



**T Consulting**



1396 White Bridge Road  
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May 1, 2026

BME Associates  
10 Liftbridge Lane East  
Fairport, NY 14450

Attn: Mr. Peter G. Vars, P.E. - President.

**Re: Traffic Impact Study– Proposed Commercial Development  
3004 Griffiss Tech Park – City of Rome, NY**

Dear Mr. Vars:

I have completed my review of traffic operations associated with the proposed commercial development at 3004 Griffiss Tech Park in the Rome, NY. This letter summarizes the work completed in this review as well as my findings.

#### *Project Understanding*

The proposed commercial development is located along the west side of the roundabout intersection of NYS Route 825 (Griffiss Parkway) with Gieger Road/Ellsworth Road in the City of Rome, NY. The property is currently vacant. The proposed development includes a 91 room hotel, a 100 room hotel, and a 9,900 SF commercial building (3,300 SF fast casual restaurant / 6,600 SF office). The proposed access to the development includes a full access driveway to Gieger Road, located approximately 235 feet to the south of the roundabout.

A site plan developed by BME Associates has been attached.

#### *Data Collection*

Site visits were conducted on Thursday, April 9<sup>th</sup>, 2026 to collect the following:

- Existing Traffic Volume Counts – Traffic turning movement counts were collected at the intersection of NYS Route 825 with Gieger Road/Ellsworth Road during the weekday morning (7-9am) and evening (4-6pm) peak travel periods to ensure that actual peak hours of the adjacent streets were captured. The traffic counts included separate heavy vehicle counts on each approach as well as pedestrians. All area schools were in session.
- Gieger Road Gap Data – Gap data was collected to assess the ability for vehicles to turn in and out of the site driveway on Gieger Road. In order for a vehicle to turn right out of the site, or left into the site, the vehicle only requires a gap in the southbound direction on Gieger Road. A vehicle requires a gap in traffic in both directions at the same time to turn left out of the site. These gaps in traffic were observed and timed on Gieger Road during both the morning and evening traffic count periods. The gaps were then converted to a number of vehicles that could turn left or right out of the site during each gap and then totaled for the peak hour. For example, one vehicle can turn from a driveway with a 6-9 second gap in traffic, two can turn

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with a 10-13 second gap, 3 with a 14-17 second gap, 4 with an 18-19 second gap, etc.

- Spot Speed Measurements – 50 speed measurements were collected in each direction on Gieger Road to identify average and 85<sup>th</sup> percentile operating speeds in the area passing the site. The data was collected for free flow traffic during off-peak times. The weather was sunny and the roadway was dry.
- Sight Distance Measurements – Sight lines looking north/south along Gieger Road from the proposed site driveway location were collected for comparison to design standards in order to confirm that adequate sight lines are available for safe egress from the site.
- Operational Data - Other data needed to evaluate traffic operations, such as intersection geometry, control, and speed limits were also collected.

*Existing Operations*

NYS Route 825 is classified as a minor urban arterial roadway under NYSDOT jurisdiction in the area, and has two lanes in each direction through the roundabout at Gieger Road/Ellsworth Road. The posted speed limit on NYS Route 825 is 35 mph through the study area.

Gieger Road and Ellsworth Road each have one lane in each direction through the roundabout at NYS Route 825. The posted speed limit on both roadways is 30 mph.

The NYS Route 825/Gieger Road/Ellsworth Road intersection is controlled by a modern roundabout with two lanes east/west through the roundabout and one lane north/south through the roundabout.

Based on the traffic counts collected, the peak hours were identified as follows:

Morning Peak Hour – 7:15 am to 8:15am  
Evening Peak Hour – 4:00pm to 5:00pm

The 2026 existing traffic volumes collected in April are shown in the attached Figure 1 for the morning and evening peak hours. The traffic count data has been attached.

Traffic on NYS Route 825 is primarily traveling east/west through the roundabout with approximately 500-800 vehicles in each direction during the two peak hours. Existing traffic volumes passing the site on Gieger Road are extremely low with 20-50 vehicles in each direction during the peak hours.

The gap data collected indicates that there were sufficient gaps in traffic to accommodate over 650 vehicles turning right onto Gieger Road from the site driveways during both peak hours. These gaps would also be available for vehicles turning left into the site from Gieger Road. There were sufficient gaps observed to accommodate over 540 vehicles turning left out of site during both peak hours. There

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are no concerns with available gaps in traffic on Gieger Road to accommodate existing and proposed traffic volumes in the area. The gap data is attached.

The posted speed limit passing the site is 30 mph on Gieger Road. The speed data collected on Gieger Road indicates that the average speeds passing the site were 30 mph northbound/33 mph southbound. The 85<sup>th</sup> percentile speeds based on the data collected were 34 mph northbound/37 mph southbound. The speed data has been attached.

The following table provides a summary of the recommended sight distances looking north/south along Gieger Road from the AASHTO A Policy on Design of Highways and Streets as well as the available sight distances at the site driveway based on field measurements. A 35 mph operating speed was used on Gieger Road based on the speed data collected.

**Sight Distance Summary**

<b>Location</b>	<b>Operating Speed</b>	<b>Direction</b>	<b>AASHTO Recommended Sight Distance</b>	<b>Available Sight Distance</b>
Site Access @ Gieger Road – Turning Left	35 mph	Looking Left	390 feet	350 feet
		Looking Right	390 feet	600+ feet
Site Access @ Gieger Road – Turning Right	35 mph	Looking Left	335 feet	350 feet

The sight distance looking left from the site driveway is limited to approximately 350 feet into the NYS Route 825 roundabout intersection. While this is slightly below the recommended distance, approaching traffic is coming out of the roundabout at much lower speeds providing extra time for traffic exiting the site to see oncoming traffic. There are no concerns with sight distances and safety for ingress and egress from NYS Route 825.

Capacity analysis of the existing traffic operations was completed using Vissim11, an industry accepted standard for the analysis of both roundabouts and unsignalized intersections. Vissim is a microscopic, multi-modal traffic flow simulation software originally developed in 1992 by PTV Planung Transport Verkehr AG in Germany. The program models each specific vehicle using the basic car following logic developed by Rainer Wiedemann in 1974.

Vissim is an industry leader in advance traffic simulation and is a worldwide accepted standard for the simulation and analysis of traffic systems including local streets and intersections, expressways, interchanges, ramps and roundabouts. It provides the ability to model local streets as well as adjacent freeways and interchanges in one seamless model with the flexibility to model more complex intersections. The program is used to accurately determine the Levels of Service, queues and lane densities for traffic traveling through the study area. Vissim can also be used to view a real-time simulation of traffic operations in the study area.

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Intersection and individual movement operations are graded in terms of Level of Service ranging from A to F, as described in the HCM. For example, an unsignalized intersection movement with an average delay of 5 seconds per vehicle is considered a Level of Service A while an average delay per vehicle of 20 seconds is considered a C. A Level of Service E or better is generally considered acceptable for an unsignalized intersection.

The results of the Vissim capacity analyses indicates that the roundabout intersection of Ellsworth Road/Gieger Road with NYS Route 825 is operating at an overall Level of Service A during both peak hours with all four approaches operating at Level of Service A.

The detailed Level of Service summary, queue summary and capacity analysis printouts have been attached.

There are no concerns with existing traffic operations on Gieger Road in the vicinity of the project site as there are sufficient gaps in traffic and clear sight lines. There are acceptable delays at the adjacent roundabout intersection. These findings are consistent with observations made during the data collection effort.

*Crash Analysis*

A crash analysis was completed for the study area using history reports obtained for a three year period from November 2022 through October 2025. Over the three year period, there were 15 total crashes in the study area.

The Safety Performance Function (SPF) Parameters for Intersections, Ramps, and Segments spreadsheet provided by NYSDOT was used to calculate the LOSS for the intersection based on the estimated AADT volumes and observed number of crashes.

Of the 14 crashes that occurred at the Ellsworth Road/Gieger Road/NYS Route 825 intersection, 8 were sideswipe crashes, 5 were fixed object crashes, and 1 was a rearend crash. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 2.63 total crashes per year and 0.34 injury/fatality crashes per year. The Potential for Safety Improvement (PSI) for total crashes per year is 4.66 (LOSS 3). The Potential for Safety Improvement (PSI) for injury/fatality accidents per year is 0.00 (LOSS 2). The intersection crash rate is greater than the statewide average however the severity of the crashes is very low. The majority of the sideswipe crashes were associated with east/west vehicle not maintaining their lane through the roundabout.

There was 1 fixed object crash on NYS route 825 included in the data.

Overall, there were 14 property damage crashes, 1 injury crash and no fatality crashes.

The detailed accident summary and calculations have been attached.

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*2029 Background Operations*

The proposed commercial development is expected to be completed over 3 phases. This study evaluates the full build out potential of the development and assumes a 3 year build out, therefore 2029 was used as the design year for this study. In order to fully understand the impacts of the development on the adjacent roadway system, analysis of the operations immediately before the project opening must first be completed. The existing traffic volumes were first adjusted by a growth rate to account for any unknown development that may occur prior to completion of the project.

Historical traffic volumes along NYS Route 825 to the east and west of the Ellsworth Road/Gieger Road intersection were taken from the NYSDOT Traffic Data Viewer website and reviewed in order to identify an appropriate background growth rate. Long term growth rates in the area have been negative on NYS Route 825 to the east of the study area around -0.9% per year and positive on NYS Route to the west of the study area around +0.7% per year between 2015 and 2024. In order to maintain a conservative analysis, a positive +0.5% per year growth was chosen and used to grow the 2026 existing traffic volumes to the 2029 background condition.

The Rome Code Enforcement Department was contacted to determine if there were and specific approved developments in the area that needed to be included in the growth projections. None were provided.

The 2027 background traffic volumes with 1.5% total growth are shown in Figure 1.

The Vissim capacity analysis of the 2029 background condition shows no increases in delay at the roundabout intersection during the peak hours. All Levels of Service are maintained from the existing condition.

The detailed Level of Service summary, queue summary and capacity analysis printouts have been attached.

*Trip Generation Estimate and Distribution*

The proposed development includes a 91-room hotel, a 100-room hotel, a 3,300 SF fast casual restaurant, and 6,600 SF of office space. Trips generated by the proposed development were estimated using the ITE Trip Generation, 12<sup>th</sup> Edition, which is the industry accepted standard for estimating traffic generated by new developments. Land Use 310 – Hotel, Land Use 930 – Fast Casual Restaurant, and Land Use 710 – General Office were used.

A portion of the traffic generated by the restaurant will be drawn from traffic already passing the site on NYS Route 825, Ellsworth Road, or Gieger Road, and is referred to as pass-by trips. Pass-by trips are vehicles that are already traveling through the study area but will now stop at the development on their way to another destination, such as stopping on their way to or from work. Based on data from

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the ITE Trip Generation, the average pass-by trip percentage for Land Use 930 is 43% during the evening peak hour. There were no pass-by trips assumed during the morning peak hour.

The following table summarizes the trip generation estimate for the proposed commercial development on Gieger Road in the City of Rome.

**Trip Generation Summary**

	<b>Morning Peak Hour</b>		<b>Evening Peak Hour</b>	
	<b>Entering</b>	<b>Exiting</b>	<b>Entering</b>	<b>Exiting</b>
Hotel – 91 Rooms	16	15	22	21
Hotel – 100 Rooms	18	16	24	23
Fast Casual Restaurant – 3,300 SF	3	2	25	22
Office – 6,600 SF	7	1	1	7
<b>Total Trips Generated</b>	<b>44</b>	<b>34</b>	<b>72</b>	<b>73</b>
<b>Pass-by Trips (AM – 62%, PM – 56%)</b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>-10</u></b>	<b><u>-10</u></b>
<b>Total New Trips Generated</b>	<b>44</b>	<b>34</b>	<b>62</b>	<b>63</b>

The detailed trip generation calculations have been attached.

Overall, the commercial development is expected to generate approximately 35-45 total trips both entering and exiting the site during the morning peak hour and 70-75 total trips both entering and exiting during the evening peak hour.

Based on existing traffic patterns and population centers in the area, 50% of the new trips generated are expected to travel to/from the east on NYS Route 825, 43% are expected to travel to/from the west on NYS Route 825, 5% are expected to travel to/from the north on Ellsworth Road and 2% are expected to travel to/from the south on Gieger Road. A separate pass-by trip distribution was developed for the evening peak hour based on specific traffic patterns passing through the NYS Route 825 roundabout. The anticipated arrival/departure distribution and trips generated for the morning peak hour are shown in Figure 2. The anticipated arrival/departure distribution and trips generated for the evening peak hour are shown in Figure 3. The resultant full build traffic volumes expected when the development is complete are shown in Figure 4.

*Build Operations*

Based on the projected turning movements, there are more than sufficient gaps available to accommodate the proposed development traffic at the site driveway on Gieger Road.

Turn lane warrants were reviewed to determine if a right turn lane on Gieger Road is warranted at the site driveway under the full build condition. With 43 vehicles turning right in and 92 total southbound vehicles on Gieger Road during the morning peak hour, a right turn lane is not warranted. With 71

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vehicles turning right in and 98 total southbound vehicles on Gieger Road during the evening peak hour, a right turn lane is not warranted.

Capacity analysis of the build condition with the proposed commercial development indicates that the development will have minimal impacts on traffic operations in the area. All traffic movements in the study area continue to operate at acceptable Level of Service A during both peak hours. There are no increases in average delay of more than 1 second expected for the approaches to the roundabout.

The analysis of the unsignalized site driveway indicates that the driveway approach to Gieger Road will operate at acceptable Level of Service A during both peak hours with minimal delays on Gieger Road.

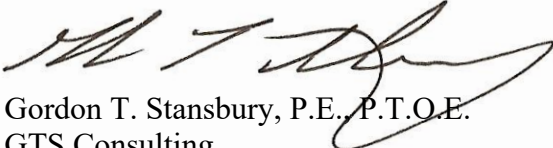
The detailed Level of Service, queue summary and capacity analysis printouts have been attached.

*Conclusions*

The additional traffic generated by the proposed commercial development will have no notable or significant impact on traffic operations in the area. There are ample gaps in traffic to accommodate turning movements into and out of the development, good sight lines and no capacity concerns. There are no off-site mitigation improvements recommended.

If you have any questions or need additional information, please call.

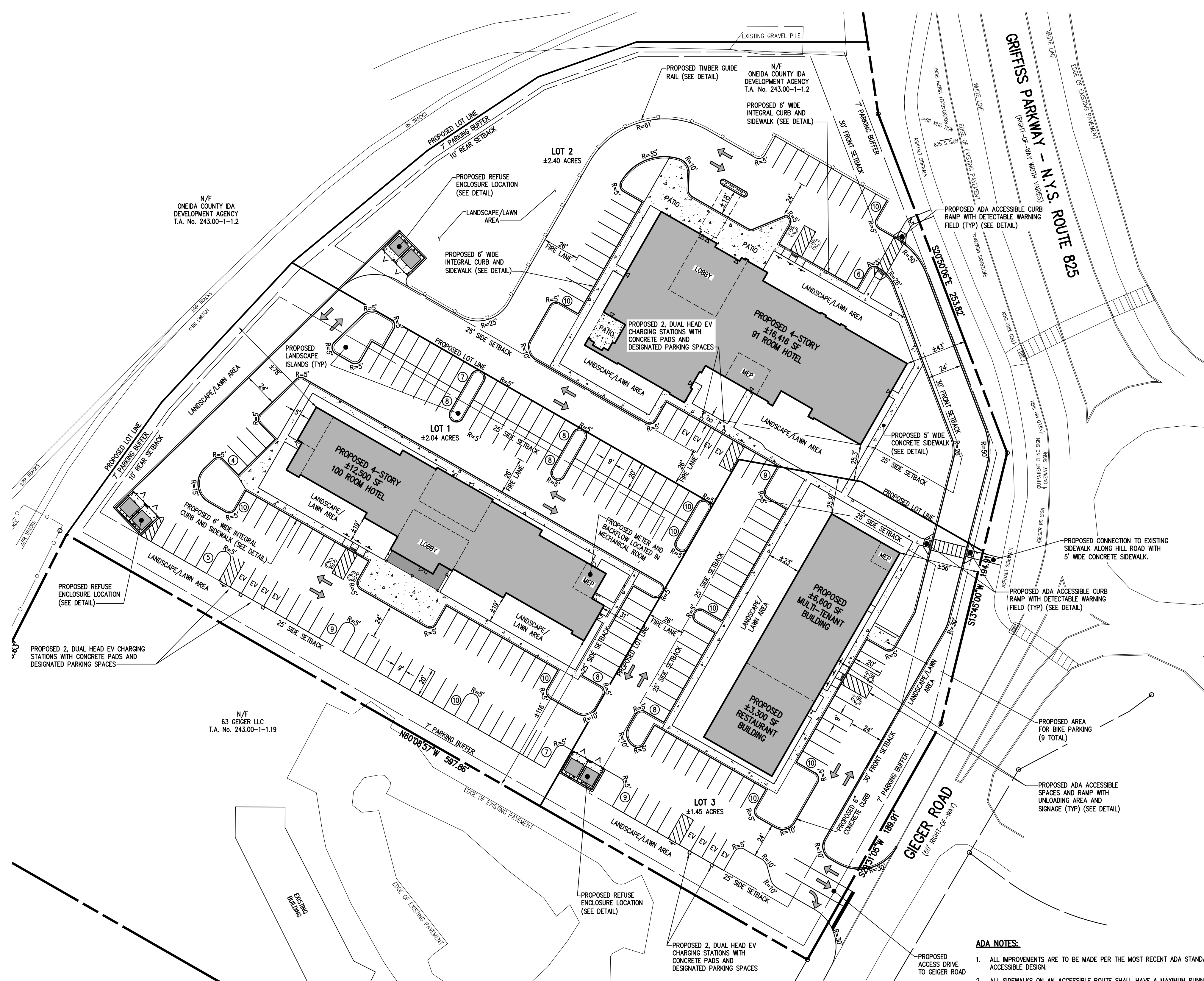
Sincerely,

  
Gordon T. Stansbury, P.E., P.T.O.E.  
GTS Consulting

Attachments – Site Plan  
Gap Data  
Trip Generation Estimate  
Vissim Capacity Printouts

Level of Service & Queue Summary  
Spot Speed Data  
Accident Data

Volume Figures 1-4  
Growth Rate Calculations  
Count Data

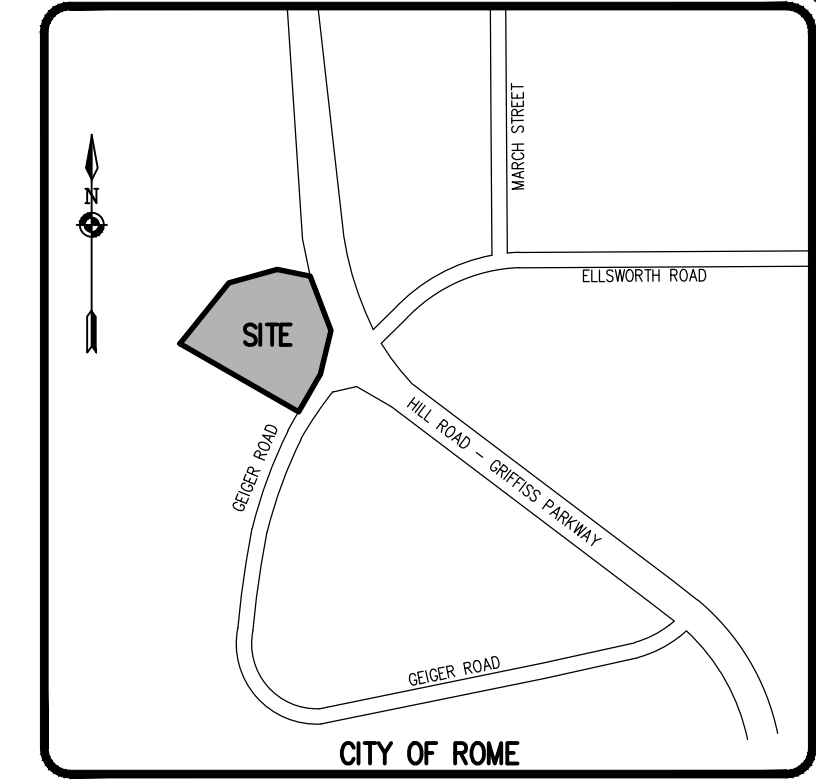


N/F  
ONEIDA COUNTY IDA  
DEVELOPMENT AGENCY  
T.A. No. 243.00-1-1.2

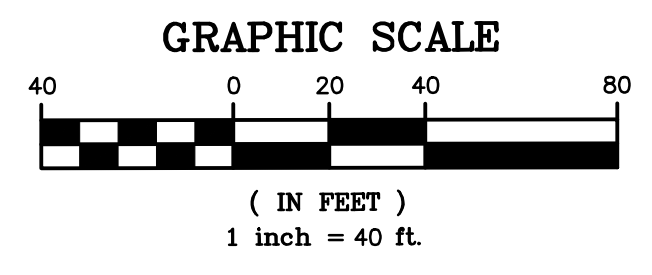
N/F  
63 GEIGER LLC  
T.A. No. 243.00-1-1.19

**LEGEND**

- BOUNDARY LINE
- PROPOSED LOT LINE
- SETBACK LINE
- PROPERTY MARKER FOUND
- CONCRETE HIGHWAY MONUMENT FOUND
- WOOD FENCE POST FOUND
- DIRECTION OF TRAFFIC FLOW



CITY OF ROME  
**LOCATION MAP**  
NOT TO SCALE



**SITE NOTES:**

1. EXISTING ZONING: GRIFFISS BUSINESS REDEVELOPMENT DISTRICT (GB-SC) SERVICE CAMPUS SUB-DISTRICT
2. TOTAL PROJECT AREA (OWNED BY ONEIDA COUNTY IDA): ± 71.90 ACRES  
REMAINING LANDS: ± 66.01 ACRES  
PROPOSED (LOT 1): ± 2.04 ACRES  
PROPOSED (LOT 2): ± 2.40 ACRES  
PROPOSED (LOT 3): ± 1.45 ACRES  
TOTAL (TO BE OWNED BY INDUS HOSPITALITY): ± 5.89 ACRES
3. EXISTING USE: VACANT
4. PROPOSED USE: ± 12,500 S.F. 100-ROOM HOTEL  
± 16,416 S.F. 91-ROOM HOTEL  
± 3,300 S.F. RESTAURANT SPACE  
± 6,600 S.F. MULTI-TENANT SPACE  
± 9,900 S.F. TOTAL COMMERCIAL SPACE
5. APPLICABLE DEVELOPMENT STANDARDS: GRIFFISS BUSINESS REDEVELOPMENT DISTRICT (GB-SC)

	REQUIRED (GB-SC)	PROVIDED (LOT 1)	PROVIDED (LOT 2)	PROVIDED (LOT 3)
SETBACKS:				
FRONT	30'	N/A*	>30'	>30'
SIDE	25'	>25'	>25'	>25'
REAR	10'	>10'	>10'	>10'
PARKING BUFFER	7'	>7'	>7'	>7'
MIN. LOT AREA	1 ACRES	XXX	XXX	XXX
MIN. LOT WIDTH	150'	>150'	>150'	>150'
MAX. BUILDING HEIGHT	35/3 STORIES	4 STORIES**	4 STORIES**	1 STORY
MAX. BUILDING COVERAGE	35 %	±15.4 %	XXX	XXX
MIN. LANDSCAPE COVERAGE	15 %	±37.1 %	XXX	XXX
PARKING DIMENSIONS	9'x20'	9'x20'	9'x20'	9'x20'

\* A CROSS ACCESS AGREEMENT WILL BE FILED WITH THE COUNTY.  
\*\* AREA VARIANCE FOR BUILDING HEIGHT WILL BE REQUIRED.
6. PARKING REQUIREMENTS:  
HOTEL: 1 PARKING SPACE REQUIRED PER ROOM  
RESTAURANT: 1 PARKING SPACE REQUIRED PER 500 S.F.  
RESTAURANT: 1 BICYCLE PARKING SPACE REQUIRED PER 1,000 S.F.  
COMMERCIAL/OFFICE SPACE: 1 PARKING SPACE REQUIRED PER 500 S.F.  
COMMERCIAL/OFFICE SPACE: 1 BICYCLE PARKING SPACE REQUIRED PER 1,000 S.F.  
  
HOTEL: 191 PARKING SPACES REQUIRED (191 TOTAL ROOMS)  
RESTAURANT: 7 PARKING SPACES REQUIRED (3,300 S.F.)  
COMMERCIAL SPACE: 14 PARKING SPACES REQUIRED (6,600 S.F.)  
  
SHARED PARKING CALCULATION: 195 PARKING SPACES REQUIRED  
197 PARKING SPACES PROVIDED  
(INCLUDING 6 ADA SPACES)  
(INCLUDING 9 BIKE SPACES)
7. BUILDINGS SHOWN ON THIS PLAN ARE GRAPHICAL REPRESENTATIONS ONLY.
8. THE SETBACK LINES AND NOTES RELATING TO SETBACKS SHOWN HEREON ARE INTENDED TO SHOW APPLICABLE ZONING REQUIREMENTS OF THE CITY OF ROME FOR THE CITY ZONING DISTRICT REQUIREMENTS AS OF THE DATE OF THIS MAP AND ARE NOT INTENDED TO IMPOSE ANY ADDITIONAL RESTRICTIONS OTHER THAN SAID ZONING REQUIREMENTS.
9. ALL IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE MOST RECENT STANDARDS AND SPECIFICATIONS OF THE CITY OF ROME AND THE APPROPRIATE AGENCIES UNLESS OTHERWISE NOTED.
10. CONTRACTOR SHALL LOCATE, MARK, SAFEGUARD, AND PRESERVE ALL SURVEY CONTROL MONUMENTS AND RIGHT-OF-WAY MONUMENTS IN THE AREA OF CONSTRUCTION.
11. A REVIEW OF THE FEMA MAPS INDICATES THAT NO PORTION OF THIS PROPERTY WAS RECOGNIZED TO BE IN A 100-YEAR FLOODPLAIN AND IS DESIGNATED ZONE X IN FEMA FLOODPLAIN PANEL 0558G, EFFECTIVE DATE SEPTEMBER 13, 2013.
12. NO MAPPED FEDERAL OR STATE WETLANDS OR ASSOCIATED BUFFERS EXIST WITHIN THE PROPERTY LIMITS.
13. PROJECT SIGNAGE BOTH BUILDING MOUNTED AND FREE STANDING WILL BE PER SEPARATE APPLICATION TO THE CITY. SIGN VARIANCES MAY BE REQUIRED AND SIGNS SHOWN ON THIS PLAN ARE FOR INFORMATIONAL PURPOSES. A SEPARATE BUILDING PERMIT WILL BE REQUIRED FROM THE (BUILDING DEPARTMENT).

**ADA NOTES:**

1. ALL IMPROVEMENTS ARE TO BE MADE PER THE MOST RECENT ADA STANDARDS FOR ACCESSIBLE DESIGN.
2. ALL SIDEWALKS ON AN ACCESSIBLE ROUTE SHALL HAVE A MAXIMUM RUNNING SLOPE OF 5% (1:20) AND A MAXIMUM CROSS-SLOPE OF 2% (1:48).
3. ALL LANDINGS ALONG AN ACCESSIBLE ROUTES SHALL HAVE A MAXIMUM SLOPE OF 2% (1:48) IN ALL DIRECTIONS.
4. ALL CURB RAMPS SHALL HAVE A MAXIMUM RUNNING SLOPE OF NO GREATER THAN 8% (1:12).
5. ALL CURB RAMP SIDE SLOPES SHALL HAVE A MAXIMUM SLOPE OF 10% (1:10).
6. ANY RUNNING SLOPE GREATER THAN 5% (1:20) IS TO BE CONSIDERED A RAMP AND MUST COMPLY WITH THE ADA STANDARD REQUIREMENTS FOR RAMPS.
7. PARKING (SEE DETAIL):
  - ALL ACCESSIBLE PARKING SPACES TO BE 9' X 18'
  - ALL ACCESS AISLES TO BE 9' X 18'
  - MAXIMUM SLOPE IN ALL DIRECTIONS TO BE NO GREATER THAN 2% (1:48) FOR BOTH PARKING STALL AND STRIPED AISLE.
  - ONE IN SIX ACCESSIBLE PARKING SPACES SHALL MEET THE VAN ACCESSIBLE STANDARDS PER THE ADA GUIDELINES
7. PARKING SIGNAGE: ALL ACCESSIBLE PARKING SPACES AND ACCESS AISLES TO BE PROVIDED SIGNAGE PER THE MOST RECENT ADA STANDARD REQUIREMENTS. (SEE SIGN DETAIL).
8. ALL OTHER IMPROVEMENTS TO BE IN CONFORMANCE WITH THE MOST RECENT ADA STANDARDS FOR DESIGN.

**NOT APPROVED**

This plan has not received final approval of all reviewing agencies. This plan is subject to revisions until all approvals are obtained and should not be used for construction purposes.

NO.	DATE	BY	REVISIONS
7			
6			
5			
4			
3			
2			
1			

**BME ASSOCIATES**  
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**GEIGER HILL**  
CITY OF ROME, ONEIDA COUNTY, NEW YORK STATE  
INDUS HOSPITALITY GROUP  
880 PARKWAY TRAIL SOUTH  
ROCHESTER, NY 14625

**SITE PLAN**  
PROJECT LOCATION CLIENT DRAWING TITLE

**PROJECT MANAGER**  
P. VARS  
**PROJECT ENGINEER**  
R. SPURR  
**DRAWN BY**  
D. TURNER  
**SCALE** DATE ISSUED  
1" = 40' MARCH 20, 2026  
**PROJECT NO.**  
3004  
**DRAWING NO.**  
03

**Proposed Commercial Development – 3004 Griffiss Tech Park – Rome, NY  
Intersection Level of Service & Queue Summary  
Weekday Morning Peak Hour**

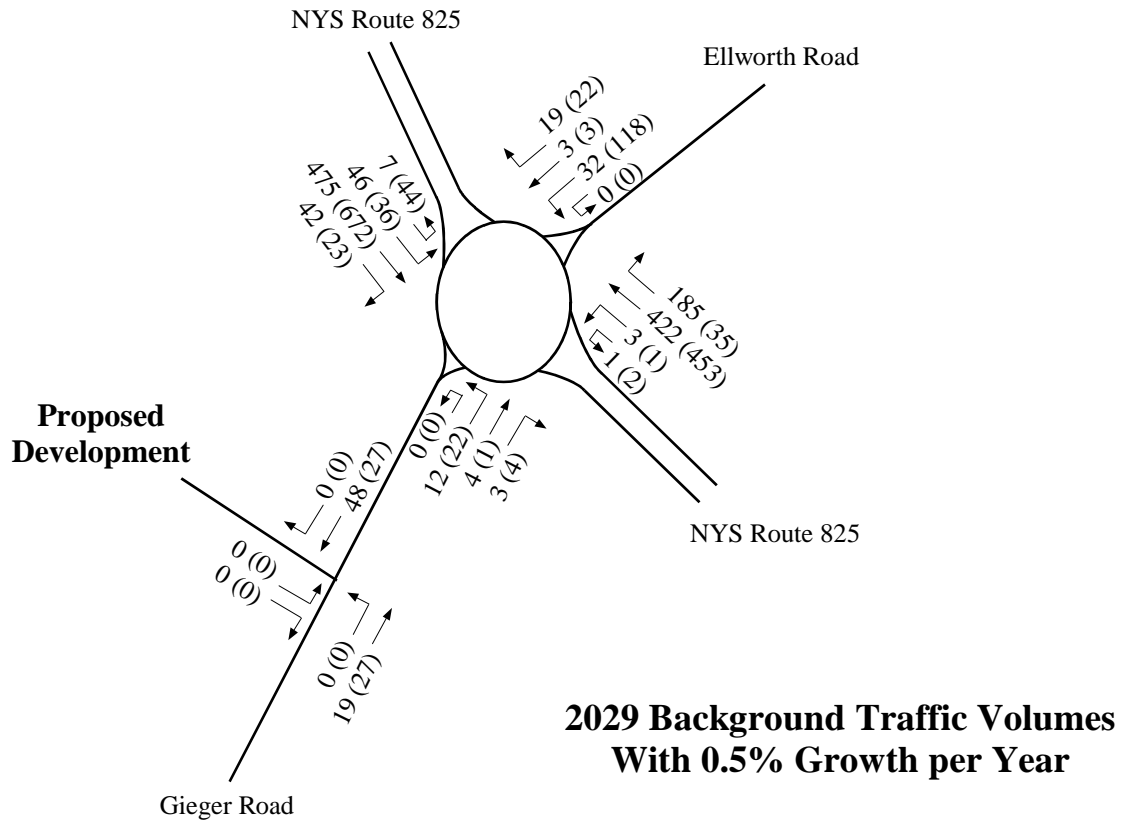
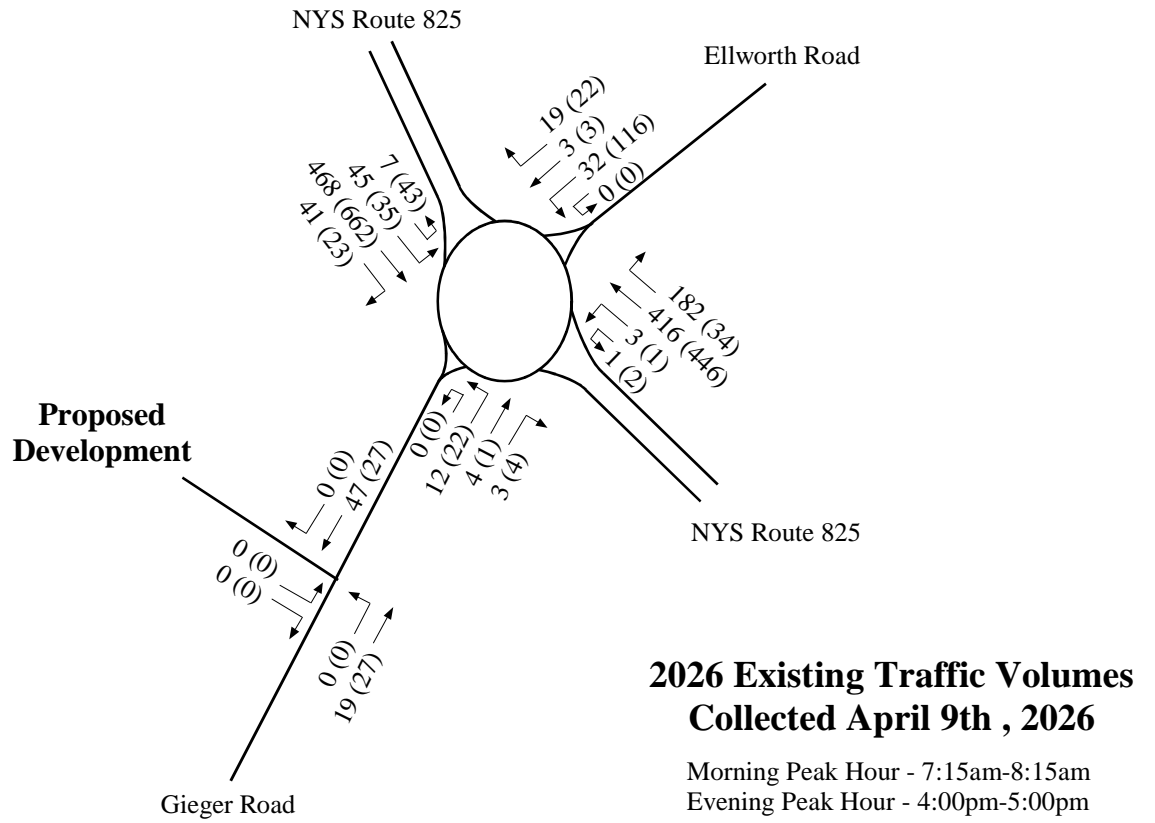
<b>Intersection</b>	<b>Available Storage</b>	<b>2026 Existing LOS(Delay)</b>	<b>2026 Existing Max Queue</b>	<b>2029 Background LOS(Delay)</b>	<b>2029 Background Max Queue</b>	<b>2029 Build LOS(Delay)</b>	<b>2029 Build Max Queue</b>
<b>NYS Route 825 @ Gieger Road / Ellsworth Road</b>		<b>a(1)</b>		<b>a(1)</b>		<b>a(1)</b>	
EB Approach	-	a(1)	26	a(1)	28	a(1)	33
WB Approach	-	a(1)	33	a(1)	40	a(1)	37
NB Approach	235	a(2)	27	a(2)	33	a(1)	32
SB Approach	-	a(2)	41	a(2)	42	a(2)	53
<b>Gieger Road @ Site Access</b>						<b>a(2)</b>	
EB Left/Right	-	-	-	-	-	a(6)	37
NB Left/Through	-	-	-	-	-	a(1)	0
SB Through//Right	235	-	-	-	-	a(1)	0

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Vissim11  
Maximum Queues in Feet – Vissim11

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Intersection Level of Service & Queue Summary  
Weekday Morning Peak Hour**

<b>Intersection</b>	<b>Available Storage</b>	<b>2026 Existing LOS(Delay)</b>	<b>2026 Existing Max Queue</b>	<b>2029 Background LOS(Delay)</b>	<b>2029 Background Max Queue</b>	<b>2029 Build LOS(Delay)</b>	<b>2029 Build Max Queue</b>
<b>NYS Route 825 @ Gieger Road / Ellsworth Road</b>		<b>a(1)</b>		<b>a(1)</b>		<b>a(1)</b>	
EB Approach	-	a(1)	49	a(1)	50	a(1)	60
WB Approach	-	a(1)	37	a(1)	27	a(1)	45
NB Approach	235	a(2)	35	a(2)	37	a(3)	53
SB Approach	-	a(3)	73	a(3)	65	a(4)	87
<b>Gieger Road @ Site Access</b>						<b>a(3)</b>	
EB Left/Right	-	-	-	-	-	a(6)	54
NB Left/Through	-	-	-	-	-	a(1)	0
SB Through//Right	235	-	-	-	-	a(1)	0

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Vissim11  
Maximum Queues in Feet – Vissim11

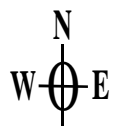


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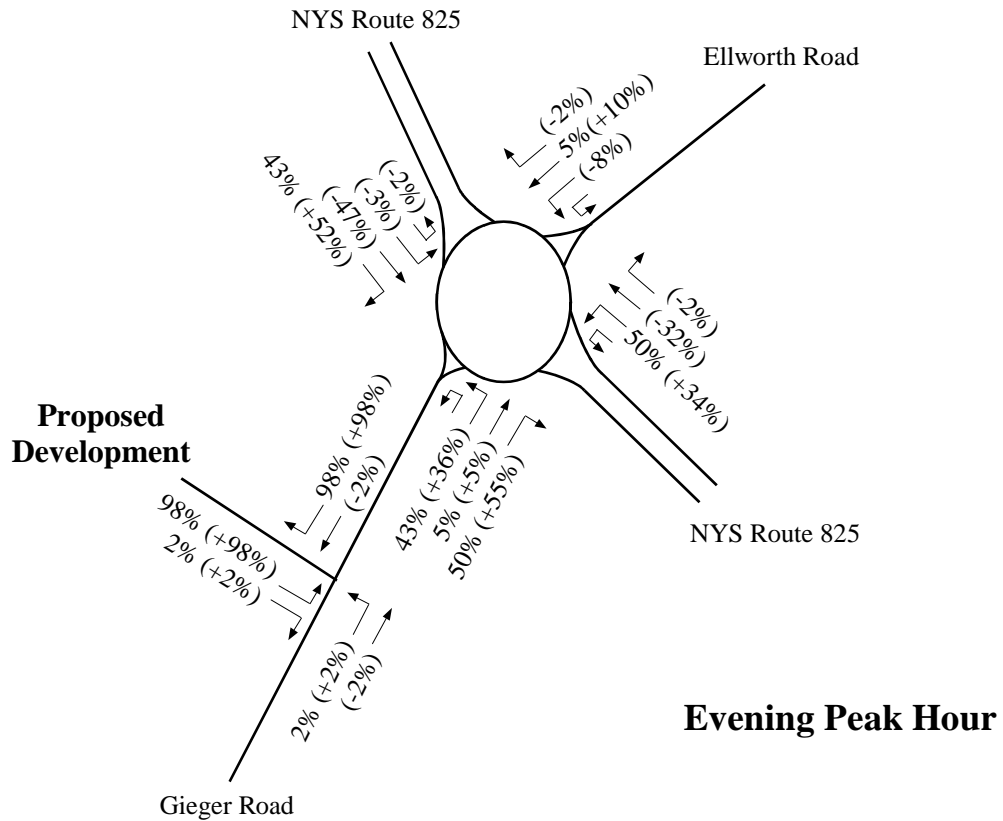
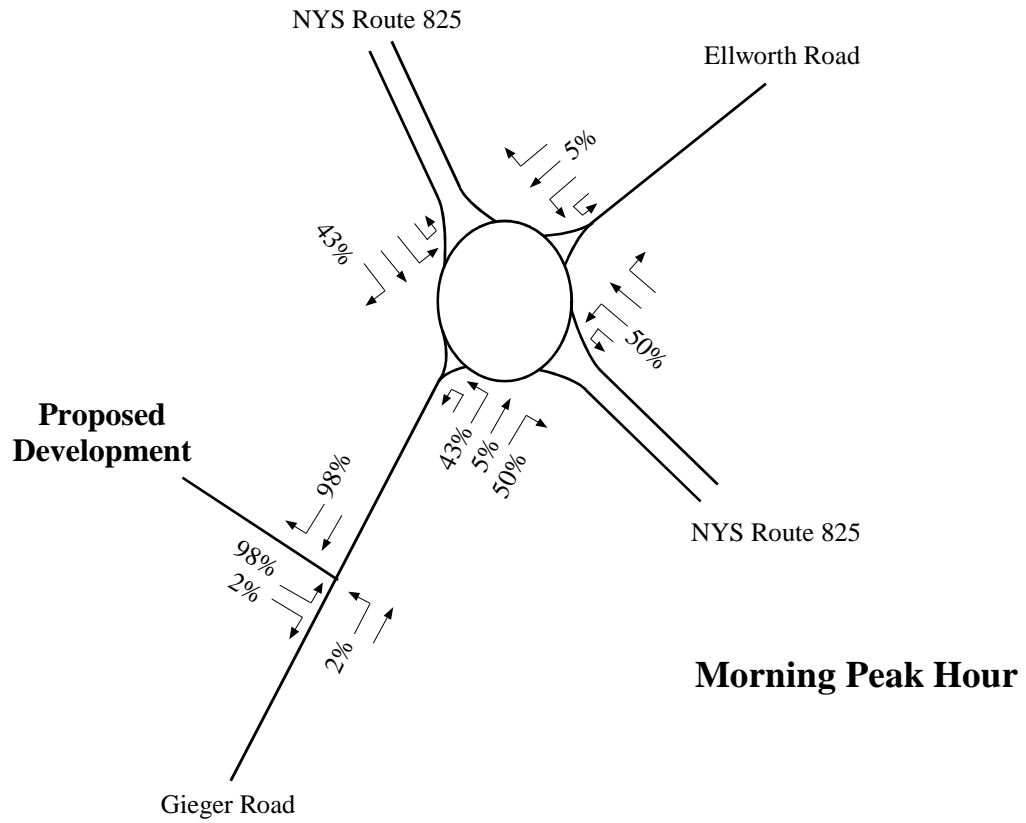
2026 Existing Traffic Volumes & 2029 Background Traffic Volumes with 0.5% Growth per Year  
 Weekday Morning (Evening) Peak Hour

**Figure 1**

Not to Scale



GTS Consulting



**Proposed Commercial Development - 3004 Griffiss Tech Park, Rome, NY**

Arrival / Departure Trip Distribution

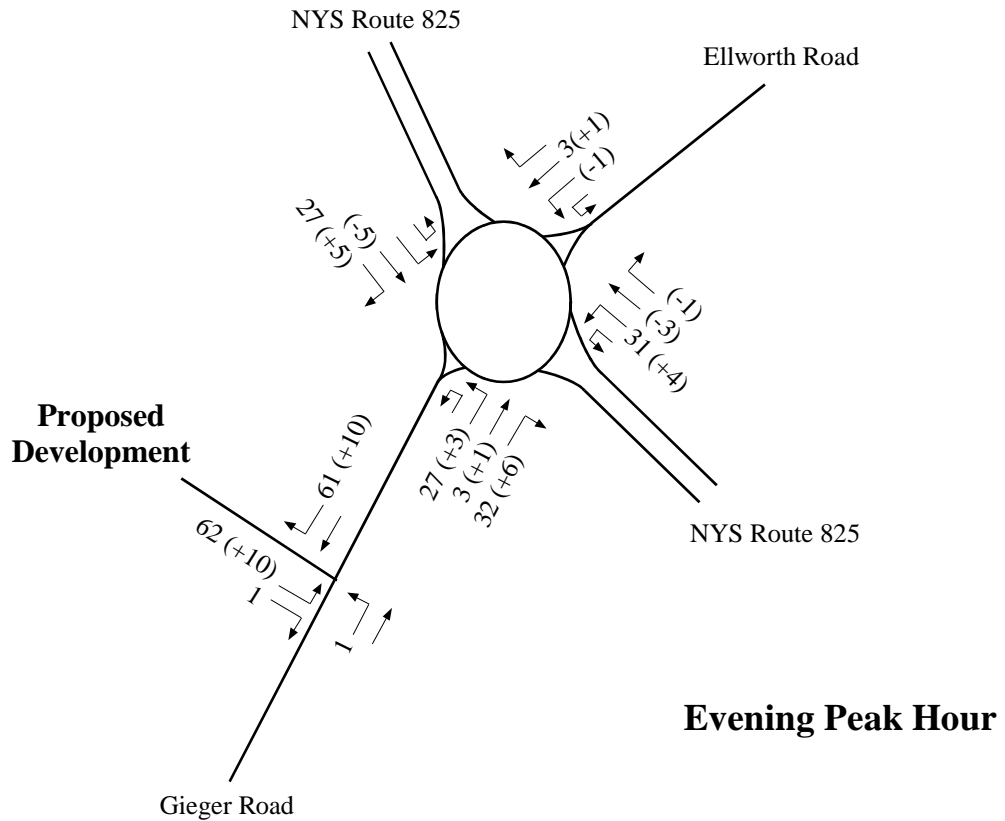
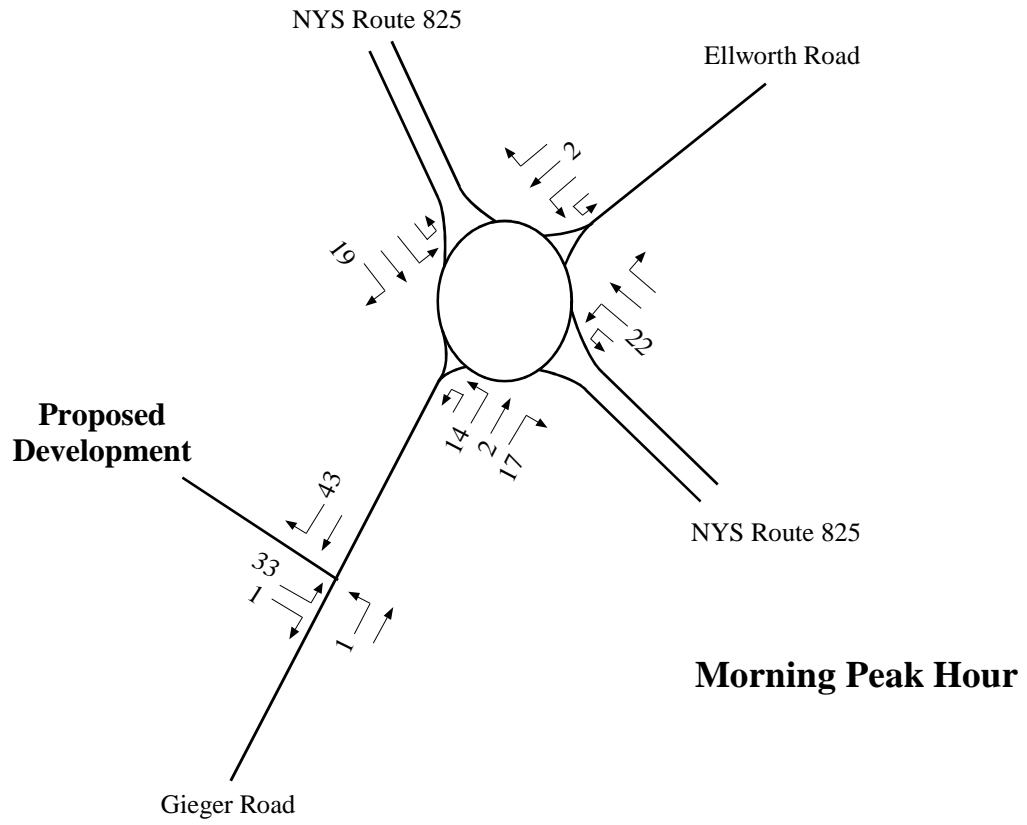
New (Pass-by) Trip Percentage

**Figure 2**

Not to Scale



GTS Consulting



**Proposed Commercial Development - 3004 Griffiss Tech Park, Rome, NY**

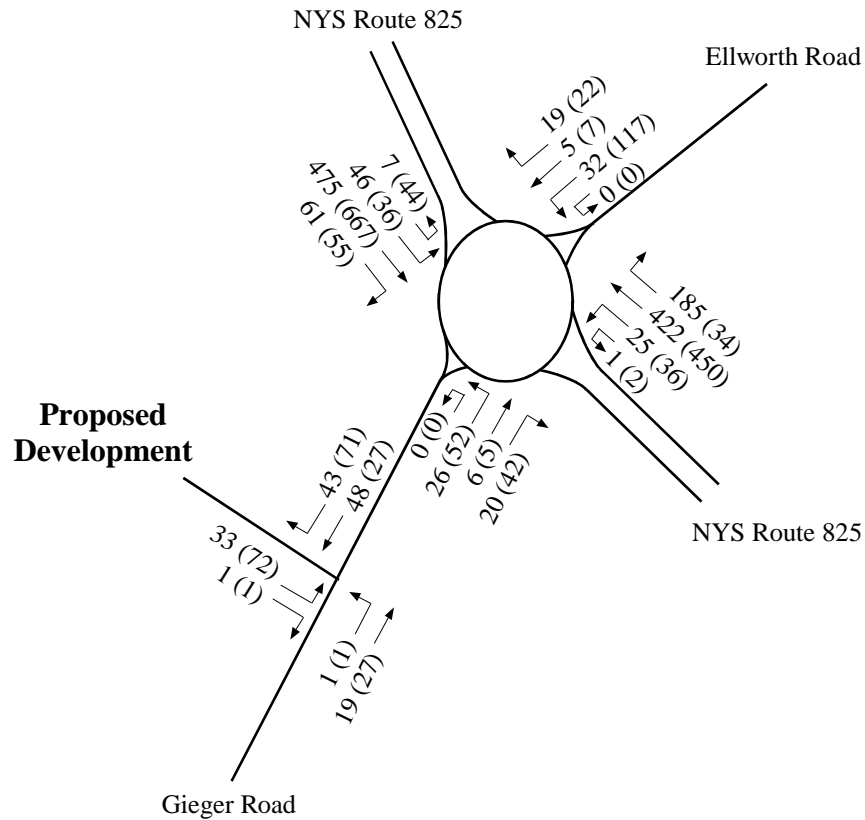
Trips Generated  
New (Pass-by) Trips



GTS Consulting

**Figure 3**

Not to Scale

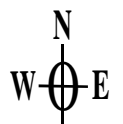


**Proposed Commercial Development - 3004 Griffiss Tech Park, Rome, NY**

2029 Build Traffic Volumes  
 Weekday Morning (Evening) Peak Hour

**Figure 4**

Not to Scale



**GTS Consulting**

## Intersection Gap Study

Project: Proposed Commercial Development - 3004 Griffiss Tech Park - City of Rome, NY  
 Date: 4/9/2026



Intersection: Site Access @ Gieger Road  
 Movement: Right Turns Exiting / Left Turns Entering

Time Interval		6-9 sec x 1	10-13 sec x 2	14-17 sec x 3	18-19 sec x 4	20-23 sec x 5	24-25 sec x 6	26-29 sec x 7	>29 sec x 8	Interval Total	Hour Total
<b>Morning Peak Hour</b>											
7:15-7:30am	# of Gaps	3	2	3	0	2	0	8	11		
	<b># of Vehicles</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>56</b>	<b>88</b>	<b>170</b>	
7:30-7:45am	# of Gaps	0	0	1	0	0	0	16	6		
	<b># of Vehicles</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>48</b>	<b>163</b>	
7:45-8:00am	# of Gaps	2	3	0	0	5	0	13	4		
	<b># of Vehicles</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>91</b>	<b>32</b>	<b>156</b>	
8:00-8:15am	# of Gaps	1	3	3	0	3	3	8	8		
	<b># of Vehicles</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>18</b>	<b>56</b>	<b>64</b>	<b>169</b>	<b>658</b>

### Evening Peak Hour

4:00-4:15pm	# of Gaps	0	0	1	1	0	0	0	19		
	<b># of Vehicles</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>159</b>	
4:15-4:30pm	# of Gaps	0	0	1	1	1	0	1	18		
	<b># of Vehicles</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>144</b>	<b>163</b>	
4:30-4:45pm	# of Gaps	0	1	1	0	0	1	0	19		
	<b># of Vehicles</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>152</b>	<b>163</b>	
4:45-5:00pm	# of Gaps	1	1	1	0	1	0	1	20		
	<b># of Vehicles</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>160</b>	<b>178</b>	<b>663</b>

## Intersection Gap Study

Project: Proposed Commercial Development - 3004 Griffiss Tech Park - City of Rome, NY  
 Date: 4/9/2026



Intersection: Site Access @ Gieger Road  
 Movement: Left Turns Exiting

Time Interval		6-9 sec x 1	10-13 sec x 2	14-17 sec x 3	18-19 sec x 4	20-23 sec x 5	24-25 sec x 6	26-29 sec x 7	>29 sec x 8	Interval Total	Hour Total
<b>Morning Peak Hour</b>											
7:15-7:30am	# of Gaps	3	4	3	1	4	1	6	7		
	<b># of Vehicles</b>	<b>3</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>20</b>	<b>6</b>	<b>42</b>	<b>56</b>	<b>148</b>	
7:30-7:45am	# of Gaps	2	2	1	1	1	0	16	3		
	<b># of Vehicles</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>112</b>	<b>24</b>	<b>154</b>	
7:45-8:00am	# of Gaps	2	3	1	1	4	1	13	2		
	<b># of Vehicles</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>20</b>	<b>6</b>	<b>91</b>	<b>16</b>	<b>148</b>	
8:00-8:15am	# of Gaps	2	3	3	0	4	3	8	5		
	<b># of Vehicles</b>	<b>2</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>20</b>	<b>18</b>	<b>56</b>	<b>40</b>	<b>151</b>	<b>601</b>

### Evening Peak Hour

4:00-4:15pm	# of Gaps	0	0	1	1	1	1	0	15		
	<b># of Vehicles</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>120</b>	<b>138</b>	
4:15-4:30pm	# of Gaps	0	0	1	3	1	0	1	13		
	<b># of Vehicles</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>104</b>	<b>131</b>	
4:30-4:45pm	# of Gaps	1	2	3	0	0	2	0	13		
	<b># of Vehicles</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>104</b>	<b>130</b>	
4:45-5:00pm	# of Gaps	2	1	2	0	2	1	0	15		
	<b># of Vehicles</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>120</b>	<b>146</b>	<b>545</b>

**Proposed Commercial Development - 3004 Griffiss Tech Park - Rome, NY**

Speed Study Measurements - Gieger Road Passing Site Access

4/9/2026

Distance Travelled (ft) = 171

50 Speed Measurements per Direction

Speed Limit 30 mph

NB Time Seconds	Calculated Speed	NB Time Seconds	Calculated Speed	SB Time Seconds	Calculated Speed	SB Time Seconds	Calculated Speed
5.22	22	3.97	29	5.12	23	3.52	33
4.87	24	3.97	29	4.68	25	3.5	33
4.69	25	3.91	30	4.65	25	3.5	33
4.64	25	3.91	30	4.31	27	3.5	33
4.61	25	3.88	30	4.16	28	3.47	34
4.51	26	3.85	30	4.04	29	3.47	34
4.41	26	3.85	30	4.03	29	3.47	34
4.4	26	3.84	30	3.97	29	3.46	34
4.39	27	3.83	30	3.97	29	3.46	34
4.37	27	3.78	31	3.96	29	3.44	34
4.34	27	3.66	32	3.96	29	3.41	34
4.31	27	3.63	32	3.94	30	3.31	35
4.25	27	3.62	32	3.94	30	3.31	35
4.22	28	3.6	32	3.91	30	3.28	36
4.16	28	3.6	32	3.87	30	3.22	36
4.15	28	3.55	33	3.78	31	3.19	37
4.13	28	3.47	34	3.78	31	3.18	37
4.13	28	3.43	34	3.72	31	3.12	37
4.12	28	3.41	34	3.69	32	3.1	38
4.1	28	3.4	34	3.68	32	3.03	38
4.09	29	3.39	34	3.6	32	3.03	38
4.06	29	3.35	35	3.6	32	3	39
4.06	29	3.29	35	3.59	32	3	39
4.03	29	3.25	36	3.57	33	2.99	39
3.97	29	3.15	37	3.53	33	2.91	40

Northbound

Average Speed = 30 mph

85th Percentile Speed = 34 mph

Southbound

Average Speed = 33 mph

85th Percentile Speed = 37 mph

# Historical Traffic Growth Calculations

## Proposed Commercial Development- 3004 Griffiss Tech Park, Rome, Ny

Historical Traffic Counts Taken from the NYSDOT Traffic Data Viewer Website

### NYS Route 825 - Between Brookley Drive and Ellsworth Road

2024	2021	2018	2017
12,218 veh	11,789 veh	13,039 veh	13,301 veh
+1.2% per year		-3.2% per year	
-1.0% per year		-0.7% per year	
-0.9% per year			

### NYS Route 825 - Between Ellsworth Road and Floyd Avenue

2024	2021	2018	2015
12,580 veh	10,503 veh	11,635 veh	11,879 veh
+6.6% per year		-3.2% per year	
+1.4% per year		-0.7% per year	
+0.7% per year			

**Use +0.5% Annual Growth**

## Proposed Commercial Development 3004 Griffiss Tech Park, Rome NY Trip Generation Estimate

Proposed Development

91 Room Hotel - Phase 1 Development  
100 Room Hotel - Phase 2 Development  
3,300 SF - Fast Casual Restaurant - Phase 3 Development  
6,600 SF - Office Space - Phase 3 Development

### ***ITE Trip Generation - 12th Edition***

#### Land Use 310 - Hotel

Morning Peak Hour	0.34 Trips/Room	52% Enter		48% Exit
Evening Peak Hour	0.47 Trips/Room	51% Enter		49% Exit

#### Land Use 930 - Fast Casual Restaurant

Morning Peak Hour	1.58 Trips/1,000 SF	64% Enter		36% Exit
Evening Peak Hour	14.35 Trips/1,000 SF	53% Enter		47% Exit

#### Land Use 710 - General Office

Morning Peak Hour	1.24 Trips/1,000 SF	88% Enter		12% Exit
Evening Peak Hour	1.18 Trips/1,000 SF	16% Enter		84% Exit

#### Pass-by Credits - ITE Trip Generation

Land Use 930 - PM Peak Hour - 43%

### Trip Generation Estimate - Proposed Commercial Development

Development	Size	Morning Peak Hour			Evening Peak Hour		
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Hotel	91 Rooms	31	16	15	43	22	21
Hotel	100 Rooms	34	18	16	47	24	23
Fast Casual Restaurant	3,300 SF	5	3	2	47	25	22
Office	6,600 SF	<u>8</u>	<u>7</u>	<u>1</u>	<u>8</u>	<u>1</u>	<u>7</u>
<b>Total Trips Generated</b>		<b>78</b>	<b>44</b>	<b>34</b>	<b>145</b>	<b>72</b>	<b>73</b>

***Restaurant Pass-by Trips - PM - 43%***  
**Total New Trips Generated**

**0**  
**78**

**0**  
**44**

**0**  
**34**

**-20**  
**125**

**-10**  
**62**

**-10**  
**63**

**Proposed Commercial Development - 3004 Griffiss Tech Park, Rome, NY  
Crash History Summaries - November 2022 Through October, 2025**

Crash#	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
1	2/22/2026	Rt 825 @ Gieger/Ellsworth	Fixed Object	1	PDO	WB / Sign	Icy	Unsafe Speed
2	6/23/2023	Rt 825 @ Gieger/Ellsworth	Sideswipe	2	PDO	WB / WB	Dry	Unsafe Lane Change
3	12/7/2023	Rt 825 @ Gieger/Ellsworth	Sideswipe	2	PDO	EB / EB	Icy	Unsafe Lane Change
4	4/14/2024	Route 825 - 50' W of Gieger	Fixed Object	1	INJ	WB / Tree	Dry	Distracted Driver
5	7/1/2024	Rt 825 @ Gieger/Ellsworth	Sideswipe	2	PDO	WB / WB	Dry	Unsafe Lane Change
6	8/15/2024	Rt 825 @ Gieger/Ellsworth	Sideswipe	2	PDO	EB Left / SB Left	Dry	Improper Lane Usage
7	10/23/2024	Rt 825 @ Gieger/Ellsworth	Fixed Object	1	PDO	EB / SB Left	Dry	Improper Lane Usage
8	10/25/2024	Rt 825 @ Gieger/Ellsworth	Fixed Object	1	PDO	WB / Utility Pole	Dry	Fell Asleep
9	12/1/2025	Rt 825 @ Gieger/Ellsworth	Fixed Object	1	PDO	WB / Curb	Icy	Slippery Pavement
10	11/27/2024	Rt 825 @ Gieger/Ellsworth	Sideswipe	2	PDO	NB / EB	Dry	Failure to Yield ROW
11	2/13/2025	Rt 825 @ Gieger/Ellsworth	Fixed Object	1	PDO	EB / Snow Embankment	Icy	Unsafe Speed
12	5/16/2025	Rt 825 @ Gieger/Ellsworth	Sideswipe	2	PDO	WB Right / WB Right	Dry	Improper Lane Usage
13	6/17/2025	Rt 825 @ Gieger/Ellsworth	Sideswipe	2	PDO	EB / EB	Dry	Improper Lane Usage
14	7/29/2025	Rt 825 @ Gieger/Ellsworth	Sideswipe	2	PDO	WB Left / WB	Dry	Improper Lane Usage
15	10/23/2025	Rt 825 @ Gieger/Ellsworth	Rearend	2	PDO	WB / WB Stopped	Wet	Following Too Closely

Route 825 @ Gieger Road / Ellsworth Road - 14 Crashes

8 - Sideswipe Crashes

5 - Fixed Object Crashes

1 - Rearend Crash

Route 825 @ Gieger Road / Ellsworth Road Intersection - Evening Peak Hour - 1246 Veh EW / 168 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 13844 Veh EW / 1867 Veh N/S

**Intersection Accident Severity**

**Route 825 @ Gieger Road / Ellsworth Road - 14 Crashes**

14 Total Crashes                      NYSDOT Saftey Performance Function = 2.63 Crashes/Year

0 Injury Crashes / 0 Fatality Crashes                      NYSDOT Saftey Performance Function = 0.34 Crashes/Year

Calculated Rate = 4.66 Crashes/Year

Calculated Rate = 0.00 Crashes/Year

**Basic  
LOSS**

**3**

**2**

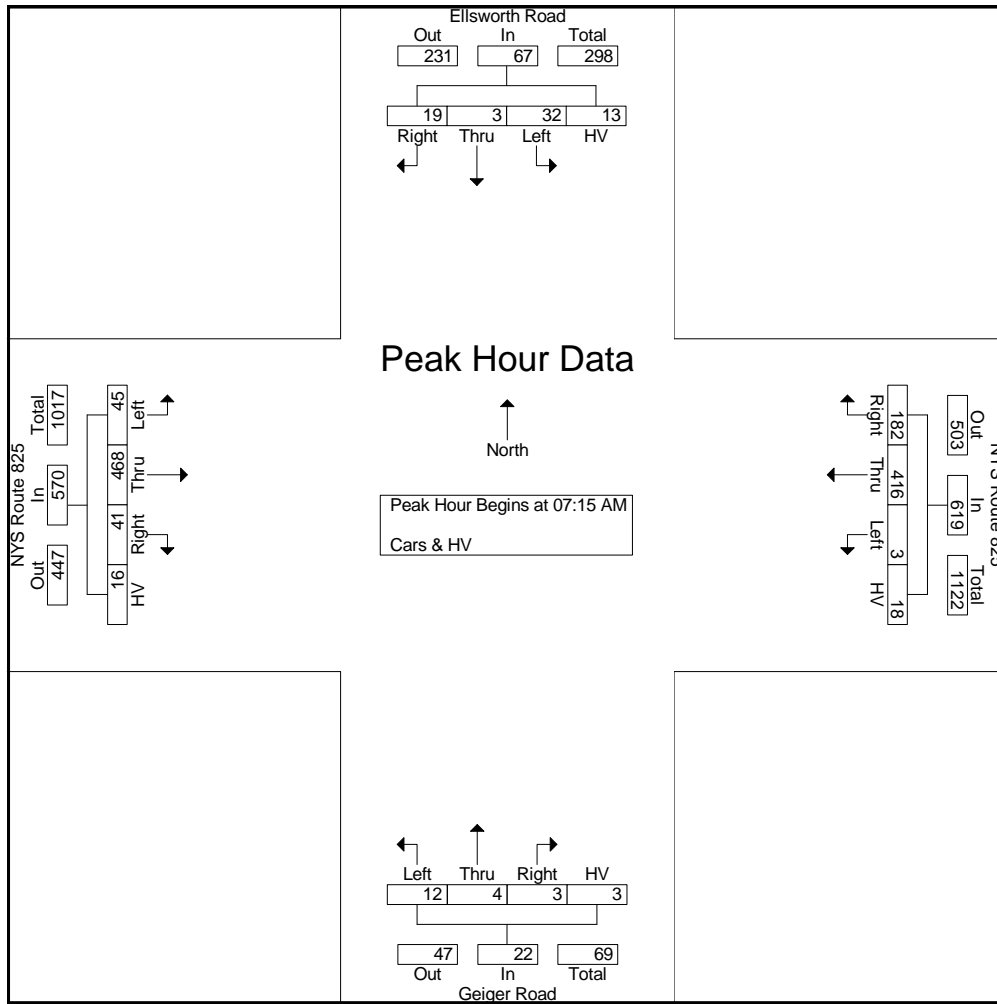
**High Accident Location, Not a Severe Accident Location**

File Name : NYS Route 825 @ Geiger Road  
 Site Code : 00000002  
 Start Date : 4/9/2026  
 Page No : 1

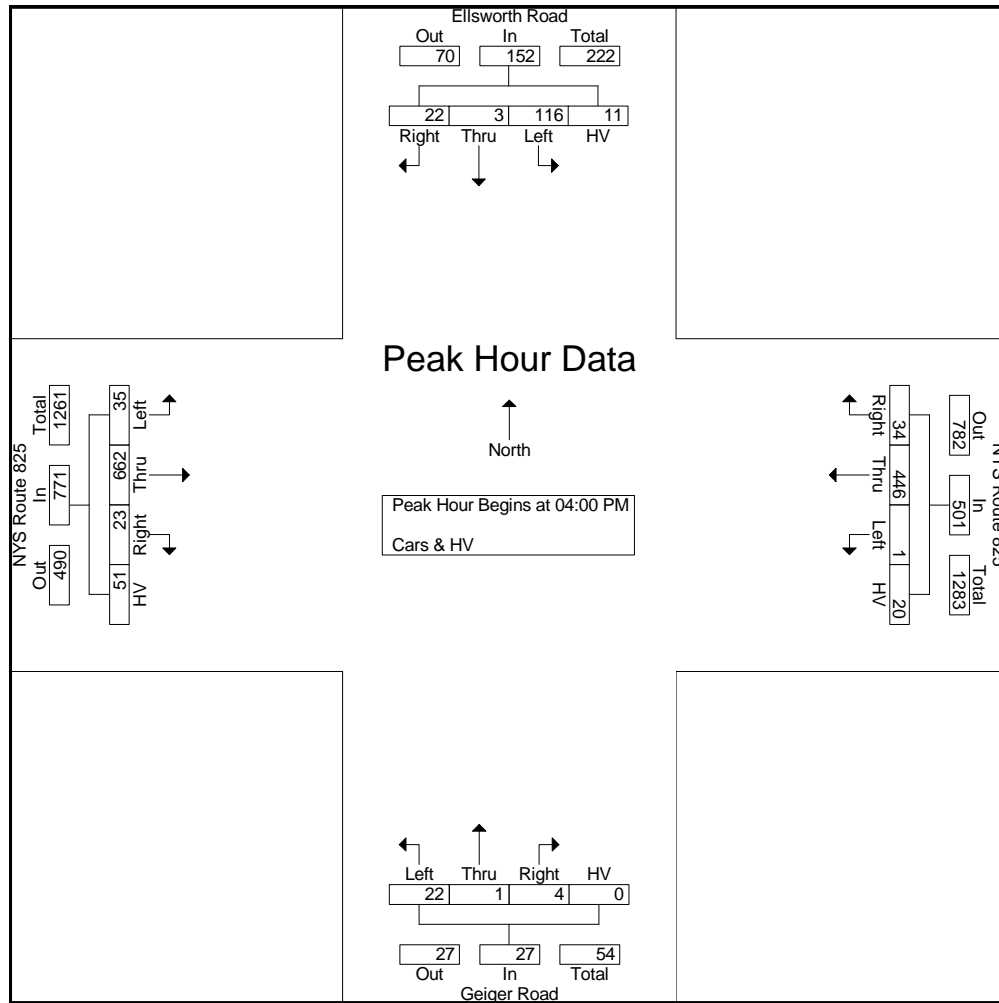
Groups Printed- Cars & HV

Start Time	Ellsworth Road Southbound					NYS Route 825 Westbound					Geiger Road Northbound					NYS Route 825 Eastbound					Int. Total
	Right	Thru	Left	UtURNS	HV	Right	Thru	Left	UtURNS	HV	Right	Thru	Left	UtURNS	HV	Right	Thru	Left	UtURNS	HV	
07:00 AM	4	0	14	0	1	39	78	1	0	4	0	0	4	0	0	6	78	10	1	3	243
07:15 AM	6	2	9	0	2	46	92	0	0	2	0	1	2	0	1	11	94	8	2	3	281
07:30 AM	5	0	7	0	1	30	118	0	1	4	2	0	3	0	1	5	144	9	1	2	333
07:45 AM	4	1	8	0	7	63	123	3	0	7	1	3	2	0	1	13	112	21	1	1	371
Total	19	3	38	0	11	178	411	4	1	17	3	4	11	0	3	35	428	48	5	9	1228
08:00 AM	4	0	8	0	3	43	83	0	0	4	0	0	5	0	0	12	118	7	3	3	293
08:15 AM	2	0	5	0	0	26	91	0	1	5	1	1	3	0	0	11	82	16	2	6	252
08:30 AM	9	0	4	0	3	22	93	0	0	9	1	0	6	0	0	4	107	18	3	1	280
08:45 AM	5	0	2	0	0	25	84	0	0	10	1	1	2	0	1	17	83	11	2	8	252
Total	20	0	19	0	6	116	351	0	1	28	3	2	16	0	1	44	390	52	10	18	1077
04:00 PM	6	1	37	0	4	7	95	0	1	8	0	1	4	0	0	4	205	9	13	1	396
04:15 PM	3	1	27	0	3	9	108	0	0	7	1	0	4	0	0	5	165	7	11	2	353
04:30 PM	4	0	28	0	2	10	96	1	1	1	0	0	11	0	0	4	178	12	13	5	366
04:45 PM	9	1	24	0	2	8	147	0	0	2	3	0	3	0	0	10	114	7	6	0	336
Total	22	3	116	0	11	34	446	1	2	18	4	1	22	0	0	23	662	35	43	8	1451
05:00 PM	3	0	34	0	2	4	96	0	0	4	1	0	6	0	0	2	119	13	7	3	294
05:15 PM	14	0	17	0	1	3	103	0	1	0	1	0	2	0	0	6	113	15	4	4	284
05:30 PM	4	1	14	0	3	5	102	0	0	0	0	0	1	0	0	5	96	4	2	0	237
05:45 PM	8	1	14	0	2	9	87	0	0	0	3	0	4	0	0	6	66	5	3	0	208
Total	29	2	79	0	8	21	388	0	1	4	5	0	13	0	0	19	394	37	16	7	1023
Grand Total	90	8	252	0	36	349	1596	5	5	67	15	7	62	0	4	121	1874	172	74	42	4779
Apprch %	23.3	2.1	65.3	0	9.3	17.3	78.9	0.2	0.2	3.3	17	8	70.5	0	4.5	5.3	82.1	7.5	3.2	1.8	
Total %	1.9	0.2	5.3	0	0.8	7.3	33.4	0.1	0.1	1.4	0.3	0.1	1.3	0	0.1	2.5	39.2	3.6	1.5	0.9	

Start Time	Ellsworth Road Southbound						NYS Route 825 Westbound						Geiger Road Northbound						NYS Route 825 Eastbound						Int. Total
	Right	Thru	Left	Utums	HV	App. Total	Right	Thru	Left	Utums	HV	App. Total	Right	Thru	Left	Utums	HV	App. Total	Right	Thru	Left	Utums	HV	App. 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	6	2	9	0	2	19	46	92	0	0	2	140	0	1	2	0	1	4	11	94	8	2	3	118	281
07:30 AM	5	0	7	0	1	13	30	118	0	1	4	153	2	0	3	0	1	6	5	144	9	1	2	161	333
07:45 AM	4	1	8	0	7	20	63	123	3	0	7	196	1	3	2	0	1	7	13	112	21	1	1	148	371
08:00 AM	4	0	8	0	3	15	43	83	0	0	4	130	0	0	5	0	0	5	12	118	7	3	3	143	293
Total Volume	19	3	32	0	13	67	182	416	3	1	17	619	3	4	12	0	3	22	41	468	45	7	9	570	1278
% App. Total	28.4	4.5	47.8	0	19.4		29.4	67.2	0.5	0.2	2.7		13.6	18.2	54.5	0	13.6		7.2	82.1	7.9	1.2	1.6		
PHF	.792	.375	.889	.000	.464	.838	.722	.846	.250	.250	.607	.790	.375	.333	.600	.000	.750	.786	.788	.813	.536	.583	.750	.885	.861



Start Time	Ellsworth Road Southbound						NYS Route 825 Westbound						Geiger Road Northbound						NYS Route 825 Eastbound						Int. Total
	Right	Thru	Left	Uturns	HV	App. Total	Right	Thru	Left	Uturns	HV	App. Total	Right	Thru	Left	Uturns	HV	App. Total	Right	Thru	Left	Uturns	HV	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:00 PM																									
04:00 PM	6	1	37	0	4	48	7	95	0	1	8	111	0	1	4	0	0	5	4	205	9	13	1	232	396
04:15 PM	3	1	27	0	3	34	9	108	0	0	7	124	1	0	4	0	0	5	5	165	7	11	2	190	353
04:30 PM	4	0	28	0	2	34	10	96	1	1	1	109	0	0	11	0	0	11	4	178	12	13	5	212	366
04:45 PM	9	1	24	0	2	36	8	147	0	0	2	157	3	0	3	0	0	6	10	114	7	6	0	137	336
Total Volume	22	3	116	0	11	152	34	446	1	2	18	501	4	1	22	0	0	27	23	662	35	43	8	771	1451
% App. Total	14.5	2	76.3	0	7.2		6.8	89	0.2	0.4	3.6		14.8	3.7	81.5	0	0		3	85.9	4.5	5.6	1		
PHF	.611	.750	.784	.000	.688	.792	.850	.759	.250	.500	.563	.798	.333	.250	.500	.000	.000	.614	.575	.807	.729	.827	.400	.831	.916



File Name : NYS Route 825 @ Geiger Road  
 Site Code : 00000002  
 Start Date : 4/9/2026  
 Page No : 1

Groups Printed- Peds

Start Time	Ellsworth Road Southbound					NYS Route 825 Westbound					Geiger Road Northbound					NYS Route 825 Eastbound					Int. Total
	Right	Thru	Left	UtURNS	Peds	Right	Thru	Left	UtURNS	Peds	Right	Thru	Left	UtURNS	Peds	Right	Thru	Left	UtURNS	Peds	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	9
05:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	6	0	0	0	0	0	8
05:30 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
05:45 PM	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	9
Total	0	0	0	0	11	0	0	0	0	4	0	0	0	0	6	0	0	0	0	5	26
Grand Total	0	0	0	0	12	0	0	0	0	8	0	0	0	0	11	0	0	0	0	5	36
Apprch %	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	
Total %	0	0	0	0	33.3	0	0	0	0	22.2	0	0	0	0	30.6	0	0	0	0	13.9	

Vissim11 Analysis Results – Average of 10 Simulation Runs

2026 Existing Conditions – Weekday Morning Peak Hour

5/1/2026 – GTS Consulting

**Delay Results**

	Time Period	Movement	StopDelay	Stops	VehDelay	Volume
Average	900-4500	1: Round	0.019602	0.008098	0.633116	1236
Average	900-4500	2: EB R	0.001417	0.001767	0.451450	559
Average	900-4500	3: NB R	0.302434	0.082340	1.596011	19
Average	900-4500	4: WB R	0.009511	0.002976	0.660902	604
Average	900-4500	5: SB R	0.225469	0.102584	1.847209	55
Average	900-4500	6: Site	0.000000	0.000000	0.182265	61
Average	900-4500	7: EB Si		0	0	
Average	900-4500	8: NB Si	0.000000	0.000000	0.183477	19
Average	900-4500	9: SB Si	0.000000	0.000000	0.181547	43

**Queue Results**

	Time Period	Movement	AveQ	MaxQ	QStops
Average	900-4500	1: EB R	0.054004	26.251737	5
Average	900-4500	2: NB R	0.076883	27.426025	4
Average	900-4500	3: WB R	0.100996	33.042325	5
Average	900-4500	4: SB R	0.237603	40.879972	12
Average	900-4500	5: EB Si	0.000000	0.000000	0
Average	900-4500	6: NB Si	0.000000	0.000000	0
Average	900-4500	7: SB Si	0.000000	0.000000	0

Vissim11 Analysis Results – Average of 10 Simulation Runs

2026 Existing Conditions – Weekday Evening Peak Hour

5/1/2026 – GTS Consulting

**Delay Results**

	Time Period	Movement	StopDelay	Stops	VehDelay	Volume
Average	900-4500	1: Round	0.047316	0.020197	0.866945	1413
Average	900-4500	2: EB R	0.011042	0.005647	0.658816	760
Average	900-4500	3: NB R	0.590885	0.140584	2.203753	27
Average	900-4500	4: WB R	0.001661	0.002046	0.625289	487
Average	900-4500	5: SB R	0.301749	0.138261	2.584514	140
Average	900-4500	6: Site	0.000000	0.000000	0.188199	53
Average	900-4500	7: EB Si		0		
Average	900-4500	8: NB Si	0.000000	0.000000	0.186577	27
Average	900-4500	9: SB Si	0.000000	0.000000	0.189830	26

**Queue Results**

	Time Period	Movement	AveQ	MaxQ	QStops
Average	900-4500	1: EB R	0.281538	48.602313	19
Average	900-4500	2: NB R	0.176827	35.498836	7
Average	900-4500	3: WB R	0.068838	36.936582	5
Average	900-4500	4: SB R	0.949496	73.409358	37
Average	900-4500	5: EB Si	0.000000	0.000000	0
Average	900-4500	6: NB Si	0.000000	0.000000	0
Average	900-4500	7: SB Si	0.000000	0.000000	0

Vissim11 Analysis Results – Average of 10 Simulation Runs  
 2029 Background Conditions – Weekday Morning Peak Hour  
 5/1/2026 – GTS Consulting

**Delay Results**

	Time Period	Movement	StopDelay	Stops	VehDelay	Volume
Average	900-4500	1: Round	0.015420	0.007981	0.635229	1253
Average	900-4500	2: EB R	0.001468	0.001940	0.470172	568
Average	900-4500	3: NB R	0.276356	0.090625	1.664434	19
Average	900-4500	4: WB R	0.003350	0.002484	0.651118	612
Average	900-4500	5: SB R	0.206204	0.104866	1.823017	54
Average	900-4500	6: Site	0.000000	0.000000	0.184955	62
Average	900-4500	7: EB Si		0		
Average	900-4500	8: NB Si	0.000000	0.000000	0.187279	19
Average	900-4500	9: SB Si	0.000000	0.000000	0.183771	44

**Queue Results**

	Time Period	Movement	AveQ	MaxQ	QStops
Average	900-4500	1: EB R	0.062594	27.852454	5
Average	900-4500	2: NB R	0.088462	33.008152	4
Average	900-4500	3: WB R	0.076914	39.722817	5
Average	900-4500	4: SB R	0.234585	42.336619	12
Average	900-4500	5: EB Si	0.000000	0.000000	0
Average	900-4500	6: NB Si	0.000000	0.000000	0
Average	900-4500	7: SB Si	0.000000	0.000000	0

Vissim11 Analysis Results – Average of 10 Simulation Runs  
 2029 Background Conditions – Weekday Evening Peak Hour  
 5/1/2026 – GTS Consulting

**Delay Results**

	Time Period	Movement	StopDelay	Stops	VehDelay	Volume
Average	900-4500	1: Round	0.047065	0.020911	0.879490	1435
Average	900-4500	2: EB R	0.009259	0.008524	0.675346	771
Average	900-4500	3: NB R	0.404286	0.120129	2.068553	27
Average	900-4500	4: WB R	0.000817	0.000802	0.616310	495
Average	900-4500	5: SB R	0.351059	0.140362	2.695477	142
Average	900-4500	6: Site	0.000000	0.000000	0.185285	53
Average	900-4500	7: EB Si		0		
Average	900-4500	8: NB Si	0.000000	0.000000	0.186750	27
Average	900-4500	9: SB Si	0.000000	0.000000	0.183792	26

**Queue Results**

	Time Period	Movement	AveQ	MaxQ	QStops
Average	900-4500	1: EB R	0.321606	50.115292	21
Average	900-4500	2: NB R	0.153250	37.037935	7
Average	900-4500	3: WB R	0.048236	26.713500	5
Average	900-4500	4: SB R	1.034846	65.094287	40
Average	900-4500	5: EB Si	0.000000	0.000000	0
Average	900-4500	6: NB Si	0.000000	0.000000	0
Average	900-4500	7: SB Si	0.000000	0.000000	0

Vissim11 Analysis Results – Average of 10 Simulation Runs

2029 Build Conditions – Weekday Morning Peak Hour

5/1/2026 – GTS Consulting

**Delay Results**

	Time Period	Movement	StopDelay	Stops	VehDelay	Volume
Average	900-4500	1: Round	0.024821	0.011560	0.723410	1332
Average	900-4500	2: EB R	0.003239	0.003078	0.521848	587
Average	900-4500	3: NB R	0.114845	0.051025	1.498282	53
Average	900-4500	4: WB R	0.011137	0.007561	0.728872	635
Average	900-4500	5: SB R	0.320435	0.107263	2.029988	57
Average	900-4500	6: Site	0.038348	0.239792	1.908556	143
Average	900-4500	7: EB Si	0.153191	0.962036	5.584019	36
Average	900-4500	8: NB Si	0.000000	0.000000	0.295719	20
Average	900-4500	9: SB Si	0.000000	0.000000	0.773481	87

**Queue Results**

	Time Period	Movement	AveQ	MaxQ	QStops
Average	900-4500	1: EB R	0.097149	32.818315	8
Average	900-4500	2: NB R	0.120907	31.710718	9
Average	900-4500	3: WB R	0.188591	36.735960	10
Average	900-4500	4: SB R	0.336805	52.742759	13
Average	900-4500	5: EB Si	0.300325	36.587917	36
Average	900-4500	6: NB Si	0.000000	0.000000	0
Average	900-4500	7: SB Si	0.000000	0.000000	0

Vissim11 Analysis Results – Average of 10 Simulation Runs

2029 Build Conditions – Weekday Evening Peak Hour

5/1/2026 – GTS Consulting

**Delay Results**

	Time Period	Movement	StopDelay	Stops	VehDelay	Volume
Average	900-4500	1: Round	0.137085	0.044120	1.244812	1770
Average	900-4500	2: EB R	0.027940	0.018089	0.876719	799
Average	900-4500	3: NB R	0.640072	0.194053	2.793005	102
Average	900-4500	4: WB R	0.013983	0.007750	0.870897	724
Average	900-4500	5: SB R	1.004236	0.264585	4.057853	145
Average	900-4500	6: Site	0.062779	0.361723	2.730034	214
Average	900-4500	7: EB Si	0.174259	1.006490	5.946747	77
Average	900-4500	8: NB Si	0.000000	0.000000	0.304472	28
Average	900-4500	9: SB Si	0.000000	0.000000	1.081748	109

**Queue Results**

	Time Period	Movement	AveQ	MaxQ	QStops
Average	900-4500	1: EB R	0.644628	60.178692	34
Average	900-4500	2: NB R	0.814964	52.805689	34
Average	900-4500	3: WB R	0.323515	44.830300	19
Average	900-4500	4: SB R	2.317165	86.928472	59
Average	900-4500	5: EB Si	0.882332	53.930798	77
Average	900-4500	6: NB Si	0.000000	0.000000	0
Average	900-4500	7: SB Si	0.000000	0.000000	0