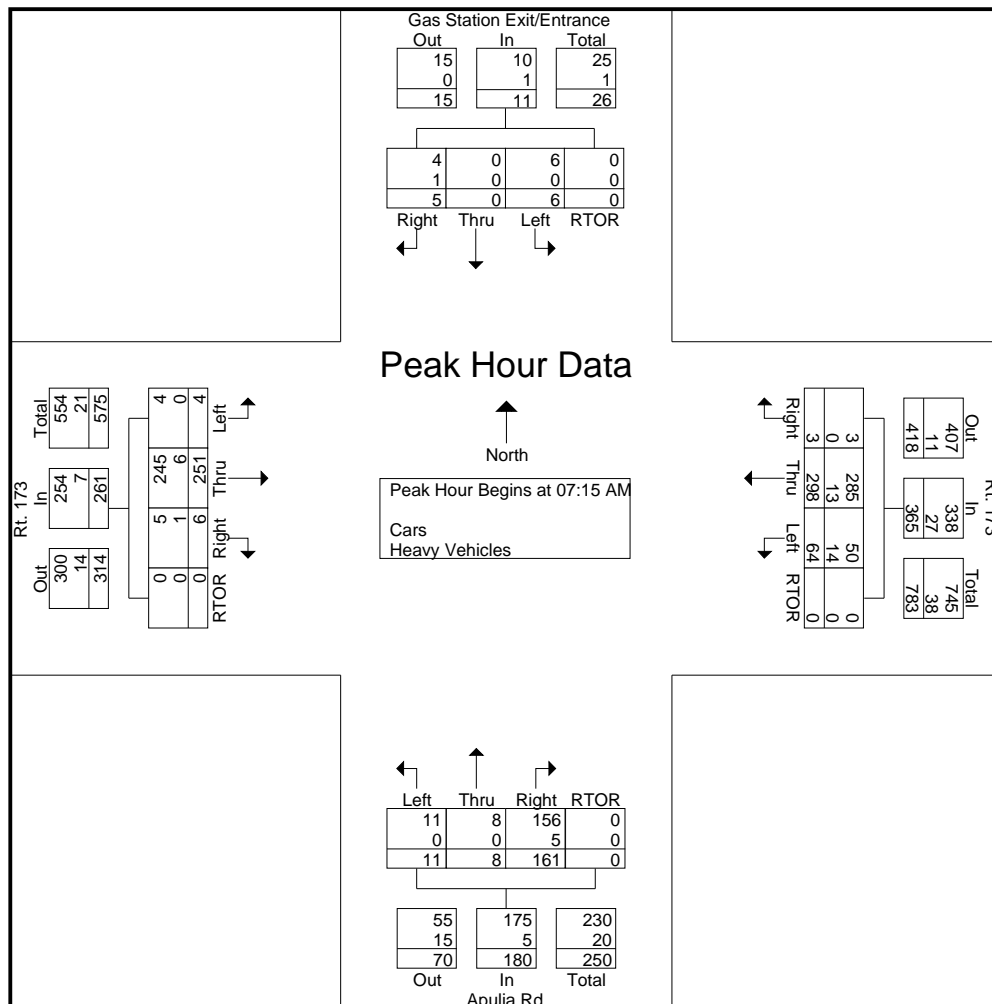
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126 N. Salina Street
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Rt. 173 & Apulia Rd., Jamesville
Counter: KB
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_Apulia_041916_Downloaded
Site Code : 04191604
Start Date : 4/19/2016
Page No : 3

	Rt. 173 Eastbound					Rt. 173 Westbound					Apulia Rd. Northbound					Gas Station Exit/Entrance 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 07:15 AM																					
07:15 AM	0	76	1	0	77	10	64	0	0	74	1	2	35	0	38	1	0	0	0	1	190
07:30 AM	1	60	3	0	64	18	82	2	0	102	2	1	41	0	44	1	0	2	0	3	213
07:45 AM	2	60	1	0	63	22	79	0	0	101	4	2	48	0	54	3	0	2	0	5	223
08:00 AM	1	55	1	0	57	14	73	1	0	88	4	3	37	0	44	1	0	1	0	2	191
Total Volume	4	251	6	0	261	64	298	3	0	365	11	8	161	0	180	6	0	5	0	11	817
% App. Total	1.5	96.2	2.3	0		17.5	81.6	0.8	0		6.1	4.4	89.4	0		54.5	0	45.5	0		
PHF	.500	.826	.500	.000	.847	.727	.909	.375	.000	.895	.688	.667	.839	.000	.833	.500	.000	.625	.000	.550	.916
Cars	4	245	5	0	254	50	285	3	0	338	11	8	156	0	175	6	0	4	0	10	777
% Cars	100	97.6	83.3	0	97.3	78.1	95.6	100	0	92.6	100	100	96.9	0	97.2	100	0	80.0	0	90.9	95.1
Heavy Vehicles																					
% Heavy Vehicles	0	2.4	16.7	0	2.7	21.9	4.4	0	0	7.4	0	0	3.1	0	2.8	0	0	20.0	0	9.1	4.9



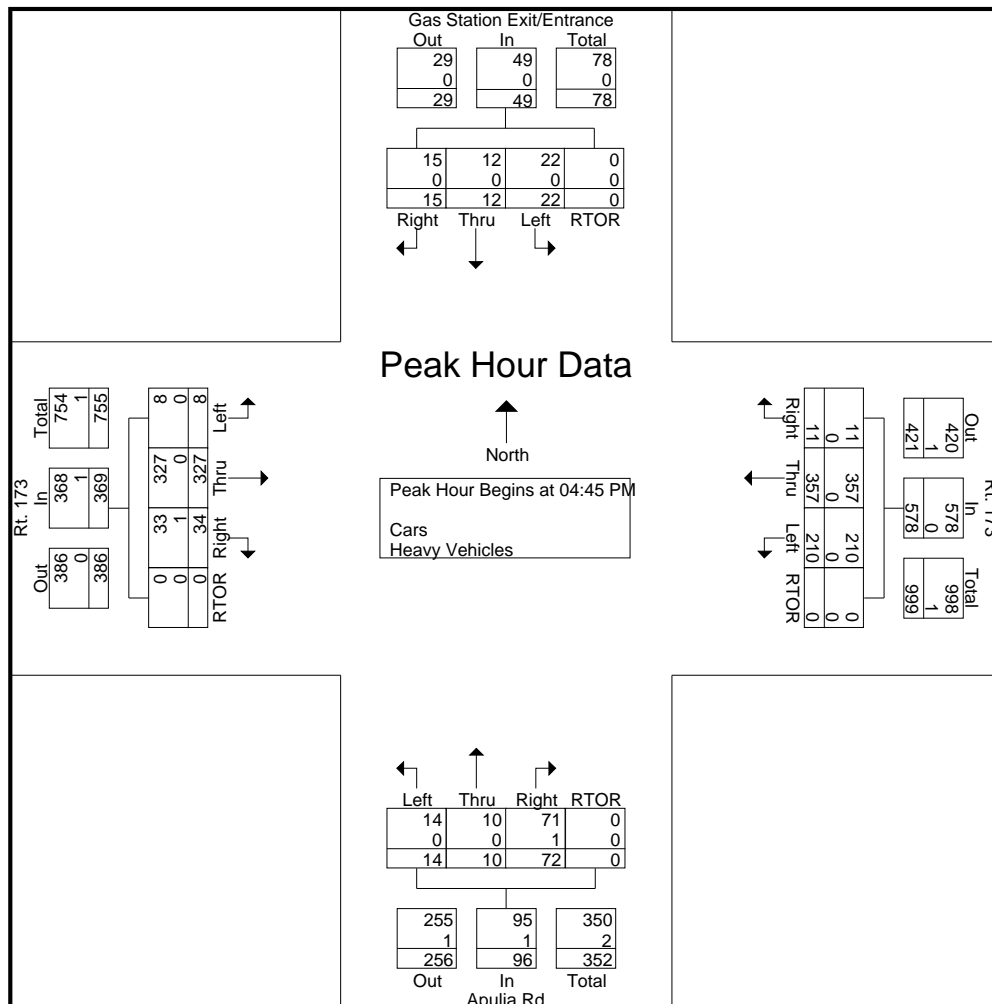
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Rt. 173 & Apulia Rd., Jamesville
Counter: KB
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_Apulia_041916_Downloaded
Site Code : 04191604
Start Date : 4/19/2016
Page No : 4

	Rt. 173 Eastbound					Rt. 173 Westbound					Apulia Rd. Northbound					Gas Station Exit/Entrance 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	2	73	10	0	85	49	81	4	0	134	2	4	22	0	28	10	2	2	0	14	261
05:00 PM	5	101	8	0	114	44	82	2	0	128	2	2	16	0	20	7	1	1	0	9	271
05:15 PM	1	82	7	0	90	65	102	2	0	169	2	2	16	0	20	4	3	6	0	13	292
05:30 PM	0	71	9	0	80	52	92	3	0	147	8	2	18	0	28	1	6	6	0	13	268
Total Volume	8	327	34	0	369	210	357	11	0	578	14	10	72	0	96	22	12	15	0	49	1092
% App. Total	2.2	88.6	9.2	0		36.3	61.8	1.9	0		14.6	10.4	75	0		44.9	24.5	30.6	0		
PHF	.400	.809	.850	.000	.809	.808	.875	.688	.000	.855	.438	.625	.818	.000	.857	.550	.500	.625	.000	.875	.935
Cars	8	327	33	0	368	210	357	11	0	578	14	10	71	0	95	22	12	15	0	49	1090
% Cars	100	100	97.1	0	99.7	100	100	100	0	100	100	100	98.6	0	99.0	100	100	100	0	100	99.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	2.9	0	0.3	0	0	0	0	0	0	0	1.4	0	1.0	0	0	0	0	0	0.2



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Site Code : 04191604
Start Date : 4/19/2016
Page No : 1

Groups Printed- Heavy Vehicles

	Rt. 173 Eastbound					Rt. 173 Westbound					Apulia Rd. Northbound					Gas Station Exit/Entrance 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	
07:00 AM	0	1	0	0	1	1	2	0	0	3	0	0	2	0	2	0	0	0	0	0	0	6
07:15 AM	0	1	0	0	1	2	4	0	0	6	0	0	2	0	2	0	0	0	0	0	0	9
07:30 AM	0	1	1	0	2	3	4	0	0	7	0	0	1	0	1	0	0	0	0	0	0	10
07:45 AM	0	1	0	0	1	8	2	0	0	10	0	0	1	0	1	0	0	0	0	0	0	12
Total	0	4	1	0	5	14	12	0	0	26	0	0	6	0	6	0	0	0	0	0	0	37
08:00 AM	0	3	0	0	3	1	3	0	0	4	0	0	1	0	1	0	0	1	0	1	1	9
08:15 AM	0	3	0	0	3	1	4	0	0	5	2	0	0	0	2	0	0	0	0	0	0	10
08:30 AM	0	11	0	0	11	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	14
08:45 AM	0	3	0	0	3	1	2	0	0	3	0	0	2	0	2	0	0	0	0	0	0	8
Total	0	20	0	0	20	4	10	0	0	14	3	0	3	0	6	0	0	1	0	1	1	41
*** BREAK ***																						
04:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	1	1	0	2	1	1	0	0	2	0	0	5	0	5	0	0	0	0	0	0	9
*** BREAK ***																						
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Grand Total	0	25	3	0	28	19	23	0	0	42	4	0	14	0	18	0	0	1	0	1		89
Apprch %	0	89.3	10.7	0		45.2	54.8	0	0		22.2	0	77.8	0		0	0	100	0			
Total %	0	28.1	3.4	0	31.5	21.3	25.8	0	0	47.2	4.5	0	15.7	0	20.2	0	0	1.1	0	1.1		

Syracuse Metropolitan Transportation Council

126 N. Salina Street
Syracuse, NY, 13202

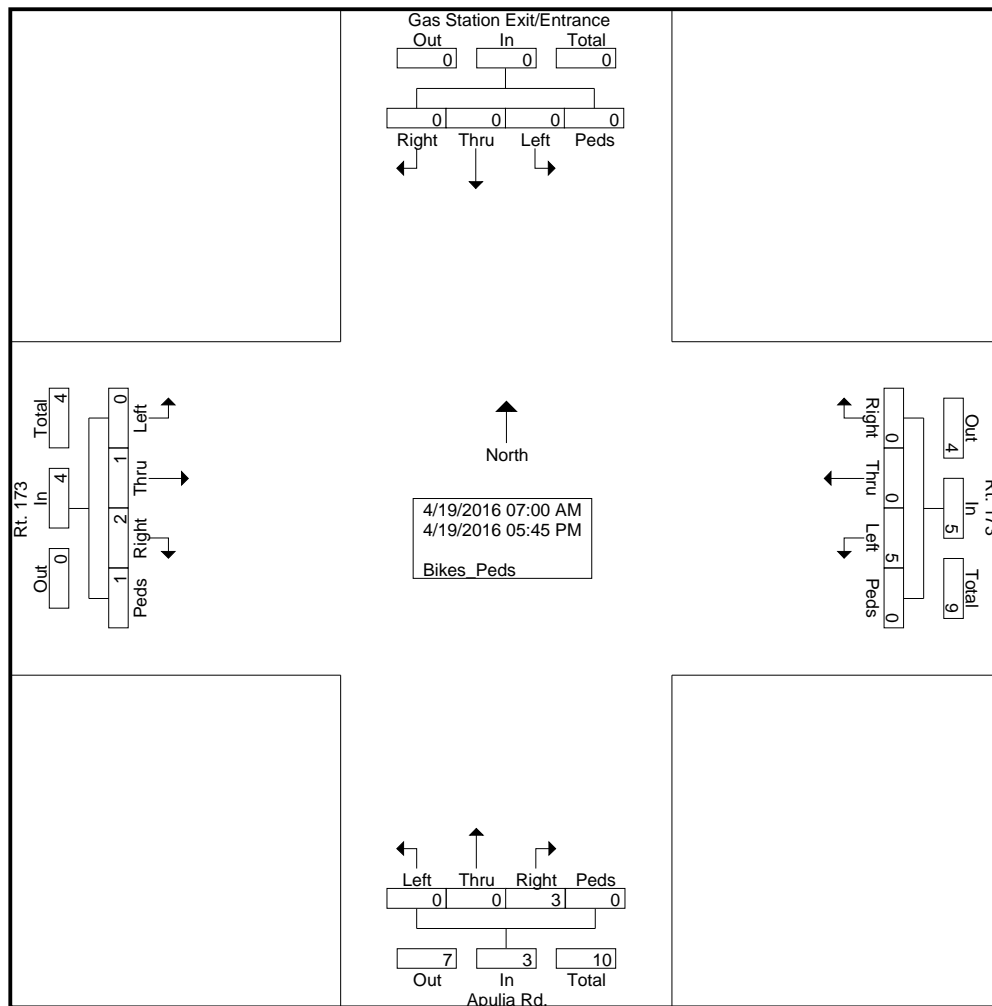
www.smtcmtpo.org

Rt. 173 & Apulia Rd., Jamesville
Counter: KB
Jamesville Comprehensive Plan
Note: Right Turns Include RTOR

File Name : 173_Apulia_041916_Downloaded
Site Code : 04191604
Start Date : 4/19/2016
Page No : 1

Groups Printed- Bikes_Peds

	Rt. 173 Eastbound					Rt. 173 Westbound					Apulia Rd. Northbound					Gas Station Exit/Entrance Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	5
*** BREAK ***																					
05:30 PM	0	0	2	1	3	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	7
*** BREAK ***																					
Total	0	0	2	1	3	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	7
Grand Total	0	1	2	1	4	5	0	0	0	5	0	0	3	0	3	0	0	0	0	0	12
Apprch %	0	25	50	25		100	0	0	0		0	0	100	0		0	0	0	0		
Total %	0	8.3	16.7	8.3	33.3	41.7	0	0	0	41.7	0	0	25	0	25	0	0	0	0	0	



Attachment B: Hourly roadway traffic counts

STATION: 330171

New York State Department of Transportation

Traffic Count Hourly Report

Page 1 of 2

ROUTE #: **NY 173** ROAD NAME: FROM: **SYRACUSE CL / ONONDAGA TL** TO: **RT 91 JAMESVILLE** COUNTY: **Onondaga**
 DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: AE27 FUNC. CLASS: 16 TOWN:
 STATE DIR CODE: 6 WK OF YR: 18 PLACEMENT: 738' W of Sewickley Dr NHS: no LION#:
 DATE OF COUNT: 04/25/2016 @ REF MARKER: JURIS: City BIN: 1039190
 NOTES LANE 1: EB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING: 266179S
 COUNT TYPE: VEHICLES BATCH ID: DOT-R03C18aTST5195HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: DB PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
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13	W																											
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16	S																											
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18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M													136	129	156	167	161	188	240	206	137	108	81	46	25	18	
26	T	14	3	3	3	6	22	77	117	117	123	142	136	169	150	163	194	241	226	148	129	70	85	26	26	2390	241	16
27	W	19	3	6	2	6	24	85	150	120	128	154	143	163	156	226	238	306	268	174	139	101	56	42	30	2739	306	16
28	T	14	5	5	4	11	23	80	137	124																		
29	F																											
30	S																											

		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																			ADT					
		16	4	5	3	8	23	81	135	120	126	144	136	163	158	183	207	262	233	153	125	84	62	31	25	2487
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>		<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>		<u>ESTIMATED</u>																
					High Hour	% of day																				
4	71	4		71	262	11%	1.000	1.052		AADT 2364																

ROUTE # **NY 173** ROAD NAME: FROM: **SYRACUSE CL / ONONDAGA TL** TO: **RT 91 JAMESVILLE** COUNTY: **Onondaga**
 STATION: **330171** STATE DIR CODE: **6** PLACEMENT: **738' W of Sewickley Dr** DATE OF COUNT: **04/25/2016**

[illegible]

ROUTE # NY 173	ROAD NAME:	FROM: SYRACUSE CL / ONONDAGA TL	TO: RT 91 JAMESVILLE	COUNTY:	Onondaga
STATION: 330171	STATE DIR CODE: 7	PLACEMENT: 738' W of Sewicklev Dr		DATE OF COUNT:	04/25/2016

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR6** ROAD NAME: **NORTH ST** FROM: **NY173** TO: **JAMESVILLE RD** COUNTY: **Onondaga**
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: AP14 FUNC. CLASS: 16 TOWN: **DEWITT**
 STATE DIR CODE: 6 WK OF YR: 18 PLACEMENT: 1890' N of Rt 173 NHS: no LION#:
 DATE OF COUNT: 04/25/2016 @ REF MARKER: JURIS: Village BIN:
 NOTES LANE 1: NB travel lane ADDL DATA: CC Stn: RR CROSSING:
 COUNT TYPE: VEHICLES BATCH ID: DOT-R03V18aTST5195HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: DB PROCESSED BY: ORG CODE: DOT INITIALS: JAB

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
DATE	DAY	AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
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12	T																											
13	W																											
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15	F																											
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18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T	106	48	32	34	10	9	1	5	22	83	263	554	464	342	267	295	298	273	212	280	272	240	193	159	4462	554	11
27	W	103	50	20	25	20	3	5	3	22	85	289	539	494	335	282	263	280	269	309	328	317	280	235	189	4745	539	11
28	T	149	73	26	35	12	6	8	5	22	93	285	572	463														
29	F																											
30	S																											

		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																		ADT				
119	57	26	31	14	6	5	4	22	87	279	555	474	338	274	265	291	261	265	301	281	260	208	168	4591
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>																
				High Hour	% of day																			
4	70	4	70	555	12%	1.000	1.052	AADT 4364																

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **CR CR6** ROAD NAME: **NORTH ST**
 DIRECTION: Southbound FACTOR GROUP: 30
 STATE DIR CODE: 7 WK OF YR: 18
 DATE OF COUNT: 04/25/2016
 NOTES LANE 1: Sb travel lane

FROM: **NY173**
 REC. SERIAL #: AP14
 PLACEMENT: 1890' N of Rt 173
 @ REF MARKER:
 ADDL DATA:
 COUNT TYPE: VEHICLES
 PROCESSED BY: ORG CODE: DOT INITIALS: JAB

TO: **JAMESVILLE RD**
 FUNC. CLASS: 16
 NHS: no
 JURIS: Village
 CC Stn:
 BATCH ID: DOT-R03V18aTST5195HPMS SAMPLE:

COUNTY: **Onondaga**
 TOWN: **DEWITT**
 LION#:
 BIN:
 RR CROSSING:

COUNT TAKEN BY: ORG CODE: TST INITIALS: DB

COUNT TYPE: VEHICLES

BATCH ID: DOT-R03V18aTST5195HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
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18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T	187	134	71	48	19	10	3	5	5	15	55	150	188	205	206	254	311	281	315	426	593	704	403	263			
27	W	185	136	72	58	23	11	6	2	4	12	61	183	149	203	240	254	301	280	315	438	608	685	423	280	4885	685	21
28	T	248	152	76	55	24	9	9	7	6	20	70	183	196			283	323	337	355	469	641	748	445	283	5229	748	21
29	F																											
30	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

ADT

5050

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
4	70	4	70	712	14%	1.000	1.052

ESTIMATED

AADT
4800

ROAD #: **CR6** ROAD NAME: **NORTH ST**
 STATION: **332067** STATE DIR CODE: **7**

FROM: **NY173**
 PLACEMENT: **1890' N of Rt 173**

TO: **JAMESVILLE RD**

COUNTY: **Onondaga**
 DATE OF COUNT: **04/25/2016**

STATION: 338001

New York State Department of Transportation

Traffic Count Hourly Report

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ROAD #: **CR CR2** ROAD NAME: **APULIA RD** FROM: **BAMERICK** TO: **RT 173** COUNTY: **Onondaga**
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: AP80 FUNC. CLASS: 17 TOWN:
 STATE DIR CODE: 6 WK OF YR: 18 PLACEMENT: 856' N of Bamerick Rd NHS: no LION#:
 DATE OF COUNT: 04/25/2016 @ REF MARKER: JURIS: Village BIN:
 NOTES LANE 1: NB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: DB PROCESSED BY: ORG CODE: DOT INITIALS: SJW BATCH ID: DOT-R03C18BTST5195HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
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18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M												104	94	72	102	103	91	101	63	60	39	13	7	3			
26	T	3	6	0	1	7	33	90	124	134	92	93	95	97	76	69	83	80	84	60	46	41	17	15	2	1348	134	8
27	W	1	1	3	1	8	35	92	141	124	96	83	107	89	101	91	110	100	94	87	56	47	27	8	11	1513	141	7
28	T	5	3	2	5	6	40	95	135	117																		
29	F																											
30	S																											

		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																			ADT			
3	3	2	2	7	36	92	133	125	94	88	102	93	83	87	99	90	93	70	54	42	19	10	5	1432
<u>DAYS Counted</u>	<u>HOURS Counted</u>			<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>				<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>												
						<u>High Hour</u>		<u>% of day</u>																
4	70			4	70	133		9%		1.000	1.052	AADT 1361												

ROAD #: **CR2** ROAD NAME: **APULIA RD** FROM: **BAMERICK** TO: **RT 173** COUNTY: **Onondaga**
 STATION: **338001** STATE DIR CODE: **6** PLACEMENT: **856' N of Bamerick Rd** DATE OF COUNT: **04/25/2016**

STATION: 338001

New York State Department of Transportation

Traffic Count Hourly Report

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ROAD #: **CR CR2** ROAD NAME: **APULIA RD** FROM: **BAMERICK** TO: **RT 173** COUNTY: **Onondaga**
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: AP80 FUNC. CLASS: 17 TOWN:
 STATE DIR CODE: 7 WK OF YR: 18 PLACEMENT: 856' N of Bamerick Rd NHS: no LION#:
 DATE OF COUNT: 04/25/2016 @ REF MARKER: JURIS: Village BIN:
 NOTES LANE 1: SB travel lane ADDL DATA: Class Speed CC Stn: RR CROSSING:
 COUNT TYPE: VEHICLES BATCH ID: DOT-R03C18BTST5195HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: DB PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
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15	F																											
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19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M												93	104	88	104	145	179	167	117	99	71	56	23	16			
26	T	5	3	1	4	2	6	16	39	44	56	73	65	102	94	106	128	194	174	123	97	69	45	27	18	1491	194	16
27	W	8	2	2	2	3	7	19	42	56	74	88	97	120	107	105	162	208	216	122	91	78	50	28	16	1703	216	17
28	T	10	3	6	1	3	9	19	50	51																		
29	F																											
30	S																											

		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																		ADT				
8	3	3	2	3	7	18	44	50	65	80	85	109	96	105	145	194	186	121	96	73	50	26	17	1586
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>																
				High Hour	% of day																			
4	70	4	70	194	12%	1.000	1.052	AADT 1508																

ROAD #: **CR2** ROAD NAME: **APULIA RD** FROM: **BAMERICK** TO: **RT 173** COUNTY: **Onondaga**
 STATION: **338001** STATE DIR CODE: **7** PLACEMENT: **856' N of Bamerick Rd** DATE OF COUNT: **04/25/2016**

Attachment C: Synchro analysis reports