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Traffic Impact Study

Gasland Cortlandt

U.S. Route 6 (East Main Street, Town of Cortlandt
Westchester County, New York

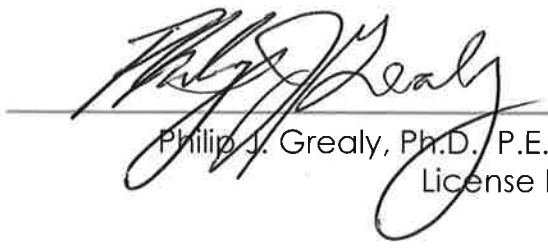
April 2, 2019
Revised June 14, 2019
Revised October 23, 2019

Prepared For

Gasland Petroleum
785 Broadway
Kingston, NY 12401

Prepared By

Maser Consulting P.A.
400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
914.347.7500



Philip J. Grealy, Ph.D., P.E./Principal
License No. 59858

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I. INTRODUCTION

This report has been updated based on input received from the public hearing held on October 10, 2019, from the Town of Cortlandt Planning Board and their consultants, as well as input from the New York State Department of Transportation (NYSDOT). The proposed access configuration and level of access related and other traffic improvements have been updated and includes the elimination of the previously proposed access connection to Parkway Drive. The various improvements, which will be implemented by the Applicant as part of the site redevelopment, have been expanded and are incorporated into this report (see Section III-G). The report also includes updates in response to the technical review comments received from the Town's consultant AKRF, as well as from NYSDOT.

A. PROJECT DESCRIPTION AND LOCATION

(Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Gasland – Convenience/Gas Facility, which is a planned redevelopment of the property (2051 and 2053 East Main Street) located on the south side of U.S. Route 6, immediately east of Parkway Drive in the Town of Cortlandt, New York. The site is proposed to consist of an approximately 2,600 square foot convenience store and contain 6 pump islands with 12 fueling positions. As shown on Figure No. 1, access to the development is proposed via a reconstructed driveway connection opposite the Bear Mountain Parkway eastbound on/off ramp intersection, which is expected to include replacement of the existing signal system and other improvements. An existing secondary right turn entry driveway located further to the west on U.S. Route 6 is also proposed to be maintained. Also, the existing access driveway connection to Parkway Drive will be eliminated.

A Design Year of 2021 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. SCOPE OF STUDY

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the proposed Gasland Cortlandt facility.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Maser Consulting, P.A. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the Year 2019 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2019 Existing Traffic Volumes were then projected to the 2021 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the Town of Cortlandt and in surrounding communities were estimated and then added to the Projected Traffic Volumes to obtain the Year 2021 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2021 No-Build Traffic Volumes resulting in the Year 2021 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

As shown on Figure No. 1, the proposed Gasland Cortland facility will be accessed from U.S. Route 6 via a reconstructed driveway connection to be located opposite the Bear Mountain Parkway Eastbound on/off ramp intersection and another driveway along Parkway Drive. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. U.S. Route 6 (East Main Street)

   U.S. Route 6 is major regional arterial, which travels in a generally east/west direction throughout Westchester County. In the immediate vicinity of the site, the roadway consists of five lanes, including a separate left turn lane. It narrows to a four-lane roadway passing under the Bear Mountain Parkway and widens back to a 5-lane section further to the east. It has several signalized intersections, including the following:

   - Intersection with Bear Mountain Parkway EB On/Off Ramps (Signal W-492)
   - Intersection with Jacobs Hill Road and Parkway Drive (Signal W-585)
   - Intersection with Locust Avenue further to the east (Signal W-140)

   In the immediate vicinity of the site, the roadway has a posted speed limit of 40 MPH. In association with the recently constructed Cortlandt Crossing development as part of NYSDOT Work Permit requirements, an Adaptive Traffic Signal System has been installed for the several intersections east of the site. Also, as part of this work, an emergency vehicle preemption system was installed, which allows emergency vehicles priority to preempt traffic movements to allow emergency vehicles to travel more efficiently along Route 6 when responding to emergencies.

2. Parkway Drive/Jacobs Hill Road

Parkway Drive is an existing Town roadway, which originates at a signalized intersection with U.S Route 6. It generally traverses in a southerly direction providing access to several residential homes. There is also an existing secondary access driveway to the southern portion of the proposed site. Also, aligning with U.S. Route 6 opposite Parkway Drive/Jacobs Hill Road, which serves commercial and residential development. Limited sidewalks and crosswalks are provided at the intersection of these roadways with U.S. Route 6.

3. Bear Mountain Parkway

The Bear Mountain Parkway Extension in the vicinity of the site generally operates as a two-lane divided roadway east of the site and operates as a three-lane section west of the site. There is a lane drop in the vicinity of the interchange with U.S. Route 6 in the eastbound direction and there is a separate right turn lane for the westbound off ramp connection to U.S. Route 6. The roadway is separated by a box beam guiderail throughout this section of roadway. The posted speed limit is 45 MPH on the Bear Mountain Parkway Extension. Note that under existing conditions, traffic exiting the eastbound off ramp currently experiences long delays during peak hours with vehicles occasionally queued beyond the ramp storage.

B. YEAR 2019 EXISTING TRAFFIC VOLUMES

(Figures No. 2, 3, and 4)

Manual traffic counts were collected by representatives of Maser Consulting, P.A. on Thursday, March 7, 2019 for the AM and PM Peak Hours and on Saturday, March 9, 2019 to determine the existing traffic volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the U.S. Route 6 Corridor. Based on this information, the Year 2019 Existing Traffic Volumes were established for the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours at the following study area intersections.

- U.S. Route 6 and Jacobs Hill Road/Parkway Drive
- U.S. Route 6 and Bear Mountain Parkway EB On/Off Ramps and Site Access
- U.S. Route 6 and Bear Mountain Parkway WB On/Off Ramps and Sinclair Gas Access

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

- Weekday Peak AM Hour 7:45 AM – 8:45 AM
- Weekday Peak PM Hour 4:45 PM – 5:45 PM
- Saturday Peak Hour 12:00 PM – 1:00 PM

The resulting Year 2019 Existing Traffic Volumes are shown on Figures No. 2, 3, and 4 for the Weekday Peak AM Hour, Weekday Peak PM Hour, and Saturday Peak Hours, respectively.

C. ACCIDENT DATA

(Appendix E)

Accident Data for the area roadways were obtained from the NYSDOT for the latest three-year period (2016, 2017 and 2018). Copies of the information are contained and summarized in Appendix "E". Based upon review of the information, the types of accidents primarily consist of rear end, left turn and right-angle accidents. Also, on October 19, 2018 there was a fatality at the intersection of U.S. Route 6 at Bear Mountain Parkway westbound on/off ramp intersection, which occurred at dusk and involved a motorcycle and passenger car. Table A provides a summary of the accident details including contributing factors. Table A-2 summarizes the accident rates and comparison to state-wide averages. Note that both of the Bear Mountain Parkway intersections exceed the state-wide accident rates. Improvements have been identified in Section III-G of this report to help alleviate these conditions. Note that research has indicated that the implementation of Adaptive Traffic Signal Control (ATSC), which is one of the improvements being implemented by the Applicant, has been found to produce a crash modification factor (CMF) for total intersection crashes and tend to improve the overall safety and efficiency of traffic flow.

III. EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. YEAR 2021 NO-BUILD TRAFFIC VOLUMES

(Figure No. 5 through 13)

The Year 2019 Existing Traffic Volumes were increased by a growth factor of 2% per year to account for general background growth resulting in the Year 2021 Projected Traffic Volumes which are shown on Figures No. 5, 6, and 7 for each of the Peak Hours. In addition, traffic from other specific significant approved or potential developments in the area were identified through discussion with the Town of Cortlandt, Town of Yorktown, and City of Peekskill. The other specific developments considered include reoccupancy of the former Shop Rite Store, Cortlandt Crossing (unoccupied space), Hanover Estates, The Sentinel Assisted Living, Pondview Commons, and the Medical Oriented District on Route 202 in the Town of Cortlandt, Lowe's, CVS, Mohegan Audi Expansion, Environgreen Associates Commercial, Route 6 (Mohegan Avenue), and the Roma Redevelopment and Weyant developments in the Town of Yorktown, and Fort Hill Residences (balance), Trinity Associates (52 dwelling units), and One Park Place (150 dwelling units) in the City of Peekskill. The resulting traffic volumes associated with these other developments are shown on Figures No. 8, 9, and 10 for each of the peak hours. These volumes were added to the 2021 Projected Traffic Volumes resulting in the Year 2021 No-Build Traffic Volumes which are shown on Figures No. 11, 12, and 13 for the Weekday Peak AM, Weekday Peak PM Hours, and Saturday Peak Hours, respectively.

B. SITE GENERATED TRAFFIC VOLUMES

(Table No. 1)

Estimates of the amount of traffic to be generated by the proposed development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 10th Edition, 2017, based on Land Use Category – 853 Convenience Store with Gasoline Pumps for the Peak AM and PM Hours and Land Use Category – 945 Gas/Service Station with Convenience for the Peak Saturday Hour. Based on the information associated with this facility and information provided by Gasland, as well as their surveys of other Gasland facilities, the trip generation based on Land Uses 853 and 945 per fueling position is appropriate for the current proposal. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM, Peak PM, and Saturday Peak Hours. It should be noted that based on the ITE data, a significant portion

(over 50%) of the peak hour trips at this type of facility are attracted as "pass-by" or diverted link trips from the adjoining roadway network.

C. ARRIVAL/DEPARTURE DISTRIBUTION

(Figures No. 14 and 15)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions are shown on Figures No. 14 and 15, respectively.

D. 2021 BUILD CONDITIONS TRAFFIC VOLUMES

(Figures No. 16 through 21)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 16, 17, and 18 for each of the peak hours, respectively. The site generated traffic volumes were then added to the Year 2021 No-Build Traffic Volumes to obtain the Year 2021 Build Traffic Volumes. The resulting Year 2021 Build Traffic Volumes are shown on Figures No. 19, 20, and 21 for the Weekday Peak AM, Weekday Peak PM, and Saturday Peak Hours, respectively.

E. DESCRIPTION OF ANALYSIS PROCEDURES

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

- Signalized Intersection Capacity Analysis
  The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the *Highway Capacity Manual, 6th Edition,* published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally

used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis
  The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the *Highway Capacity Manual, 6th Edition*. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

F. RESULTS OF ANALYSIS

(Tables No. 2 and 2R)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2S summarizes the results of the capacity analysis for the 2019 Existing, 2021 No-Build and 2021 Build Conditions using the Synchro Percentile Methodology Results, as requested by the Town's Traffic Consultant. This table also shows a breakdown of the percentage change of delay from No-Build to Build conditions. Table 3 summarizes the queuing by lane group for each of the conditions. Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. U.S. Route 6 and Jacobs Hill Road/Parkway Drive (Signal W-585)

   U.S. Route 6 intersects with Jacobs Hill Road and Parkway Drive at a full movement signalized intersection. The U.S. Route 6 approaches consist of two through lanes per direction plus a separate center left turn lane. The Parkway Drive approach consists of two lanes, including a channelized right turn movement, which is not under the signal control. The Jacobs Hill Road approach consists of approximately 24 feet of pavement, which is currently not striped. This should be restriped to define the travel lanes. Crosswalks are provided across the Jacobs Hill Road approach, as well as along the western leg of the U.S. Route 6 approach.

   A capacity analysis was conducted for this intersection utilizing the 2019 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "D" or better during the Peak Hours.

   The capacity analysis was recomputed using the 2021 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience similar Levels of Service during Peak Hours under future conditions. As summarized in the last columns of Table No. 2S, the projected average vehicle delay increases from the No-Build conditions at this intersection and are expected to be less than 2 seconds with the completion of signal timing adjustments as coordinated with those changes at the Bear Mountain Parkway intersection. Note that Adaptive Traffic Control improvements will also be completed at this location as per NYSDOT specifications. (See Section III-G for summary of improvements.)

2. U.S. Route 6 and Bear Mountain Parkway EB On/Off Ramps & Site Access (Signal W-492)

   U.S. Route 6 intersects with the Bear Mountain Parkway eastbound on/off ramps at a signalized intersection opposite the site. The site currently has two driveway connections in this vicinity. The easterly most intersection is under the signal control. As part of the redevelopment of the site, this driveway will be reconstructed as discussed below. Under existing conditions, the Bear Mountain Parkway Extension off ramp operates at poor Levels of Service during Peak Hours and often queues onto the mainline of the Bear Mountain Parkway Extension. Widening and restriping improvements are proposed by the Applicant to improve these conditions.

   As part of redevelopment of the site, the existing traffic signal system will be replaced to include updated actuation, additional pedestrian accommodations, and other new signal poles and equipment. In addition, a modem and equipment for the Adaptive Traffic Control improvements will also be incorporated into the improvement plans. A

back-queue-detector will be included on the off-ramp approach to help address the existing queuing conditions. Note that U.S. Route 6, which is currently four travel lanes will be widened to provide a westbound left turn lane to turn into the site at this intersection.

Capacity analyses were conducted for this intersection utilizing the 2019 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "D" during the AM, PM, and Saturday Peak Hours. It should be noted that the southbound approach operates at a Level of Service "E" during the PM and Saturday Peak Hours. Also, it was observed that currently during the PM and Saturday Peak Hour, vehicles queue on the off-ramp and this queue sometimes extends to the mainline of the Bear Mountain Parkway during peak periods.

The capacity analysis was recomputed using the 2021 No-Build and Build Traffic volumes. These results indicate that improvements will be required. With the improvements outlined in Section III-G, the intersection is expected to experience overall Levels of Service "C" during the AM and PM Peak Hours, and an overall Level of Service "D" during the Saturday Peak Hours under future conditions. Based on the analysis, certain movements such as exiting the site driveway will still experience delays, however, with the completion of planned improvements by the Applicant, the overall intersection delays will be improved. (See Section III-G for summary of improvements.)

3. U.S. Route 6 and Bear Mountain Parkway WB On/Off Ramps/Sinclair Gas Access

The westbound Bear Mountain Parkway Extension off ramp approach consists of a two-lane approach for left and right turn movements. U.S. Route 6 consists of two through lanes per direction plus a separate left turn lane on the westbound approach. Traffic at this intersection currently controlled by a "Stop" sign. Note that the intersection benefits from gaps created by the signals at the eastbound off/off ramps, as well as the signal at the Locust Avenue intersection. Under existing conditions, left turns from the ramp experience peak hour delays and this intersection would have to be monitored in the future for potential signalization.

Capacity analysis was conducted for this intersection utilizing the 2019 Existing Traffic Volumes. The analysis results indicate that the off-ramp approach to this intersection is currently operating at a Level of Service "D" during the AM and "F" during the PM and Saturday Peak Hours, while the through movements along Route 6 generally operate at acceptable Levels of Service.

The capacity analysis was recomputed using the 2021 No-Build and Build Traffic volumes, which indicates that the ramp delays will continue to increase regardless of the proposed project. In order to alleviate this, the installation of a traffic signal would be required. With signalization the intersection would experience an overall Level of Service "B" during the AM, PM, and Saturday Peak Hours under future conditions. Therefore, the intersection should continue to be monitored for signalization. In the interim, the Applicant will be completing other improvements at this location, as outlined in the next section.

G. SUMMARY OF RECOMMENDED/PROPOSED IMPROVEMENTS

Based upon the results of the field inspections, as well as the results of the analysis, input from the Town, NYSDOT and the public, the following is a summary of the improvements proposed for the access and other off-site intersections.

1. It should be noted that it is expected that a significant portion of the trips utilizing this site will be attracted from the existing road network as "pass-by" or "diverted link" trips and are not new trips to the network. Published ITE data indicates that over 50% of these trips will arrive from the current traffic stream and will not be new trips to the roadway system. Thus, the analysis presented herein is likely conservatively high.

2. At the intersection of U.S. Route 6 and the Bear Mountain Parkway EB On/Off Ramp/ Site Access, the following improvements will be completed (see Drawing CP-1R):

   - The existing site easterly driveway will be reconstructed to align directly with the Bear Mountain Parkway on/off ramp. The driveway should consist of one entering and two exiting lanes, including a separate right, and a through left lane. The westerly driveway will be adjusted for right turn entry only and appropriate signing installed to control this (see Drawing CIP-1R).

   - Associated with easterly the site driveway reconstruction opposite the Bear Mountain Parkway eastbound on/off ramp, the existing traffic signal will be replaced and upgraded to include replacement of the existing poles, installation of new and additional signal heads, and updated vehicle actuation for all lanes. Based on a review of the accident data, retro reflective signal backplates on all signal heads will be installed to improve visibility and lane designation signing will be included as part of the replacement signal system. Also, as part of the signal upgrades, additional pedestrian accommodations will be incorporated into the work. The existing pedestrian poles controlling the crossing of the ramp will be replaced and an additional crosswalk provided crossing U.S. Route 6 as per NYSDOT requirements.

- Appropriate modifications of the existing sidewalks to accommodate ADA ramps, as well as a sidewalk in the vicinity of the site connecting west to Parkway Drive will be installed.

- The traffic signal upgrades for the U.S. Route 6 and Bear Mountain Parkway EB On/Off Ramp intersection will include a modem, as well as the infrastructure necessary to provide the Adaptive Traffic Signal Control (ATSC) at this intersection.

- Under existing conditions, it was observed that during peak periods traffic exiting the Bear Mountain Parkway eastbound off ramp currently queues on the ramp and extends onto the right lane exit of the parkway. In addition to the adaptive and other signal improvements, a "back-of-queue-detector will be installed to allow the signal to be more responsive to the extensive queues, which currently occur at this location

- U.S. Route 6 will be widened to provide a separate left turn lane for traffic entering the site arriving from the east.

- The Bear Mountain Parkway EB Off Ramp approach to U.S. Route 6 will be widened and restriped to provide additional capacity to help reduce current vehicle queues.

- U.S. Route 6 along the site frontage will be widened to provide additional width to allow the acceptance of a dual turning movement exiting from the Bear Mountain Parkway EB Off Ramp as well as for the provision of the westbound left turn lane noted above.

- New pedestrian controls, including pushbuttons with countdown modules, will be provided to accommodate pedestrian movements.

3. The Adaptive Traffic Signal Control (ATSC) software and hardware, as per NYSDOT specifications, will be installed at the following intersections to improve the efficiency of traffic flow along the Route 6 corridor:

    - U.S. Route 6 and Jacobs Hill Road/Parkway Drive

    - U.S. Route 6 and East Main Street/Bear Mountain Parkway EB On/Off Ramps/Site Access

    - U.S. Route 6 and Locust Street

4. The existing traffic signal at Parkway Drive will also be upgraded to include retroreflective traffic signal back plates to enhance the visibility of the signal heads and improve the safety for motorists at this location. Signal timings, including vehicle clearances, will be coordinated with NYSDOT as part of the final Highway Work Permit.

5. All new ADA compliant sidewalks and crosswalks will be installed along the western site frontage connecting to the existing sidewalk system at Parkway Drive.

6. At the intersection of Bear Mountain Parkway WB On/Off Ramp and U.S. Route 6, signalization is not currently warranted based on NYSDOT requirements. The Cortlandt Crossing project is continuing to monitor conditions at that intersection as part of their ongoing requirements. In the interim, the Applicant will make the following improvements to enhance the overall operation:

    - Installation of an "Intersection Ahead" warning sign on the eastbound approach in advance of the Bear Mountain Parkway Overpass.

    - Clearing of existing vegetation to improve sight lines and visibility for vehicles entering and exiting the ramps.

    - The existing street luminaire at the intersection will be reviewed with NYSDOT to determine if any additional upgrades will be required to better illuminate the intersection.

    - New high visibility epoxy pavement markings will be installed.

7. The improvements referenced above and shown conceptually on Drawing CIP-1R will be subject to a Highway Work Permit from NYSDOT.

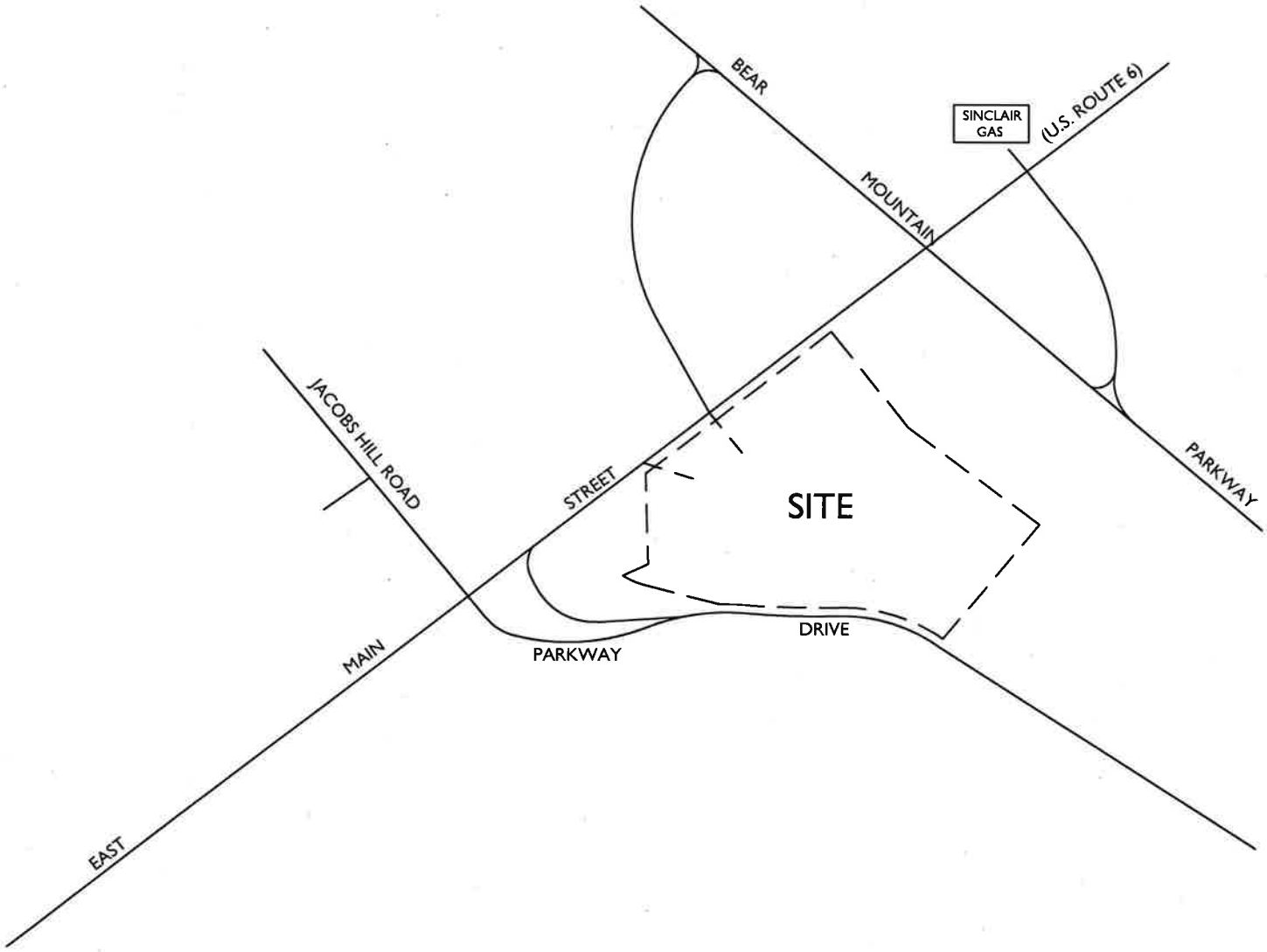
IV. SUMMARY AND CONCLUSION

Based on the above analysis, with the completion of the recommended improvements listed above, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. Thus, the Gasland Cortlandt facility traffic is not expected to cause any significant impact in overall traffic operations in the area.

GASLAND CORTLANDT

APPENDIX A

FIGURES



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PROJECT NUMBER:	DRAWING NAME:
19003182A	191023RH_FIGURE

SHEET TITLE:
SITE LOCATION MAP

SHEET NUMBER:
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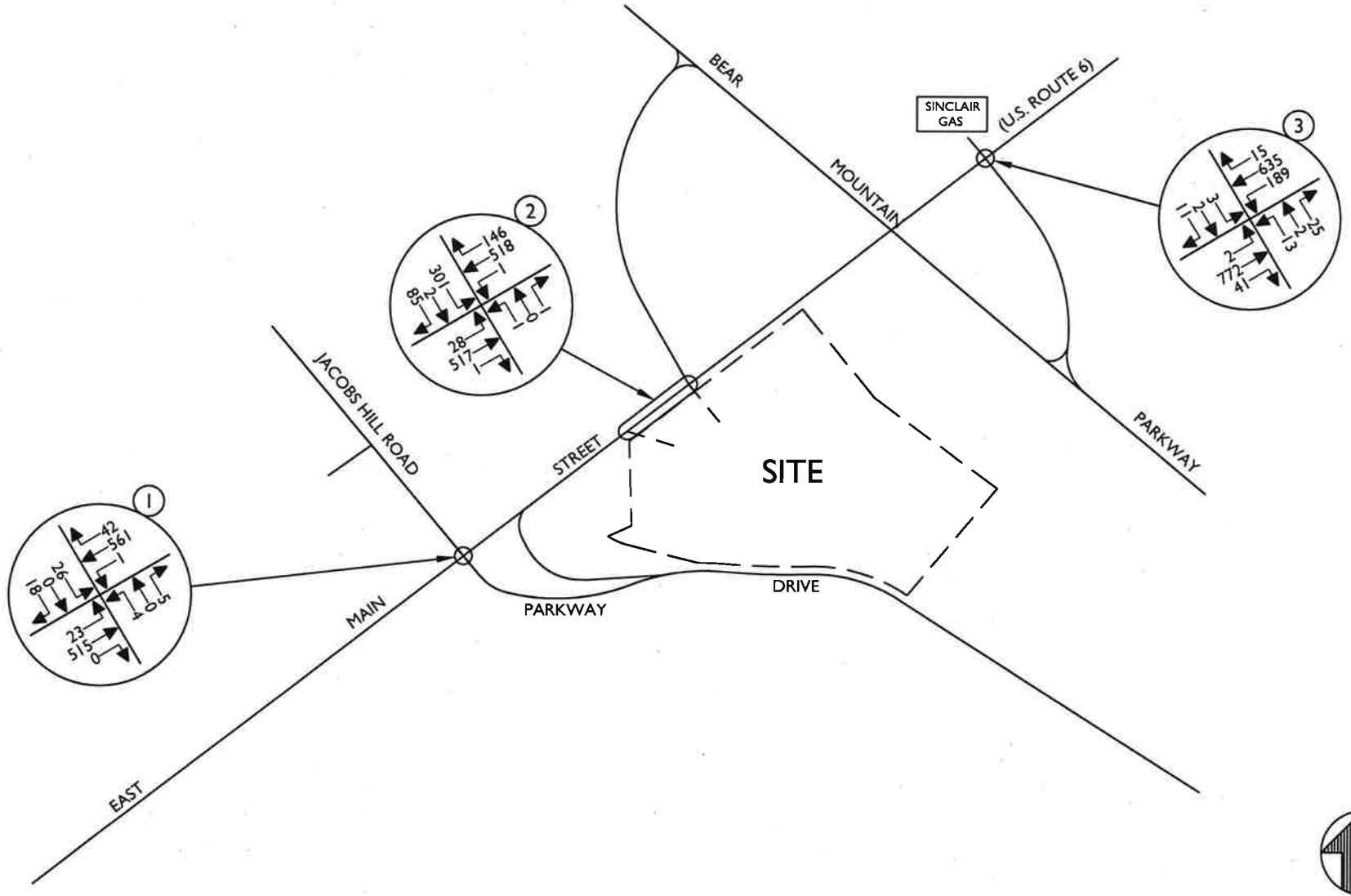

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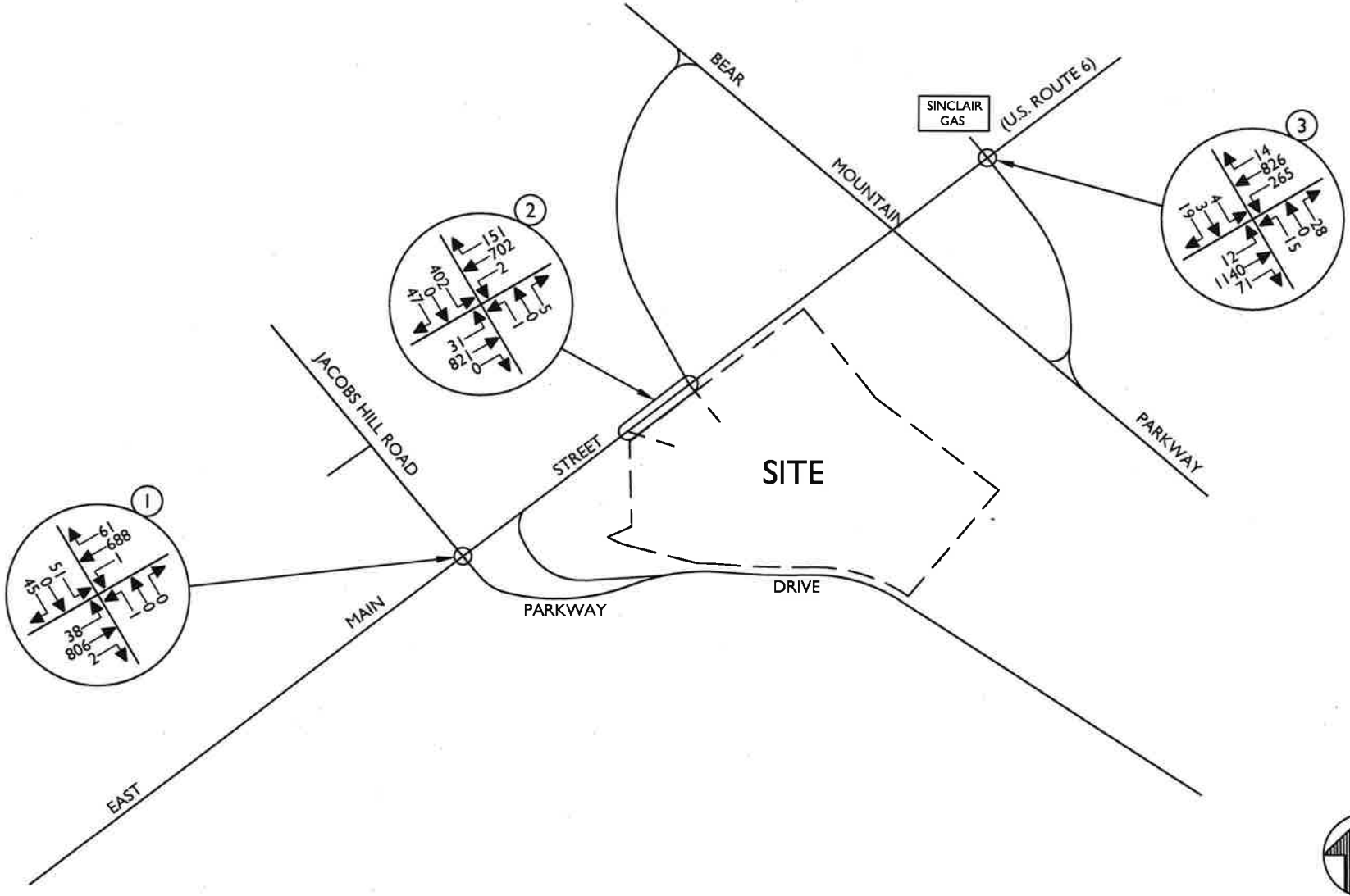
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER: 19003182A
DRAWING NAME: 191023RH_FIGURE

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
2



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SHEET NUMBER:
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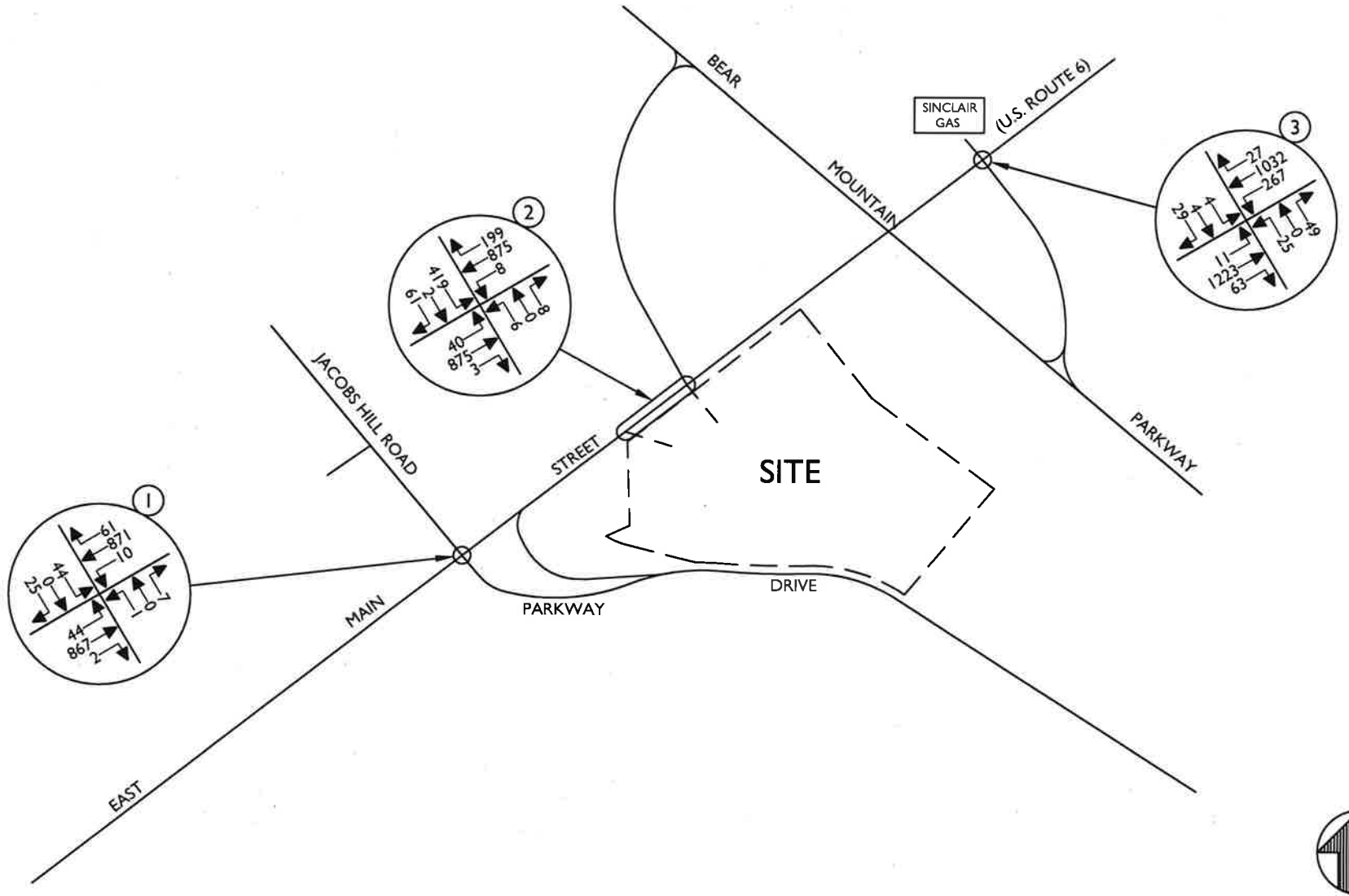

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WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
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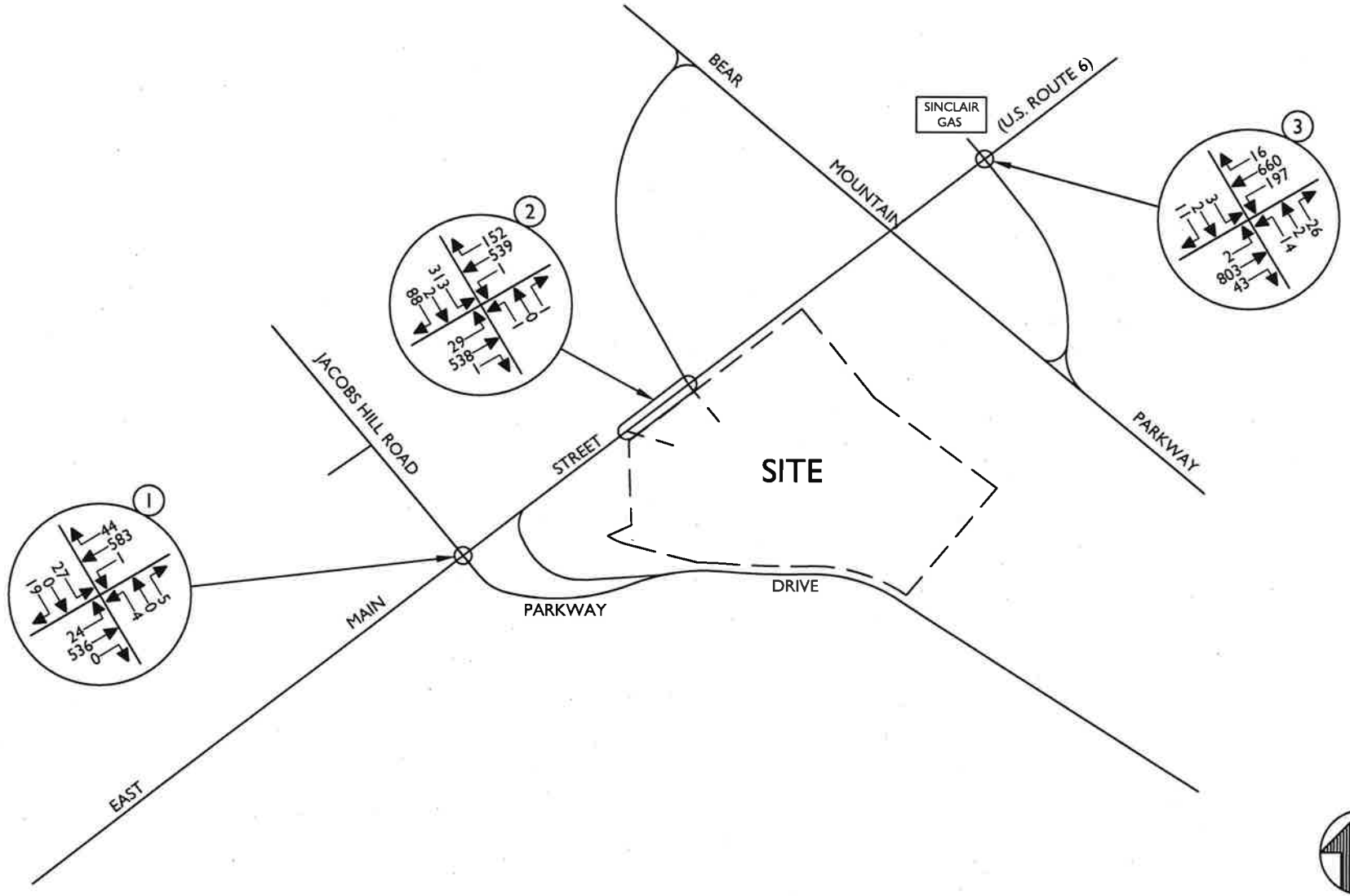

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WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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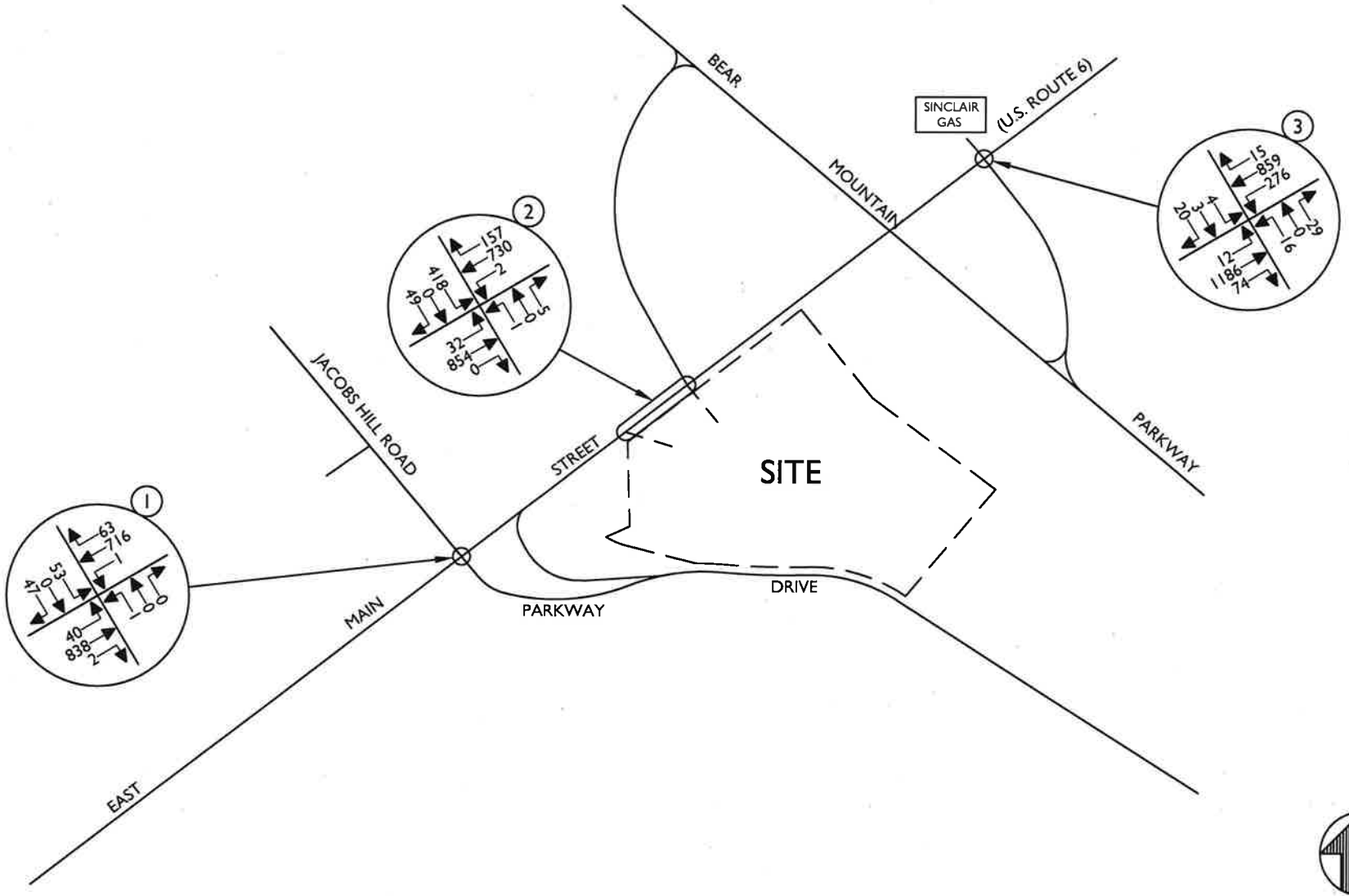

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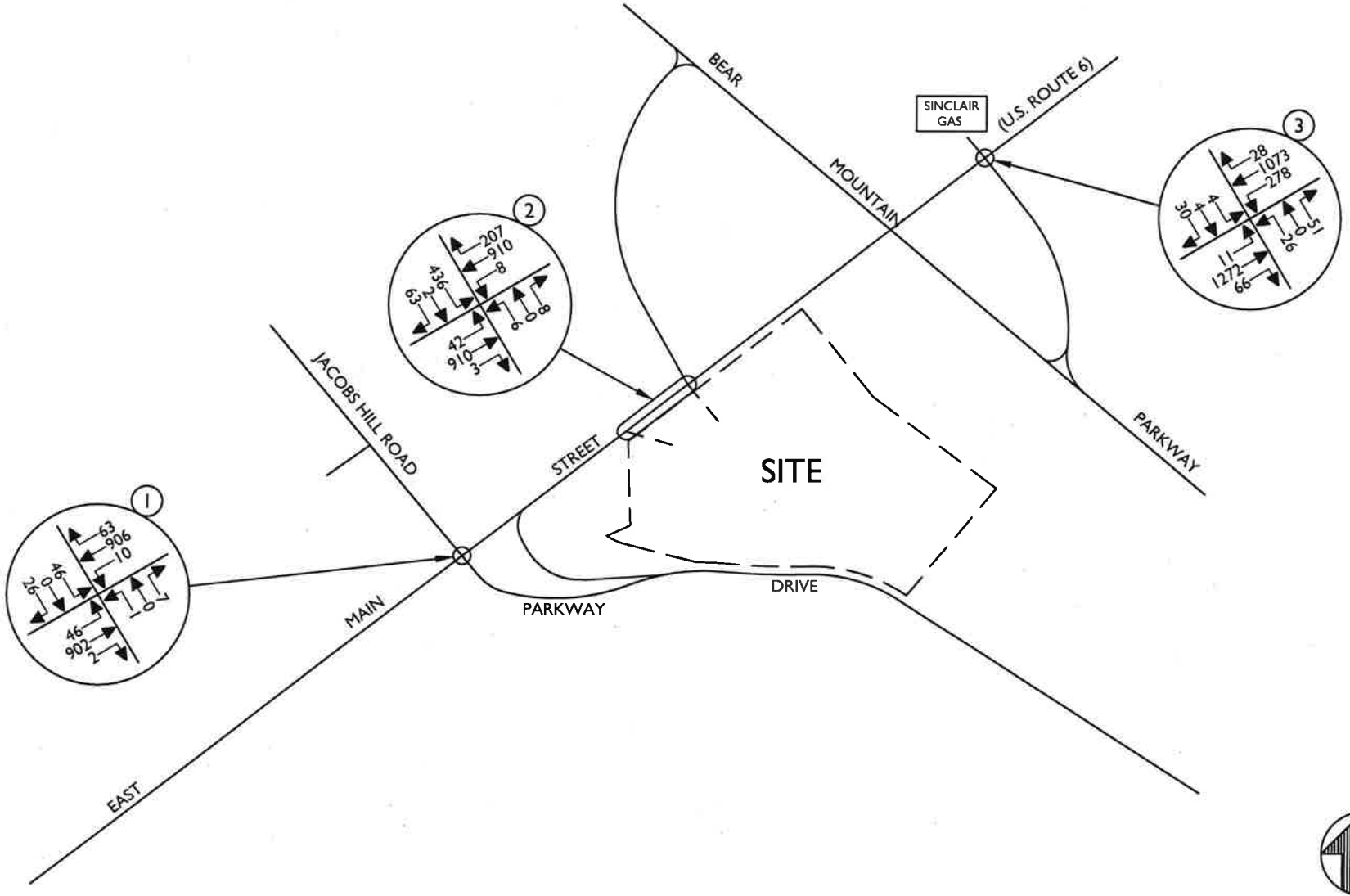

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2021 PROJECTED TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
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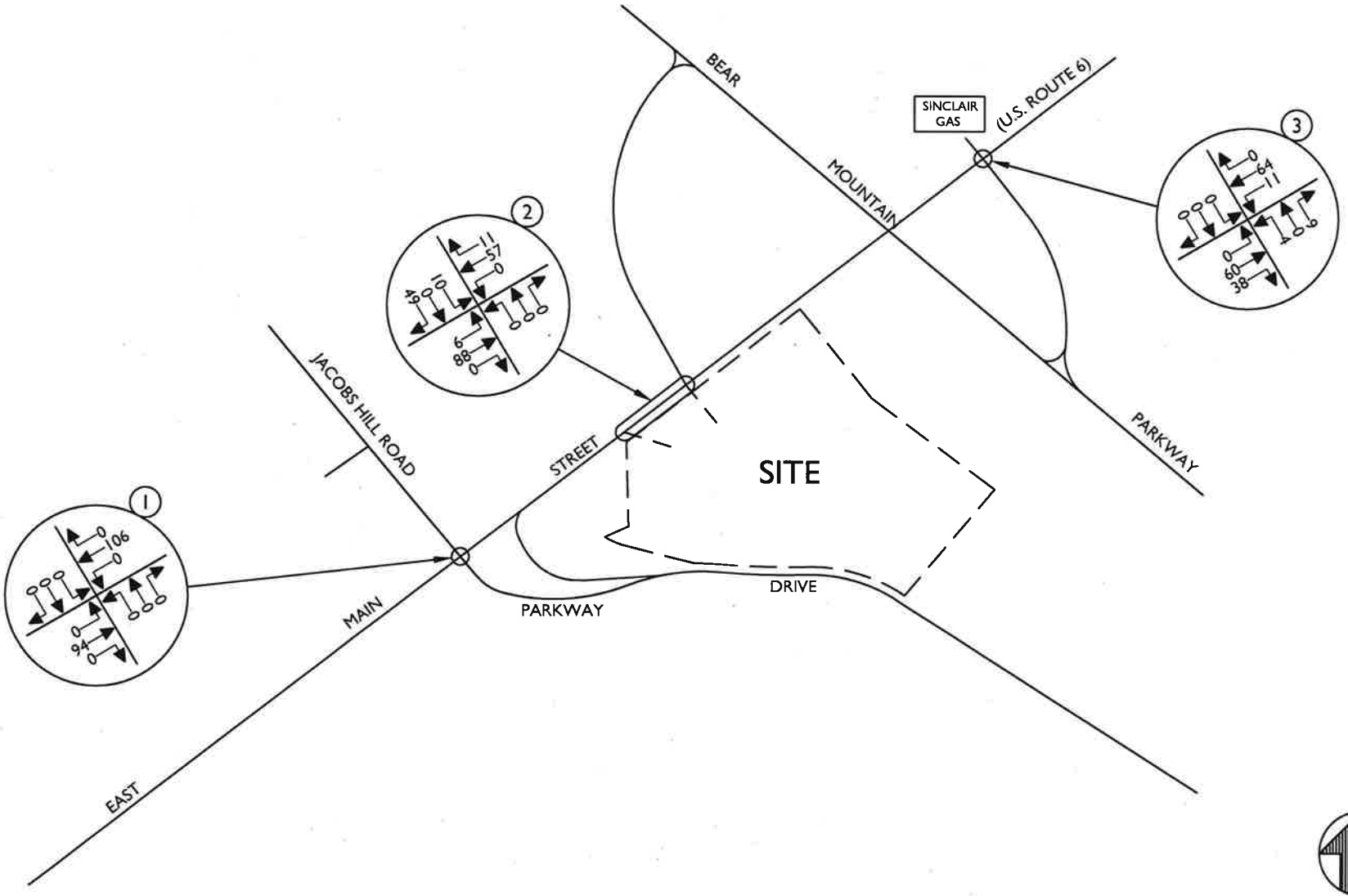

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SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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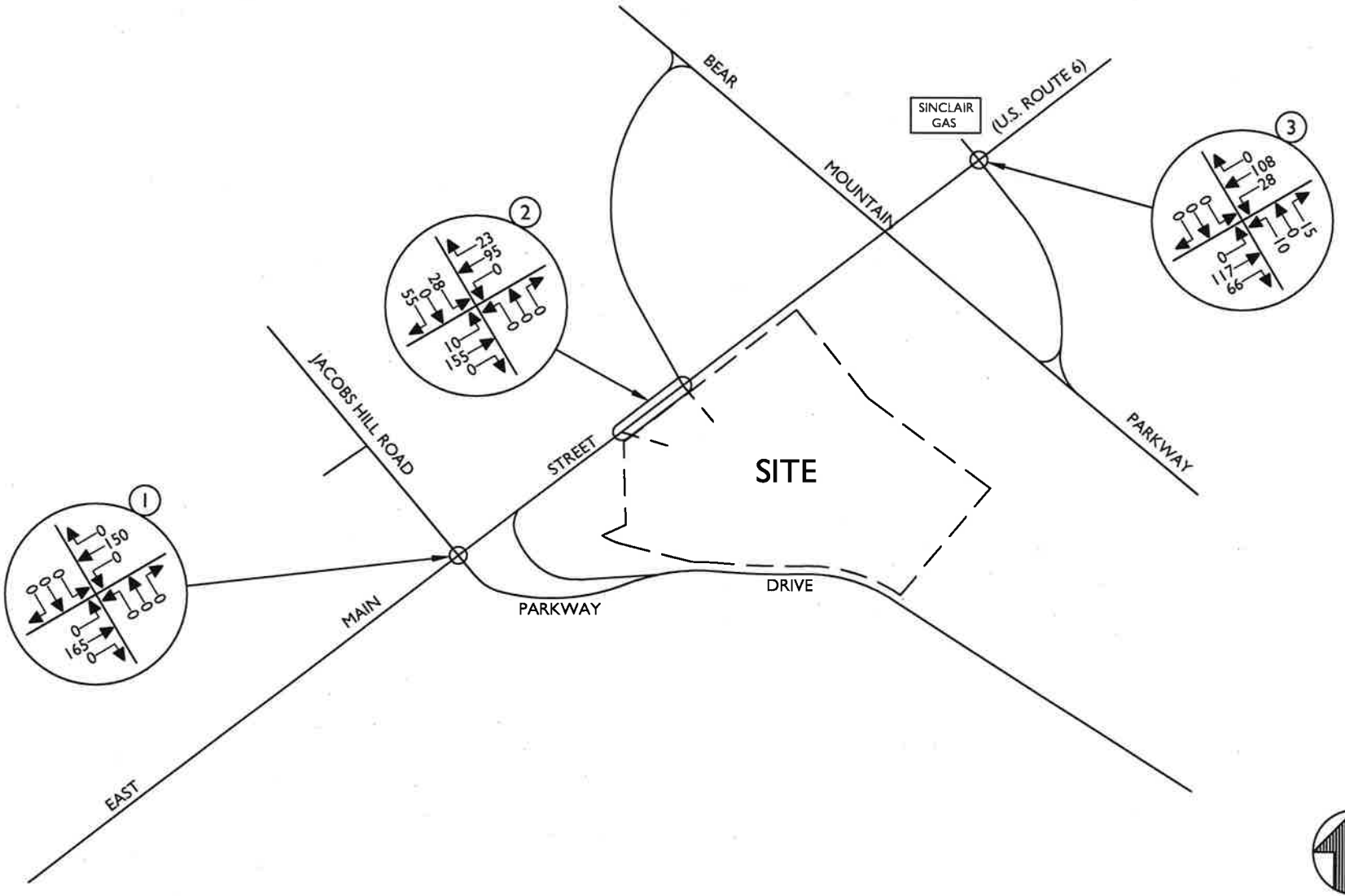

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WEEKDAY PEAK PM HOUR

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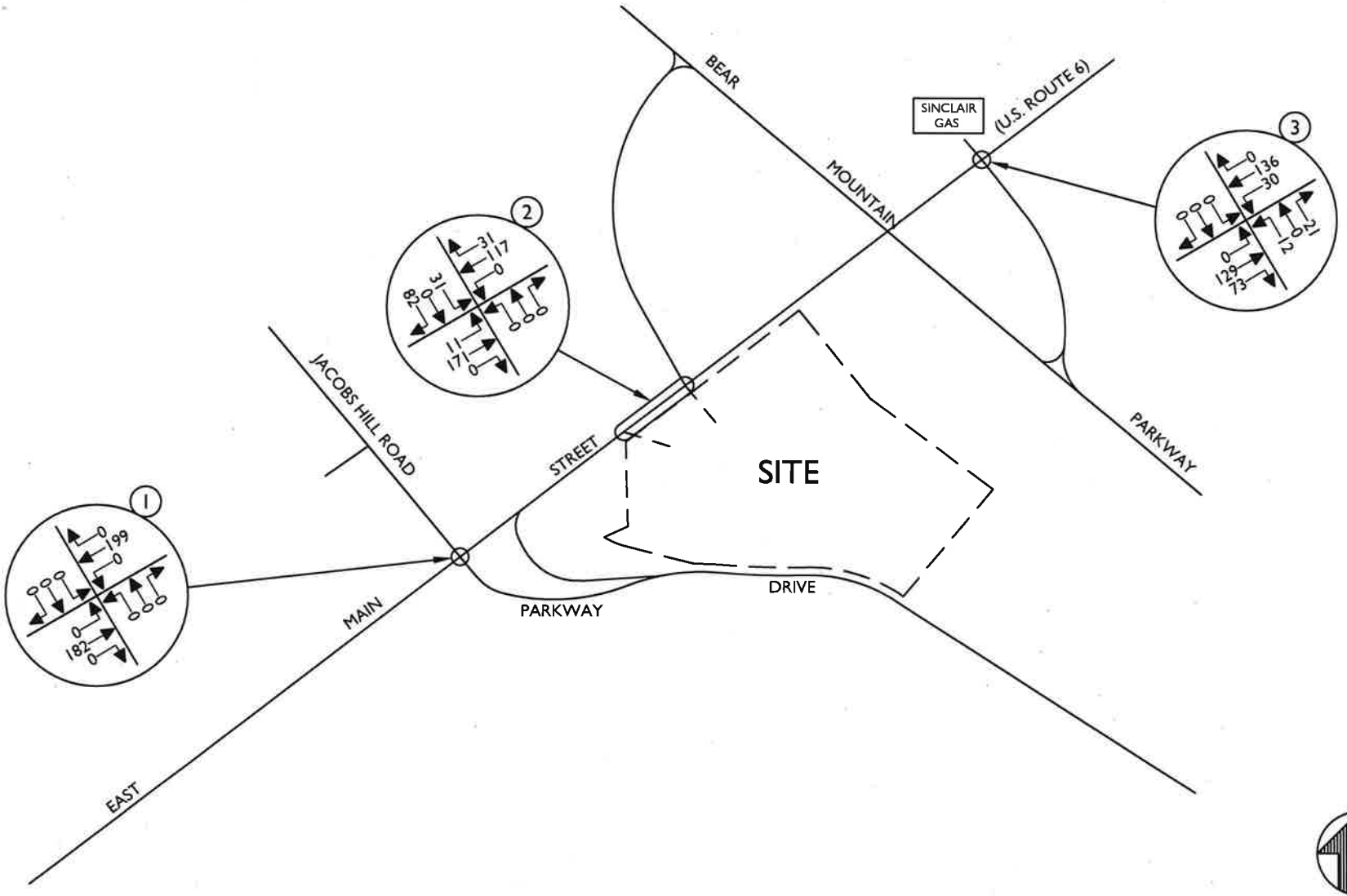

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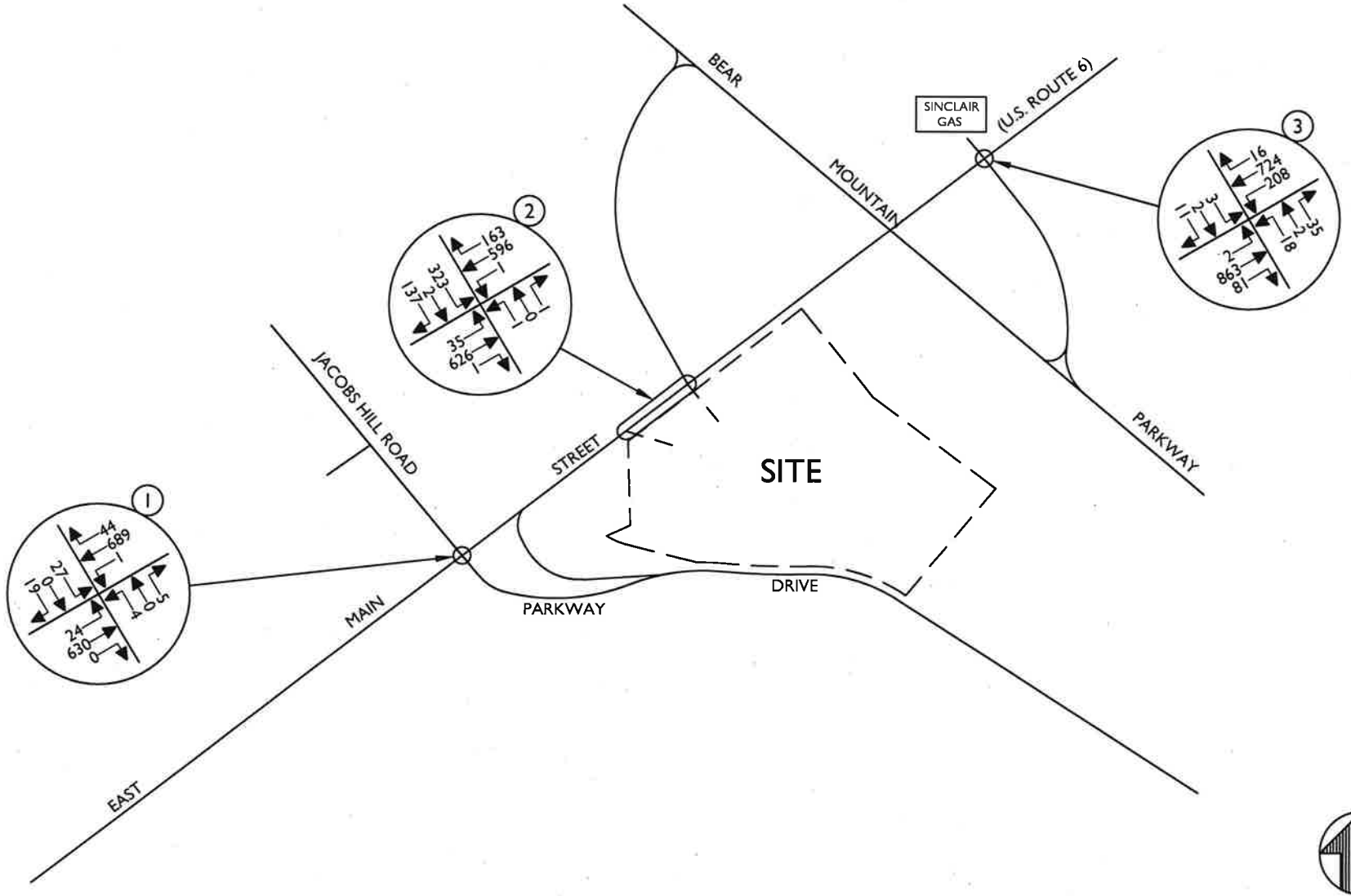

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2021 NO-BUILD TRAFFIC VOLUMES
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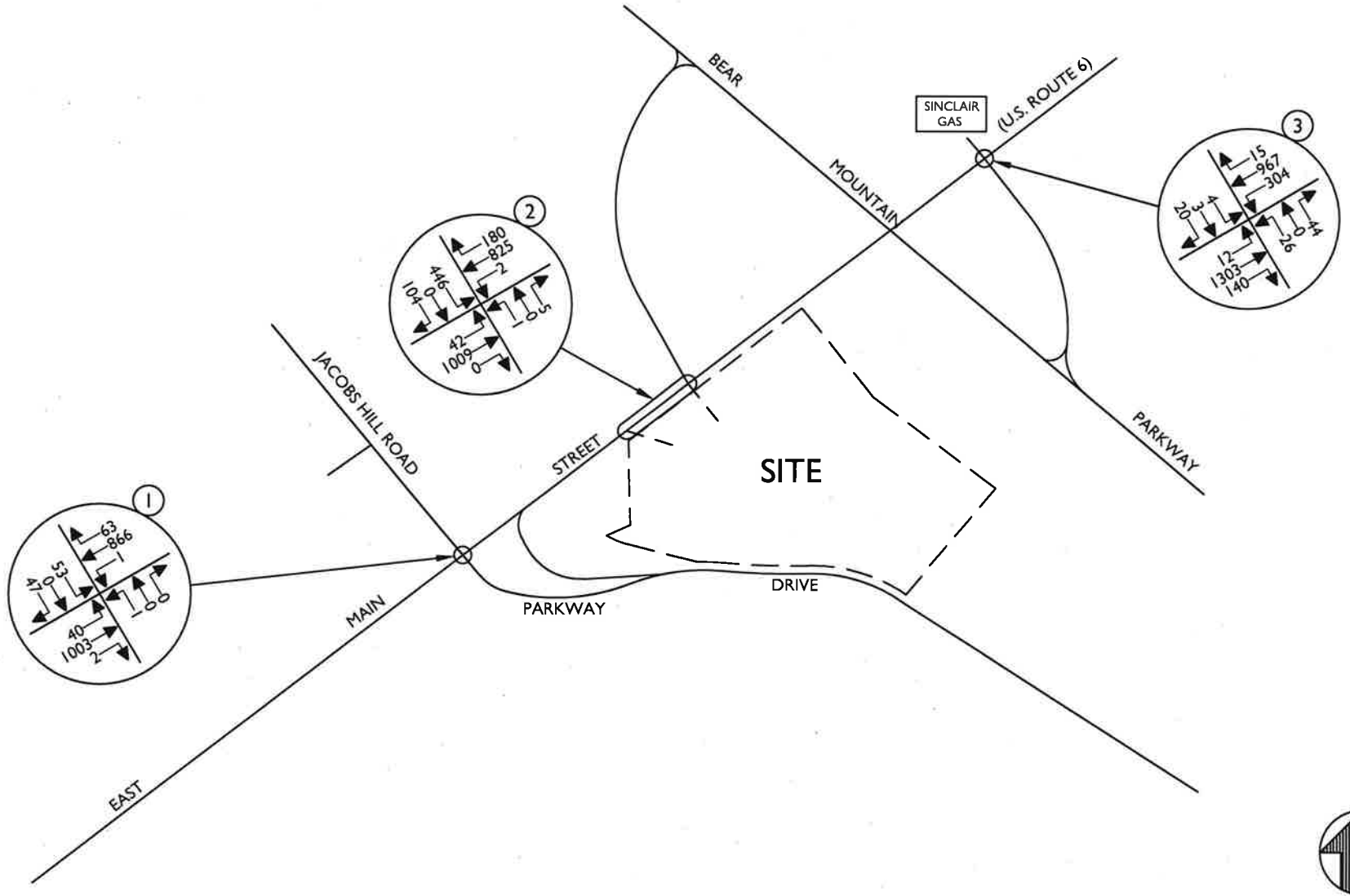

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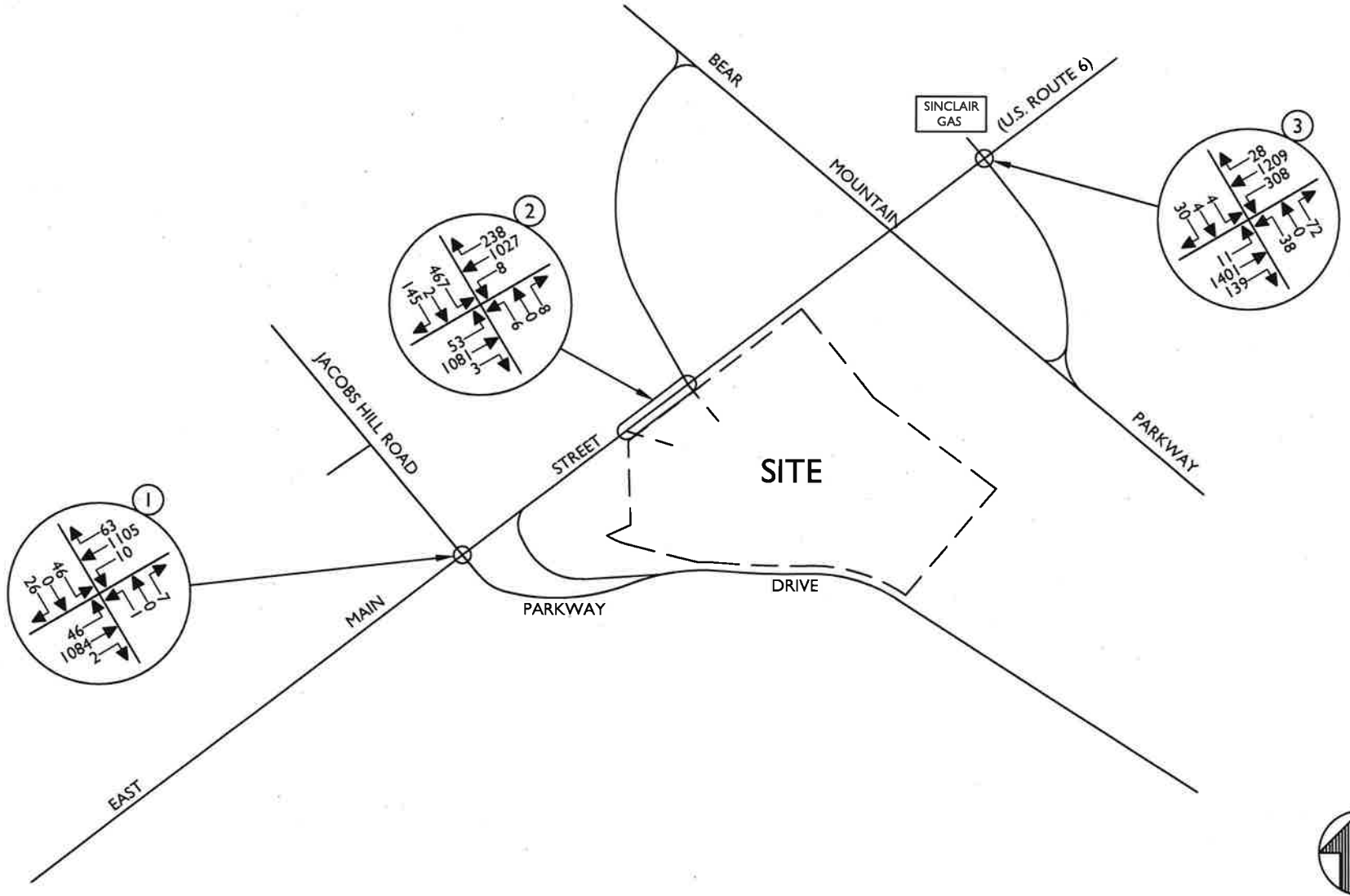
DRAWING NAME: 191023RH_FIGURE

SHEET TITLE:
2021 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
12



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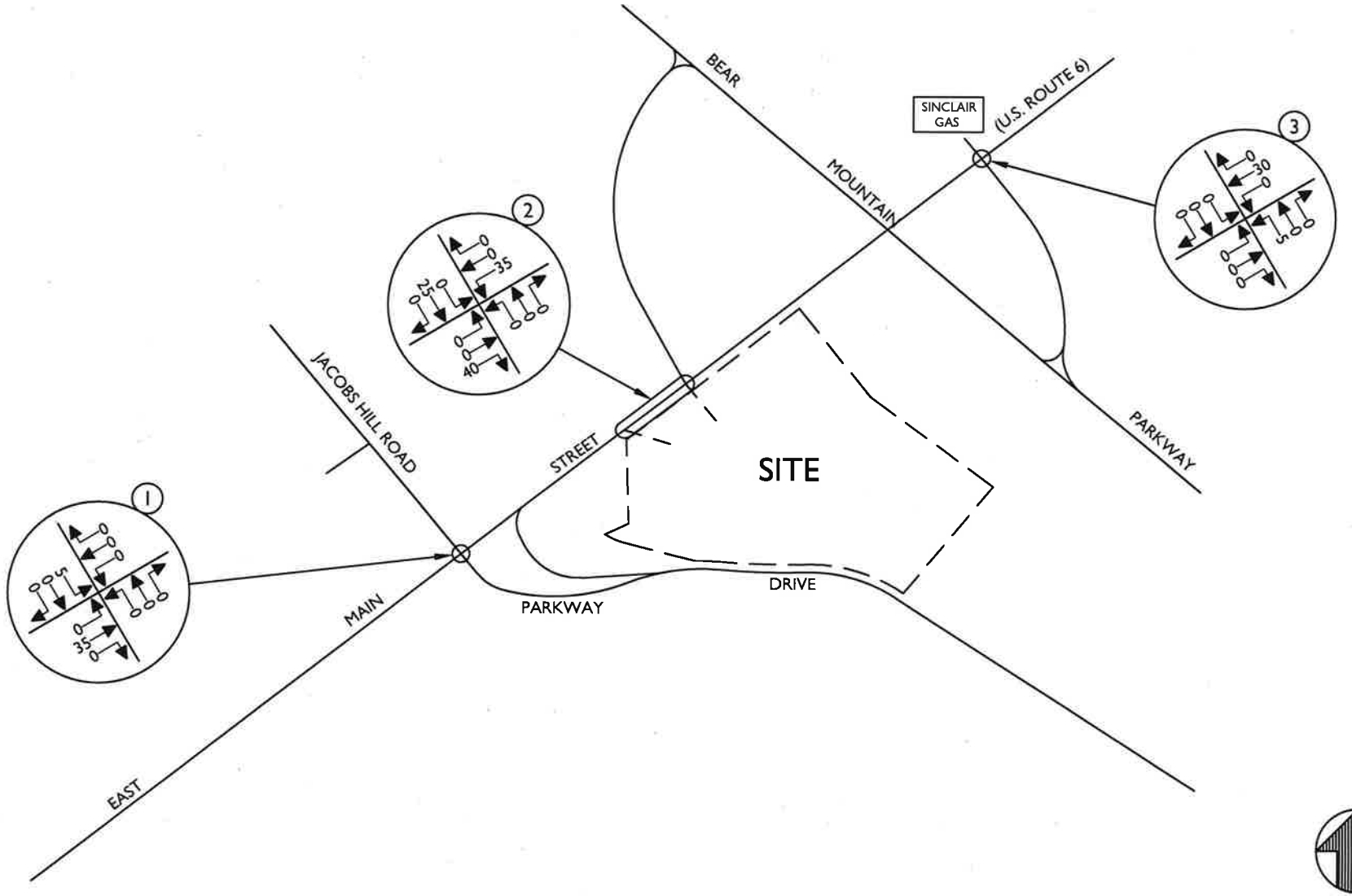
SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER	DRAWING NAME
19003182A	191023RH_FIGURE

SHEET TITLE:
2021 NO-BUILD TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
13



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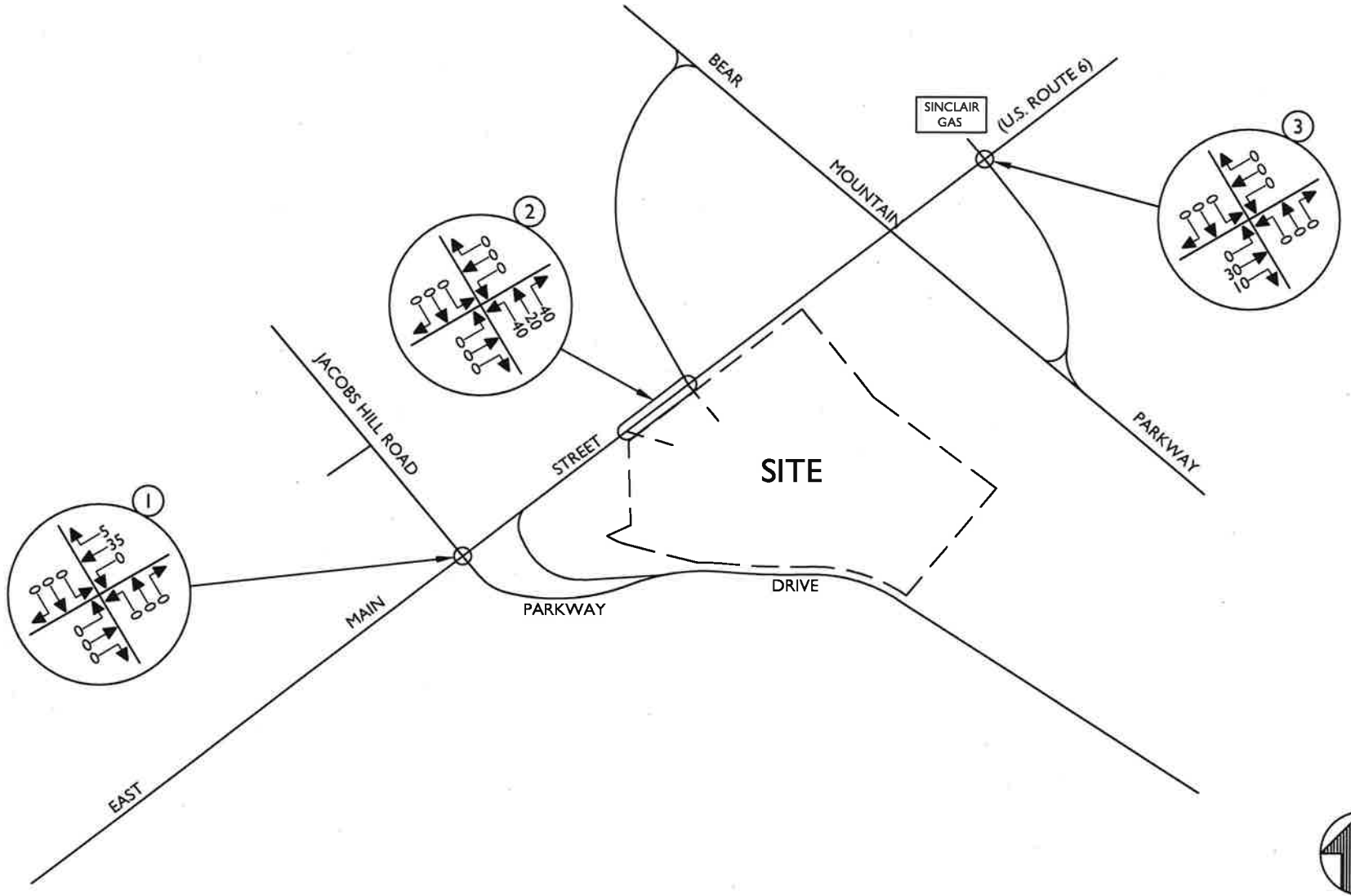
PROJECT NUMBER: 19003182A
DRAWING NAME: 191023RH_FIGURE

SHEET TITLE:
ARRIVAL DISTRIBUTION
(ALL VALUES ARE EXPRESSED AS %)

SHEET NUMBER:
14



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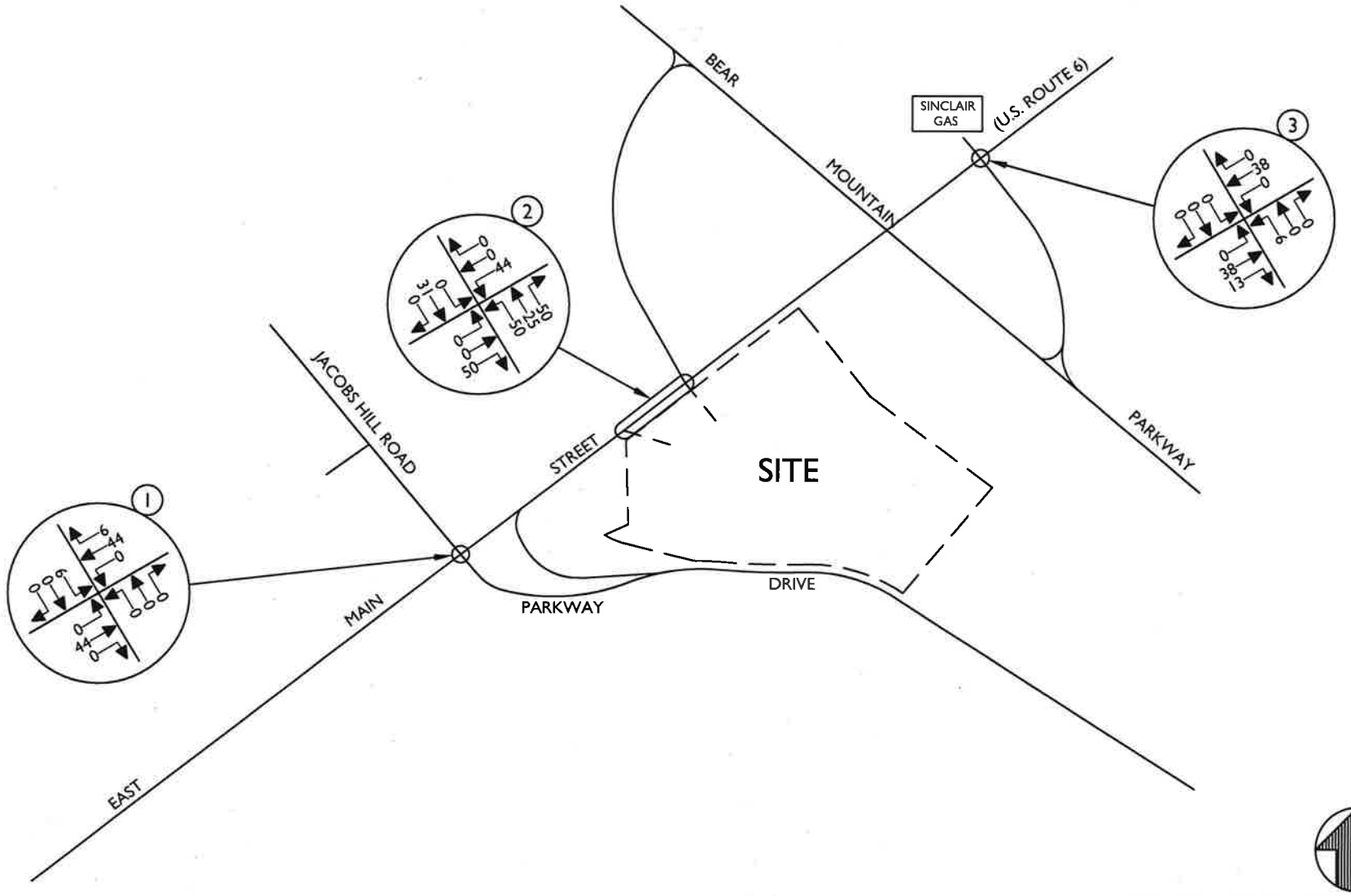
PROJECT NUMBER: 19003182A
DRAWING NAME: 191023RH_FIGURE

SHEET TITLE:
DEPARTURE DISTRIBUTION
(ALL VALUES ARE EXPRESSED AS %)

SHEET NUMBER:
15



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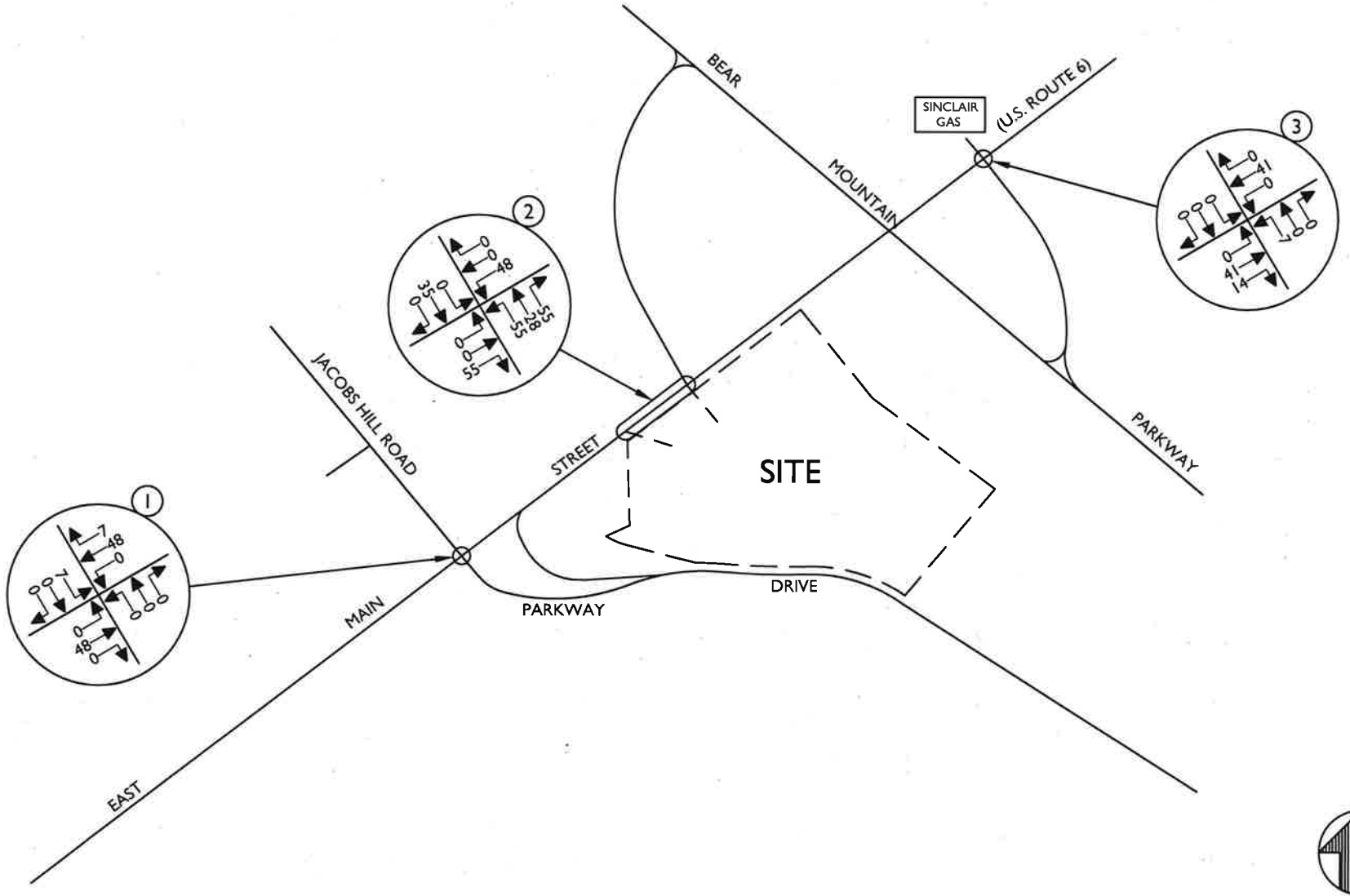
PROJECT NUMBER: 19003182A
DRAWING NAME: 191023RH_FIGURE

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
16



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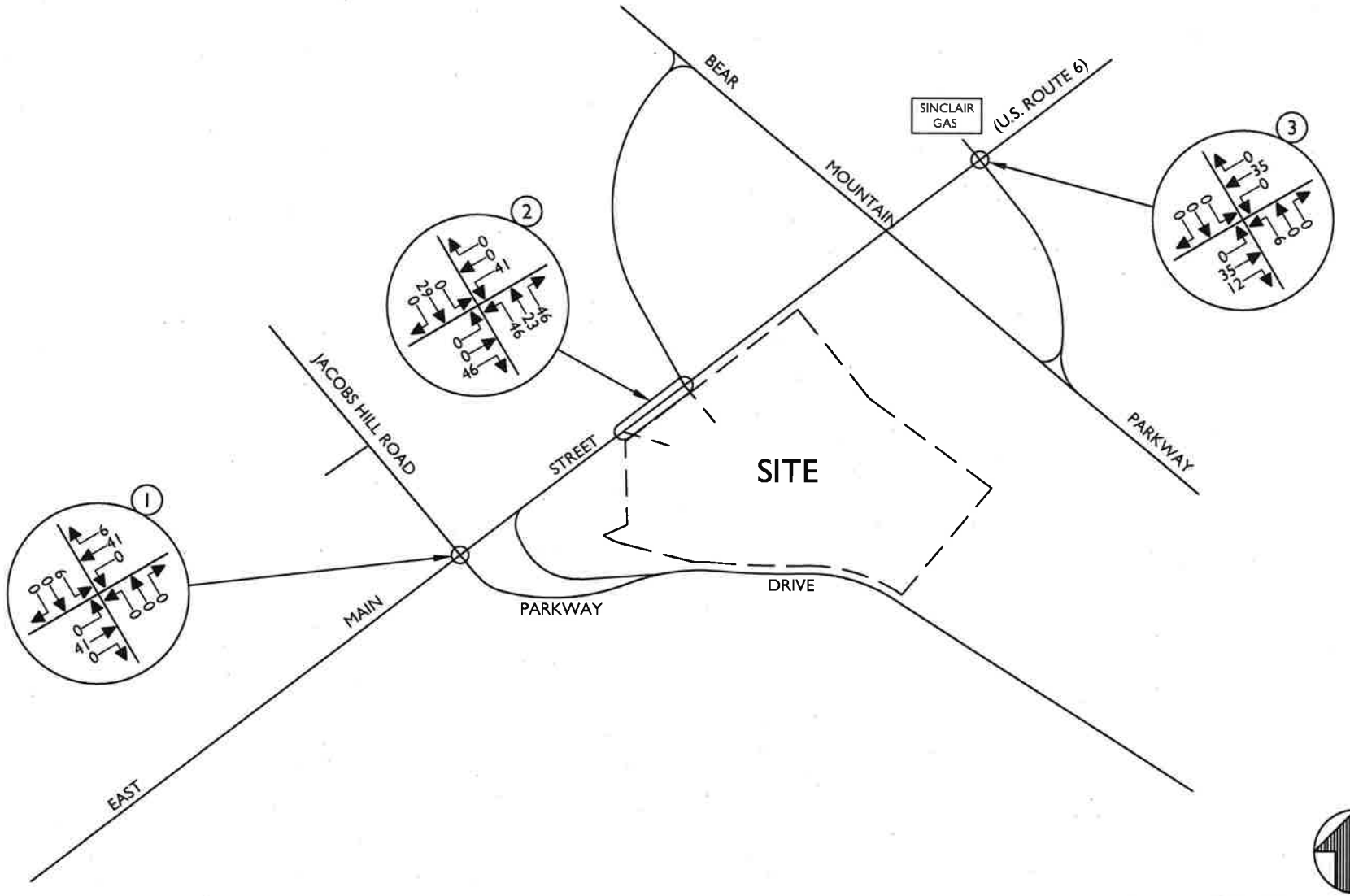
PROJECT NUMBER:	DRAWING NAME:
19003182A	191023RH_FIGURE

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
17



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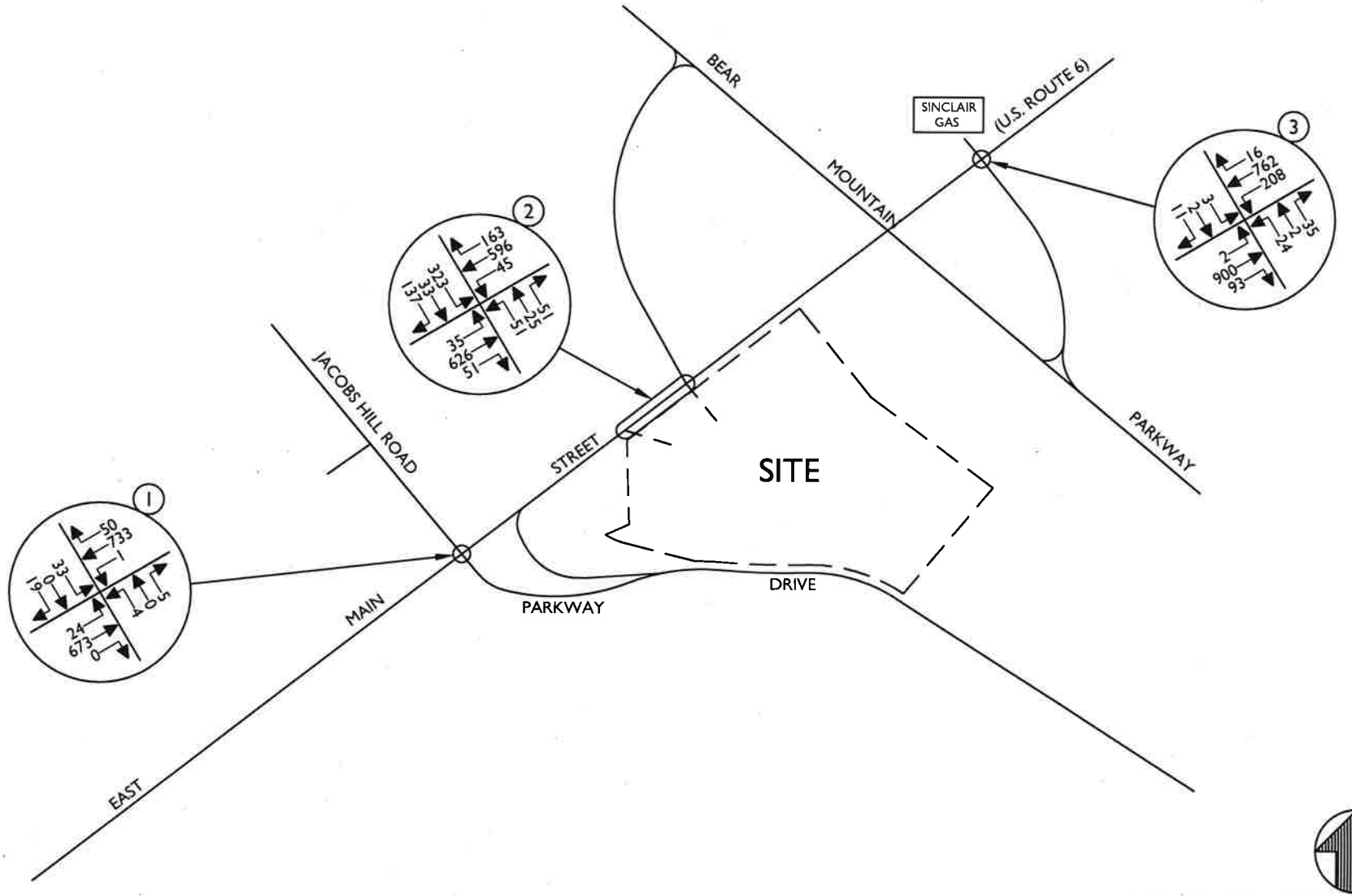
SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
18



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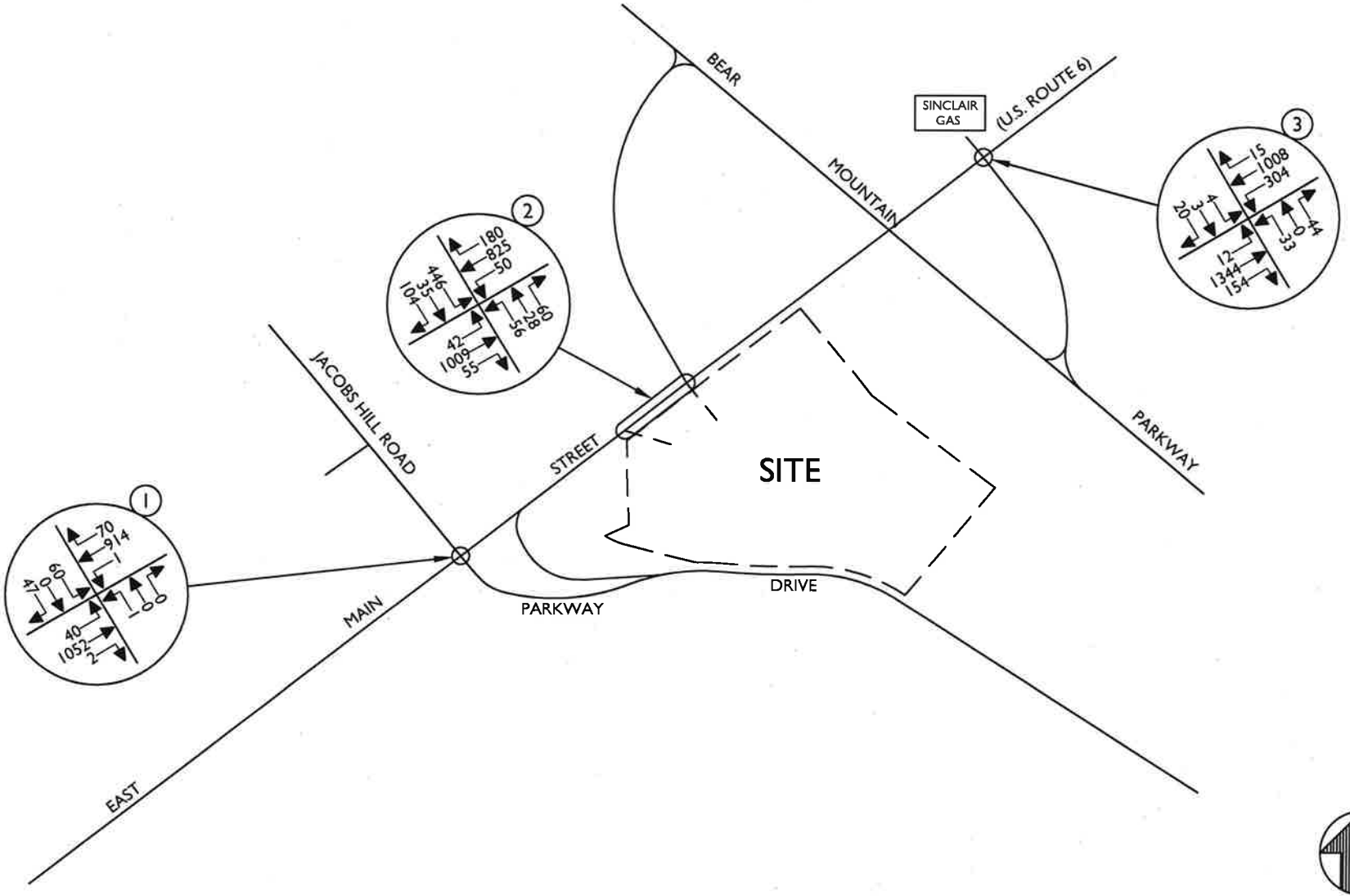
SHEET TITLE:
2021 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
19



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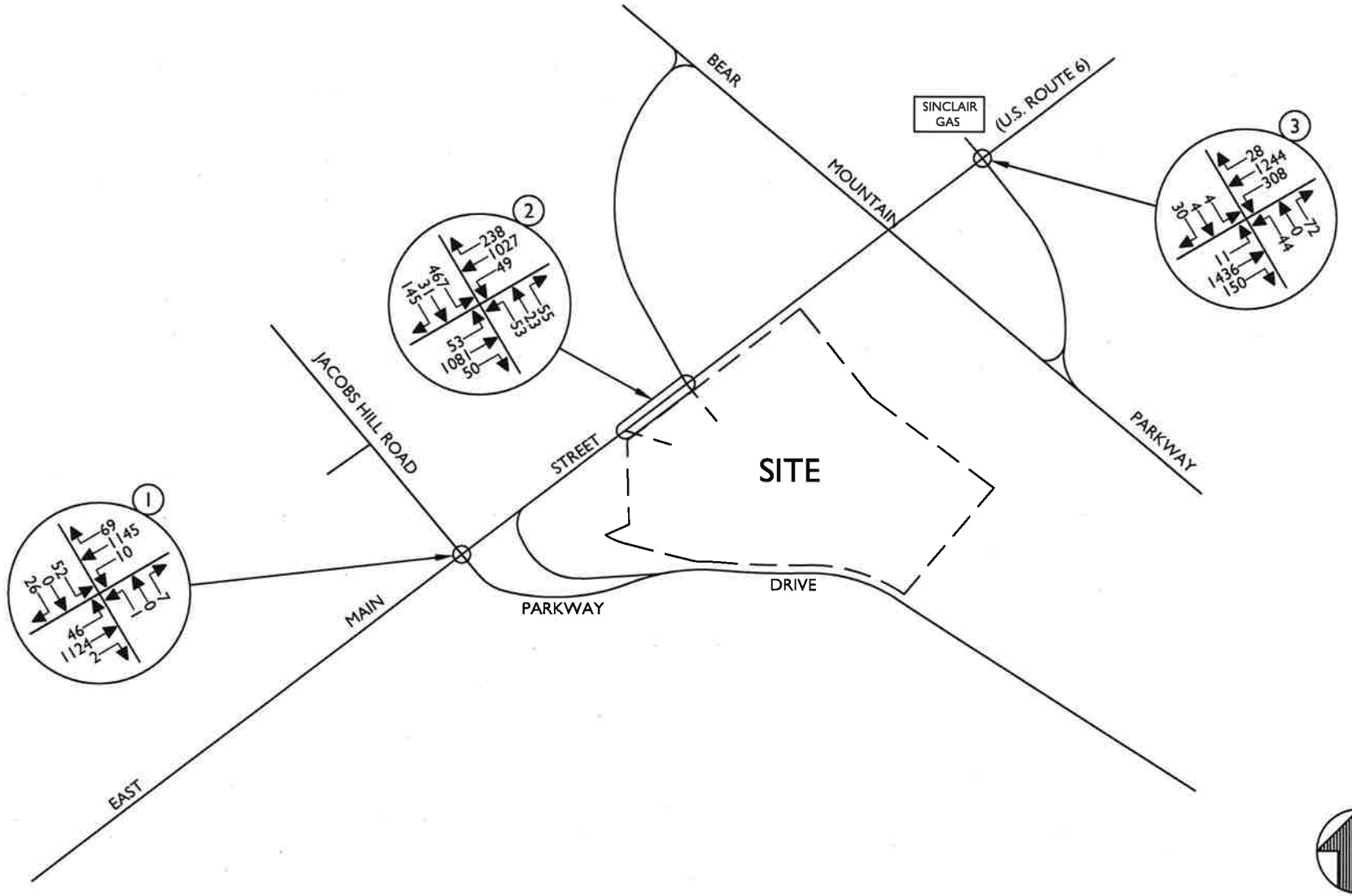

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PROJECT NUMBER	DRAWING NAME
19003182A	191023RH_FIGURE

SHEET TITLE:
2021 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
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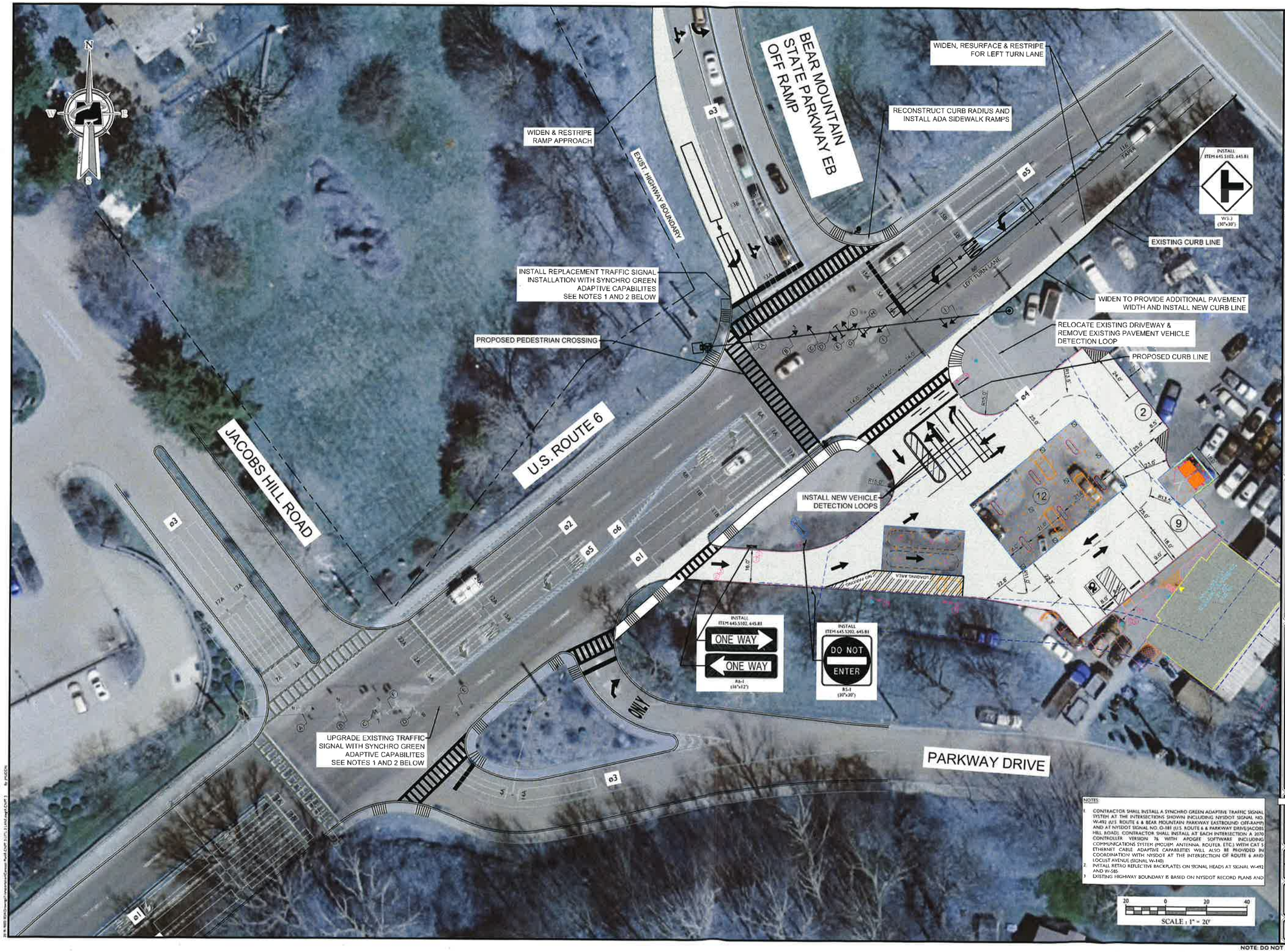

NOTES:

1. CONTRACTOR SHALL INSTALL A SYNCHRO GREEN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT THE INTERSECTIONS SHOWN INCLUDING NYSDOT SIGNAL NO. W-492 (U.S. ROUTE 6 & BEAR MOUNTAIN PARKWAY EASTBOUND OFF-RAMP) AND AT NYSDOT SIGNAL NO. O-181 (U.S. ROUTE 6 & PARKWAY DRIVE/JACOBS HILL ROAD). CONTRACTOR SHALL INSTALL AT EACH INTERSECTION A 2070 CONTROLLER VERSION 7E WITH APOGEE SOFTWARE INCLUDING COMMUNICATIONS SYSTEM (MODEM, ANTENNA, ROUTER, ETC.) WITH CAT 5 ETHERNET CABLE. ADAPTIVE CAPABILITIES WILL ALSO BE PROVIDED IN COORDINATION WITH NYSDOT AT THE INTERSECTION OF ROUTE 6 AND LOCUST AVENUE (SIGNAL W-140).
2. INSTALL RETRO REFLECTIVE BACKPLATES ON SIGNAL HEADS AT SIGNAL W-492 AND W-585.
3. EXISTING HIGHWAY BOUNDARY IS BASED ON NYSDOT RECORD PLANS AND IS APPROXIMATE.

SCALE: 1" = 20'

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3	10/31/19	JFM	ADDED BACKPLATES AND ADDITIONAL OFF-RAMP LANE

PRELIMINARY

PRELIMINARY CONCEPT PLAN
FOR
GASLAND CORTLANDT

(LEFT TURN ALTERNATE)
U.S. ROUTE 6

TOWN OF CORTLANDT
WESTCHESTER COUNTY
NEW YORK

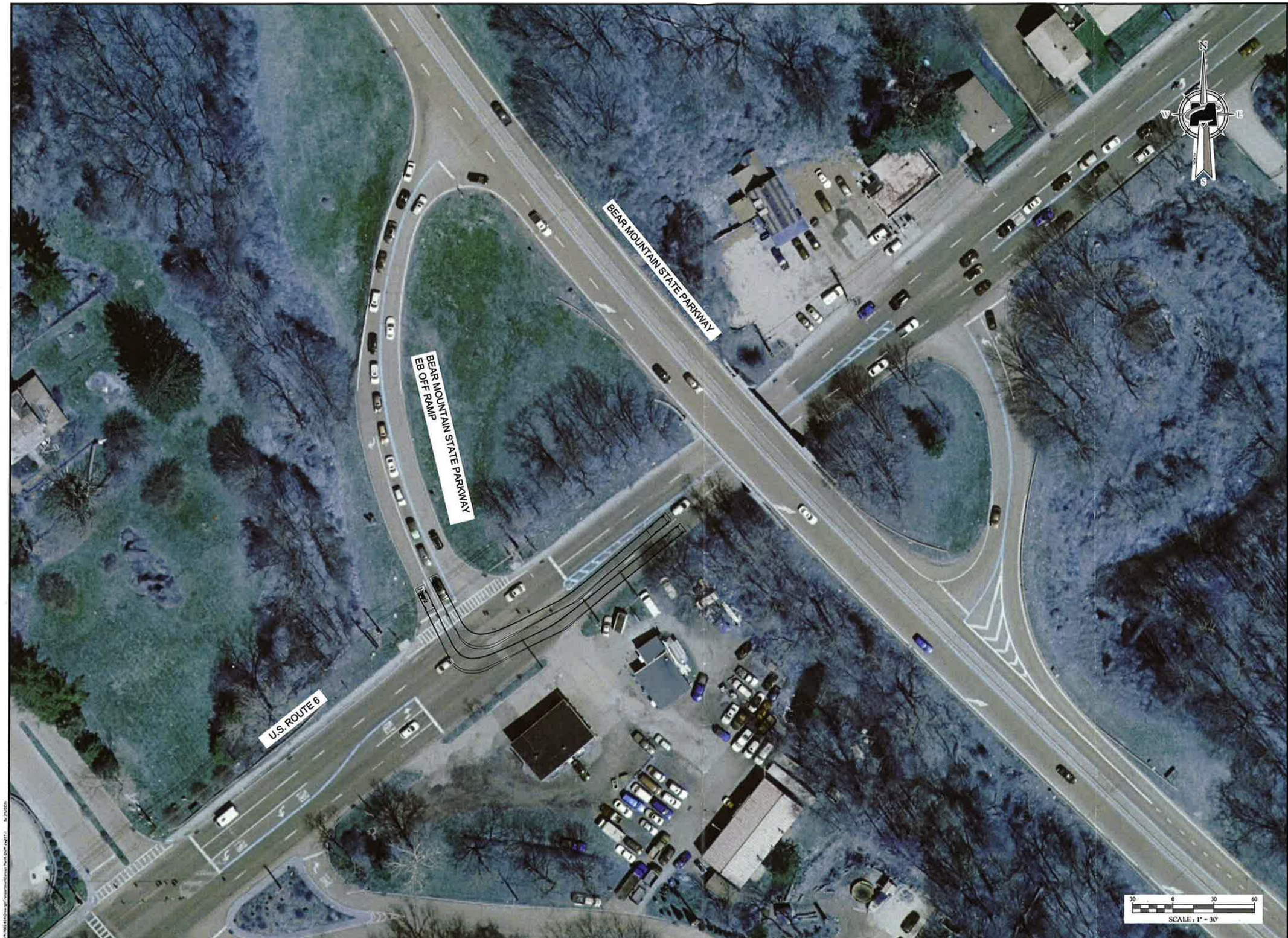
IS APPROXIMATE
400 Columbus Avenue
Suite 140E
Valhalla, NY 10595
Phone: 914.347.7500
Fax: 914.347.7266

SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	6/18/19	JFM	PJG

PROJECT NUMBER: 19001181A
DRAWING NAME: R-CNPT 1-LFTL-3 LANE

SHEET TITLE: CONCEPTUAL IMPROVEMENT PLAN

SHEET NUMBER: CIP-1R-3 LANE



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PRELIMINARY

PRELIMINARY CONCEPT PLAN

FOR

GASLAND CORTLANDT

U.S. ROUTE 6

TOWN OF CORTLANDT
WESTCHESTER COUNTY
NEW YORK

WESTCHESTER OFFICE
400 Columbus Avenue
Suite 180E
Valhalla, NY 10595
Phone: 914.347.7500
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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	6/8/19	J.F.M.	P.J.G.

PROJECT NUMBER	DRAWING NAME
19003182A	R-CNPT

SHEET TITLE
TURNING MOVEMENT PLAN PASSENGER CAR

SHEET NUMBER
TT-1

GASLAND CORTLANDT

APPENDIX B

TABLES

TABLE NO. 1

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

GASLAND CORTLANDT TOWN OF CORTLANDT, NEW YORK	ENTRY			EXIT		
	HTGR[1]	VOLUME	NEW TRIPS[2]	HTGR[1]	VOLUME	NEW TRIPS[2]
GAS STATION (12 FUELING POSITIONS)						
PEAK AM HOUR	10.38	125	94	10.38	125	94
PEAK PM HOUR	11.52	138	104	11.52	138	104
SATURDAY PEAK HOUR	9.64	116	87	9.64	116	87

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 10TH EDITION, 2017. ITE LAND USE CODE - 853 - CONVIENCE STORE W/ GASOLINE PUMPS FOR AM & PM PEAK HOURS AND LAND USE CODE - 945 - GAS/ SERVICE STATION W/ CONVENIENCE.

2) "NEW TRIPS" INCLUDE A 25% PASS-BY/DIVERTED LINK TRIP CREDIT APPLIED TO THE GAS STATION DEVELOPMENT TO ACCOUNT FOR TRIPS ATTRACTED FROM THE EXISTING TRAFFIC STREAMS ALONG U.S. ROUTE 6.

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SYNCHRO PERCENTILE METHODOLOGY DELAY RESULTS

35 YEARS OF
Customer Loyalty
through Client Satisfaction

TABLE NO. 2S

LEVEL OF SERVICE SUMMARY TABLE
(SYNCHRO PERCENTILE METHODOLOGY DELAY)

				2019 EXISTING			2021 NO-BUILD			NO ACCESS TO PARKWAY DRIVE 2021 BUILD			% CHANGE NO-BUILD TO BUILD		
				AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY
1	U.S. ROUTE 6 &	**SIGNALIZED**													
	JACOBS HILL ROAD/ PARKWAY DRIVE	EB	L	B [19.0]	B [17.3]	B [17.4]	B [16.8]	B [16.2]	B [19.9]	B [16.0]	B [16.2]	B [19.9]	-4.8%	0.0%	0.0%
			T / TR	C [32.2]	C [34.7]	D [47.5]	C [30.1]	E [77.2]	E [75.5]	C [29.1]	E [76.8]	E [75.3]	-3.3%	-0.5%	-0.3%
		EB APPROACH		C [31.6]	C [33.9]	D [46.0]	C [29.6]	E [74.9]	E [73.3]	C [28.6]	E [74.5]	E [73.2]	-3.4%	-0.5%	-0.1%
		WB	L	C [22.0]	B [19.0]	B [19.5]	B [19.0]	B [17.0]	B [18.5]	B [13.0]	B [13.0]	B [16.6]	-31.6%	-23.5%	-10.3%
			T / TR	D [41.9]	D [38.9]	E [56.9]	D [40.9]	D [54.4]	F [81.4]	C [30.4]	E [69.0]	E [77.9]	-25.7%	26.8%	-4.3%
		WB APPROACH		D [41.9]	D [38.9]	E [56.5]	D [40.9]	D [54.4]	F [80.8]	C [30.4]	E [69.0]	E [77.4]	-25.7%	26.8%	-4.2%
		NB	LT	B [12.2]	B [17.0]	B [19.0]	B [14.8]	B [19.0]	C [21.0]	B [15.8]	B [20.0]	C [21.0]	6.8%	5.3%	0.0%
			R	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	0.0%	0.0%	0.0%
		NB APPROACH		A [5.4]	B [17.0]	A [2.4]	A [6.6]	B [19.0]	A [2.6]	A [7.0]	B [20.0]	A [2.6]	6.1%	5.3%	0.0%
		SB	LT	B [11.6]	B [15.9]	B [18.7]	B [14.1]	B [18.9]	C [21.3]	B [14.8]	B [19.9]	C [21.6]	5.0%	5.3%	1.4%
			R	A [0.1]	A [1.5]	A [0.1]	A [0.1]	A [2.0]	A [0.1]	A [0.1]	A [2.1]	A [0.1]	0.0%	5.0%	0.0%
		SB APPROACH		A [6.8]	A [9.2]	B [11.9]	A [8.2]	B [10.9]	B [13.6]	A [9.4]	B [12.1]	B [14.4]	14.6%	11.0%	5.9%
		OVERALL		**D [35.7]**	**C [34.7]**	**D [49.7]**	**C [34.5]**	**E [62.6]**	**E [75.0]**	**C [28.7]**	**E [68.9]**	**E [73.2]**	**-16.8%**	**10.1%**	**-2.4%**
	W/ SIGNAL TIMING IMPROVEMENTS	EB	L	-	-	-	-	-	-	B [16.8]	B [16.2]	A [5.7]	0.0%	0.0%	-71.4%
			T / TR	-	-	-	-	-	-	C [29.1]	D [36.3]	A [7.0]	-3.3%	-53.0%	-90.7%
		EB APPROACH		-	-	-	-	-	-	C [28.7]	D [35.5]	A [6.9]	-3.0%	-52.6%	-90.6%
		WB	L	-	-	-	-	-	-	B [13.0]	A [3.0]	A [5.2]	-31.6%	-82.4%	-71.9%
			T / TR	-	-	-	-	-	-	C [31.8]	C [20.8]	A [9.9]	-22.2%	-61.8%	-87.8%
		WB APPROACH		-	-	-	-	-	-	C [31.8]	C [20.8]	A [9.9]	-22.2%	-61.8%	-87.7%
		NB	LT	-	-	-	-	-	-	B [15.2]	B [20.0]	E [56.0]	2.7%	5.3%	166.7%
			R	-	-	-	-	-	-	A [0.0]	A [0.0]	A [0.4]	0.0%	0.0%	0.0%
		NB APPROACH		-	-	-	-	-	-	A [6.8]	B [20.0]	A [7.4]	3.0%	5.3%	184.6%
		SB	LT	-	-	-	-	-	-	B [14.5]	B [19.8]	E [58.2]	2.8%	4.8%	173.2%
			R	-	-	-	-	-	-	A [0.1]	A [2.1]	A [1.2]	0.0%	5.0%	1100.0%
		SB APPROACH		-	-	-	-	-	-	A [9.1]	B [12.0]	D [38.9]	11.0%	10.1%	186.0%
		OVERALL		-	-	-	-	-	-	**C [29.5]**	**C [27.7]**	**A [9.4]**	**-14.5%**	**-55.8%**	**-87.5%**
2	U.S. ROUTE 6 &	**SIGNALIZED**													
	BEAR MOUNTAIN PARKWAY EB ON/OFF	EB	L	C [21.1]	C [21.5]	C [22.7]	C [21.7]	C [22.0]	C [22.8]	-	-	-	-	-	-
	RAMPS/ SITE ACCESS DRIVEWAY		T / TR	C [21.8]	D [36.8]	E [56.3]	C [26.6]	F [83.0]	F [85.6]	-	-	-	-	-	-
		EB APPROACH		C [21.8]	D [36.2]	D [54.8]	C [26.4]	F [80.6]	F [82.6]	-	-	-	-	-	-
		WB	T / TR	B [17.4]	C [23.0]	E [77.6]	B [19.8]	E [78.8]	F [106.7]	-	-	-	-	-	-
		WB APPROACH		B [17.4]	C [23.0]	E [77.6]	B [19.8]	E [78.8]	F [106.7]	-	-	-	-	-	-
		NB	LTR	A [0.0]	A [0.2]	A [0.4]	A [0.0]	A [0.2]	A [0.4]	-	-	-	-	-	-
		NB APPROACH		A [0.0]	A [0.2]	A [0.4]	A [0.0]	A [0.2]	A [0.4]	-	-	-	-	-	-
		SB	L	D [46.8]	D [45.0]	D [43.3]	D [46.8]	D [39.6]	D [36.4]	-	-	-	-	-	-
			TR	A [6.8]	A [0.2]	A [7.2]	A [6.5]	A [0.4]	A [5.2]	-	-	-	-	-	-
		SB APPROACH		D [37.9]	D [40.3]	D [38.6]	C [34.7]	C [32.2]	C [28.9]	-	-	-	-	-	-
		OVERALL		**C [23.8]**	**C [31.7]**	**E [61.3]**	**C [25.7]**	**E [69.5]**	**F [81.5]**	-	-	-	-	-	-
	W/ RECONSTRUCTED SITE DRIVEWAY &	EB	L	-	-	-	-	-	-	A [8.6]	B [13.5]	C [31.2]	-60.4%	-38.6%	36.8%
	SIGNAL TIMING IMPROVEMENTS		T / TR	-	-	-	-	-	-	B [14.1]	E [78.9]	C [26.3]	-47.0%	-4.9%	-69.3%
		EB APPROACH		-	-	-	-	-	-	B [13.8]	E [76.3]	C [26.5]	-47.7%	-5.3%	-67.9%
		WB	L	-	-	-	-	-	-	C [20.8]	C [20.8]	B [14.3]	-	-	-
			T / TR	-	-	-	-	-	-	D [35.3]	D [37.2]	C [33.1]	78.3%	-52.8%	-69.0%
		WB APPROACH		-	-	-	-	-	-	C [34.5]	D [36.4]	C [32.4]	74.2%	-53.8%	-69.6%
		NB	LT	-	-	-	-	-	-	D [46.4]	D [54.4]	F [159.8]	-	-	-
			R	-	-	-	-	-	-	A [1.5]	A [1.6]	A [3.2]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [28.4]	C [32.4]	F [94.0]	-	-	-
		SB	L	-	-	-	-	-	-	C [31.2]	E [63.8]	F [164.5]	-33.3%	61.1%	351.9%
			TR	-	-	-	-	-	-	A [4.5]	A [0.5]	B [15.9]	-30.8%	25.0%	205.8%
		SB APPROACH		-	-	-	-	-	-	C [24.5]	D [53.7]	F [134.3]	-29.4%	66.8%	364.7%
		OVERALL		-	-	-	-	-	-	**C [25.2]**	**D [54.6]**	**D [53.2]**	**-1.9%**	**-21.4%**	**-34.7%**
	W/ RECONSTRUCTED SITE DRIVEWAY &	EB	L	-	-	-	-	-	-	A [4.0]	B [11.1]	B [18.7]	-81.6%	-49.5%	-18.0%
	SIGNAL TIMING IMPROVEMENTS &		T / TR	-	-	-	-	-	-	A [6.1]	E [59.7]	C [20.7]	-77.1%	-28.1%	-75.8%
	BEAR MTN. PARKWAY OFF-RAMP	EB APPROACH		-	-	-	-	-	-	A [5.9]	E [57.8]	C [20.6]	-77.7%	-28.3%	-75.1%
	IMPROVEMENTS	WB	L	-	-	-	-	-	-	B [10.6]	B [16.3]	B [12.2]	-	-	-
			T / TR	-	-	-	-	-	-	B [18.2]	C [24.0]	C [25.9]	-8.1%	-69.5%	-75.7%
		WB APPROACH		-	-	-	-	-	-	B [17.8]	C [23.6]	C [25.4]	-10.1%	-70.1%	-76.2%
		NB	LT	-	-	-	-	-	-	D [46.4]	D [54.4]	E [69.9]	-	-	-
			R	-	-	-	-	-	-	A [1.5]	A [1.6]	A [2.9]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [28.4]	C [32.4]	D [41.7]	-	-	-
		SB	L	-	-	-	-	-	-	D [47.2]	D [45.5]	E [64.2]	0.9%	14.9%	76.4%
			LT	-	-	-	-	-	-	D [46.6]	D [44.9]	E [64.3]	-	-	-
			R	-	-	-	-	-	-	A [7.8]	A [1.6]	B [18.4]	-	-	-
		SB APPROACH		-	-	-	-	-	-	D [36.1]	D [37.5]	D [53.9]	**4.0%**	**16.5%**	**86.5%**
		OVERALL		-	-	-	-	-	-	**B [19.0]**	**D [39.6]**	**C [30.1]**	**-26.1%**	**-43.0%**	**-63.1%**
3	U.S. ROUTE 6 &	**UNSIGNALIZED**													
	BEAR MOUNTAIN PARKWAY WB ON/OFF	EB	LTR	A [9.0]	A [9.7]	B [10.9]	A [9.4]	B [10.4]	B [11.9]	A [9.5]	B [10.6]	B [12.2]	1.1%	1.9%	2.5%
	RAMPS/ SINCLAIR GAS STATION	WB	LTR	B [11.3]	C [17.3]	C [20.2]	B [12.7]	D [28.4]	E [40.6]	B [13.3]	D [31.9]	E [46.2]	4.7%	12.3%	13.8%
		NB	L	F [60.8]	F [386.7]	F [*]	F [110.1]	F [*]	F [*]	F [155.1]	F [*]	F [*]	40.9%	0.0%	0.0%
			TR	C [15.0]	B [13.8]	B [14.6]	C [16.6]	C [16.1]	C [17.9]	C [17.6]	C [16.6]	C [18.3]	6.0%	3.1%	2.2%
		SB	LTR	D [30.0]	F [111.4]	F [325.4]	E [44.0]	F [*]	F [*]	F [50.4]	F [*]	F [*]	14.5%	0.0%	0.0%
	W/ SIGNALIZATION	EB	LT / TR	-	-	-	-	-	-	B [12.5]	E [69.0]	B [12.5]	-	-	-
		EB APPROACH		-	-	-	-	-	-	B [12.5]	E [69.0]	B [12.5]	-	-	-
		WB	L	-	-	-	-	-	-	A [8.2]	D [43.2]	D [48.2]	-	-	-
			T / TR	-	-	-	-	-	-	A [2.0]	A [6.0]	A [3.1]	-	-	-
		WB APPROACH		-	-	-	-	-	-	A [3.3]	B [14.5]	B [11.9]	-	-	-
		NB	L	-	-	-	-	-	-	D [42.3]	C [34.6]	E [58.2]	-	-	-
			TR	-	-	-	-	-	-	B [17.4]	A [0.3]	A [0.6]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [27.3]	B [15.0]	C [22.5]	-	-	-
		SB	LTR	-	-	-	-	-	-	C [24.6]	B [18.4]	C [24.8]	-	-	-
		SB APPROACH								C [24.6]	B [18.4]	C [24.8]	-	-	-
		OVERALL		-	-	-	-	-	-	**A [8.6]**	**D [42.5]**	**B [12.7]**	-	-	-

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS.

2) SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

3) * REPRESENTS ESTIMATED AVERAGE VEHICLE DELAYS GREATER THAN 500 SECONDS. NOTE THAT INTERSECTION DOES NOT YET SATISFY WARRANTS FOR SIGNALIZATION.

TABLE 3

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2019 EXISTING						2021 NO-BUILD						NO ACCESS TO PARKWAY DRIVE 2021 BUILD					
					AM		PM		SAT		AM		PM		SAT		AM		PM		SAT	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
1	U.S. ROUTE 6 & JACOBS HILL ROAD/PARKWAY DRIVE																					
		EB	L	115	9	22	13	27	14	27	8	20	12	25	12	26	8	19	12	24	12	26
			TR	615	145	190	199	270	189	284	173	220	237	338	222	374	183	229	246	362	228	394
		WB	L	90	0	m1	1	m1	6	m8	1	m1	1	m1	5	m6	0	m1	1	m1	5	m4
			TR	200	199	242	257	317	319	382	241	281	318	381	398	m361	251	m284	131	m276	412	m266
		NB	LT	500	1	7	0	4	0	4	1	8	0	4	0	4	1	8	0	4	0	4
			R	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		SB	LT	125	5	23	17	46	16	43	6	27	20	50	19	46	8	32	23	56	22	50
			R	125	0	0	0	8	0	0	0	0	0	11	0	0	0	0	0	11	0	0
2	U.S. ROUTE 6 & BEAR MOUNTAIN PARKWAY EB ON/OFF RAMPS/SITE ACCESS DRIVEWAY																					
		EB	L	50	16	47	17	m34	20	m43	21	m50	22	m37	27	m47	-	-	-	-	-	-
			TR	200	177	236	277	342	290	363	217	280	344	412	371	440	-	-	-	-	-	-
		WB	LT	305	130	267	199	389	296	557	164	358	275	504	478	700	-	-	-	-	-	-
		NB	LTR	50	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
		SB	L	350	179	252	218	357	224	381	191	272	235	419	240	451	-	-	-	-	-	-
			TR	135	1	35	0	0	1	29	1	43	0	0	1	43	-	-	-	-	-	-
	W/ SIGNAL IMPROVEMENTS TIMING CHANGES																					
		EB	L	50	-	-	-	-	-	-	-	-	-	-	-	-	2	m4	6	m9	22	35
			TR	200	-	-	-	-	-	-	-	-	-	-	-	-	205	267	374	479	388	271
		WB	L	80	-	-	-	-	-	-	-	-	-	-	-	-	18	43	17	41	15	29
			TR	305	-	-	-	-	-	-	-	-	-	-	-	-	236	351	365	488	467	246
		NB	L	50	-	-	-	-	-	-	-	-	-	-	-	-	47	89	49	90	61	175
			TR	50	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	4
		SB	L	350	-	-	-	-	-	-	-	-	-	-	-	-	208	377	305	528	563	793
			TR	135	-	-	-	-	-	-	-	-	-	-	-	-	0	37	0	0	38	91
	W/RECONSTRUCTED SITE DRIVEWAY	EB	L	50	-	-	-	-	-	-	-	-	-	-	-	-	1	m4	5	m9	20	22
	ADDITIONAL LANES &		TR	200	-	-	-	-	-	-	-	-	-	-	-	-	13	261	71	479	376	271
	SIGNAL IMPROVEMENTS TIMING CHANGES	WB	L	80	-	-	-	-	-	-	-	-	-	-	-	-	12	31	14	42	15	29
			TR	305	-	-	-	-	-	-	-	-	-	-	-	-	174	298	185	488	460	246
		NB	LT	50	-	-	-	-	-	-	-	-	-	-	-	-	47	89	49	96	59	175
			R	50	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	4
		SB	L	135	-	-	-	-	-	-	-	-	-	-	-	-	112	170	143	205	203	287
			LT	350	-	-	-	-	-	-	-	-	-	-	-	-	113	171	143	204	205	289
			R	135	-	-	-	-	-	-	-	-	-	-	-	-	113	46	0	6	48	98
3	U.S. ROUTE 6 & BEAR MOUNTAIN PARKWAY WB ON/OFF RAMPS/SINCLAIR GAS STATION																					
		EB	LTR	305	-	0	-	0	-	3	-	0	-	3	-	3	-	0	-	3	-	3
		WB	LTR	900	-	25	-	65	-	80	-	35	-	128	-	173	-	38	-	140	-	190
		NB	L	75	-	15	-	53	-	113	-	33	-	123	-	N/A	-	53	-	N/A	-	N/A
			TR	175	-	5	-	5	-	10	-	10	-	10	-	20	-	10	-	10	-	20
		SB	LTR	50	-	8	-	45	-	98	-	13	-	90	-	160	-	15	-	98	-	163
	W/ SIGNALIZATION	EB	LTR	305	-	-	-	-	-	-	-	-	-	-	-	-	196	185	504	m554	243	m731
		WB	L	100	-	-	-	-	-	-	-	-	-	-	-	-	20	41	115	199	157	251
			TR	900	-	-	-	-	-	-	-	-	-	-	-	-	44	72	107	118	105	168
		NB	L	75	-	-	-	-	-	-	-	-	-	-	-	-	14	39	17	45	34	70
			TR	175	-	-	-	-	-	-	-	-	-	-	-	-	1	31	0	0	0	0
		SB	LTR	50	-	-	-	-	-	-	-	-	-	-	-	-	3	22	3	27	6	40

NOTES:

1) ALL QUEUE LENGTHS ARE EXPRESSED IN UNITS OF FEET.

TABLE TSW-1 E

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: US Route 6
MINOR STREET: Bear Mountain Parkway NB Ramps

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2019 Existing Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach
Major Street (Excluding Auxiliary Lanes) = 2
Minor Street (Including Auxiliary Lanes) = 2

Speed
85 % Speed >= 40 mph (Y or N)-----> Y

Population
Community < 10,000 (Y or N)------> N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	169	4	420	140	630	70	336	112	504	56	NO	NO	NO	NO
01:00 AM	91	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
02:00 AM	67	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
03:00 AM	74	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
04:00 AM	98	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
05:00 AM	243	6	420	140	630	70	336	112	504	56	NO	NO	NO	NO
06:00 AM	690	17	420	140	630	70	336	112	504	56	NO	NO	NO	NO
07:00 AM	1480	28	420	140	630	70	336	112	504	56	NO	NO	NO	NO
08:00 AM	1654	40	420	140	630	70	336	112	504	56	NO	NO	NO	NO
09:00 AM	1241	30	420	140	630	70	336	112	504	56	NO	NO	NO	NO
10:00 AM	1509	34	420	140	630	70	336	112	504	56	NO	NO	NO	NO
11:00 AM	1509	34	420	140	630	70	336	112	504	56	NO	NO	NO	NO
12:00 PM	1509	34	420	140	630	70	336	112	504	56	NO	NO	NO	NO
01:00 PM	1509	34	420	140	630	70	336	112	504	56	NO	NO	NO	NO
02:00 PM	1509	34	420	140	630	70	336	112	504	56	NO	NO	NO	NO
03:00 PM	1509	34	420	140	630	70	336	112	504	56	NO	NO	NO	NO
04:00 PM	2012	45	420	140	630	70	336	112	504	56	NO	NO	NO	NO
05:00 PM	2048	43	420	140	630	70	336	112	504	56	NO	NO	NO	NO
06:00 PM	1509	34	420	140	630	70	336	112	504	56	NO	NO	NO	NO
07:00 PM	1528	34	420	140	630	70	336	112	504	56	NO	NO	NO	NO
08:00 PM	1073	24	420	140	630	70	336	112	504	56	NO	NO	NO	NO
09:00 PM	716	16	420	140	630	70	336	112	504	56	NO	NO	NO	NO
10:00 PM	476	11	420	140	630	70	336	112	504	56	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**0**	**0**	**0**	**0**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: NOT SATISFIED -- NO SIGNAL
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: NOT SATISFIED -- NO SIGNAL
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: NOT SATISFIED -- NO SIGNAL

*NOTE: FOR COMBINED WARRANT BOTH CONDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE TSW-2 E

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: US Route 6
MINOR STREET: Bear Mountain Parkway NB Ramps

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2019 Existing Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	2
Minor Street (Including Auxiliary Lanes) =	2
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	169	4					NO	NO
01:00 AM	91	2					NO	NO
02:00 AM	67	2					NO	NO
03:00 AM	74	2					NO	NO
04:00 AM	98	2					NO	NO
05:00 AM	243	6					NO	NO
06:00 AM	690	17					NO	NO
07:00 AM	1480	28					NO	NO
08:00 AM	1654	40					NO	NO
09:00 AM	1241	30					NO	NO
10:00 AM	1509	34					NO	NO
11:00 AM	1509	34					NO	NO
12:00 PM	1509	34					NO	NO
01:00 PM	1509	34					NO	NO
02:00 PM	1509	34					NO	NO
03:00 PM	1509	34					NO	NO
04:00 PM	2012	45					NO	NO
05:00 PM	2048	43					NO	NO
06:00 PM	1509	34					NO	NO
07:00 PM	1528	34					NO	NO
08:00 PM	1073	24					NO	NO
09:00 PM	716	16					NO	NO
10:00 PM	476	11					NO	NO
			SEE FIGURE 4C-2		SEE FIGURE 4C-4			

NOTE major peds = highest volume on major street crosswalk

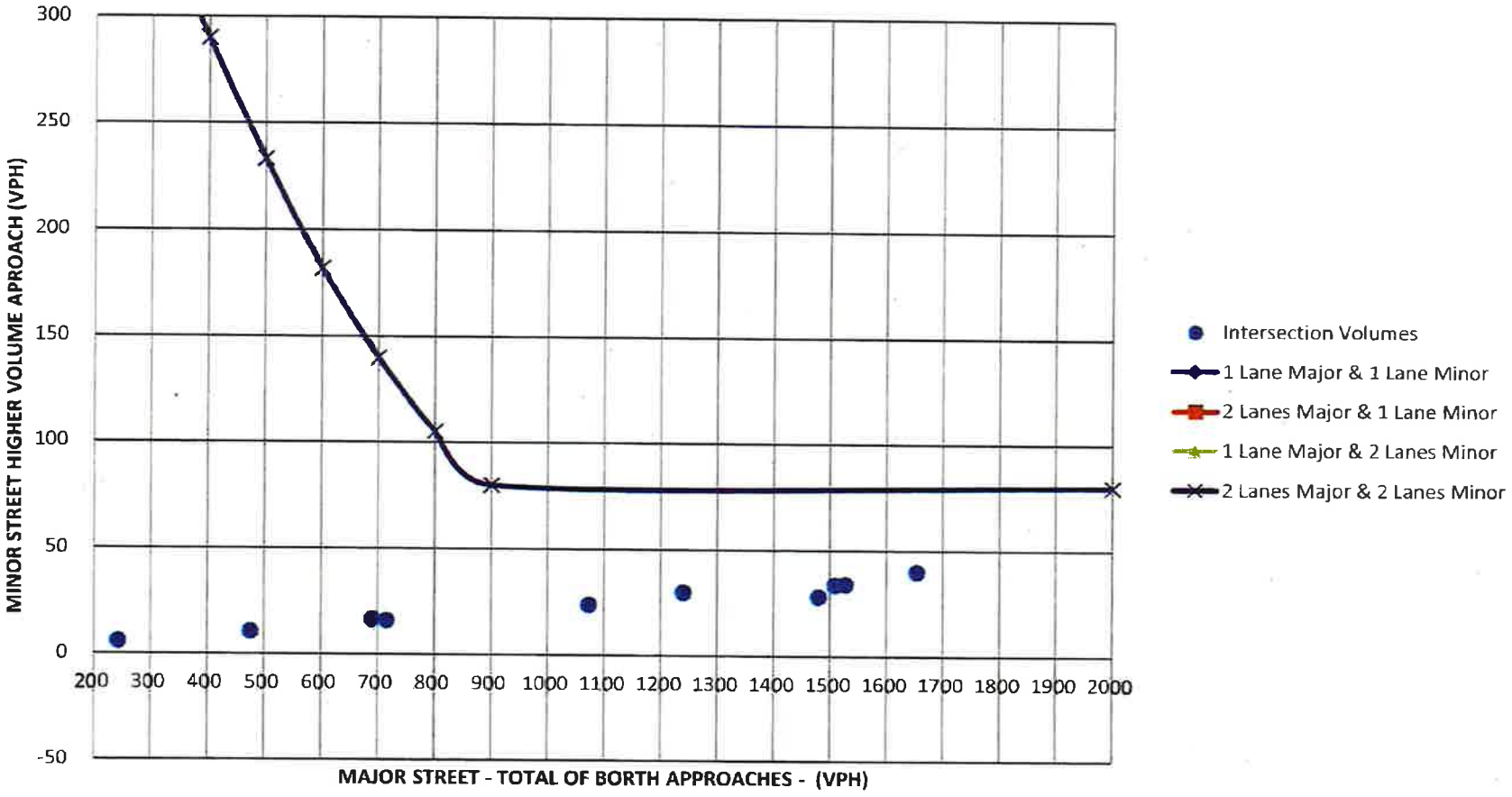
TOTAL HOURS MEETING WARRANTS	**0**	**0**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 2: NOT SATISFIED -- NO SIGNAL
PEAK HOUR VOLUME	WARRANT 3: NOT SATISFIED -- NO SIGNAL

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED

2019 EXISTING FIGURE 4C-2
WARRANT 2 - FOUR HOUR VEHICULAR WARRANT (>40 MPH)



4/2/2019

JOB: 19003182A

2019 EXISTING FIGURE 4C-4
WARRANT 3 - PEAK HOUR WARRANT (>40 MPH)

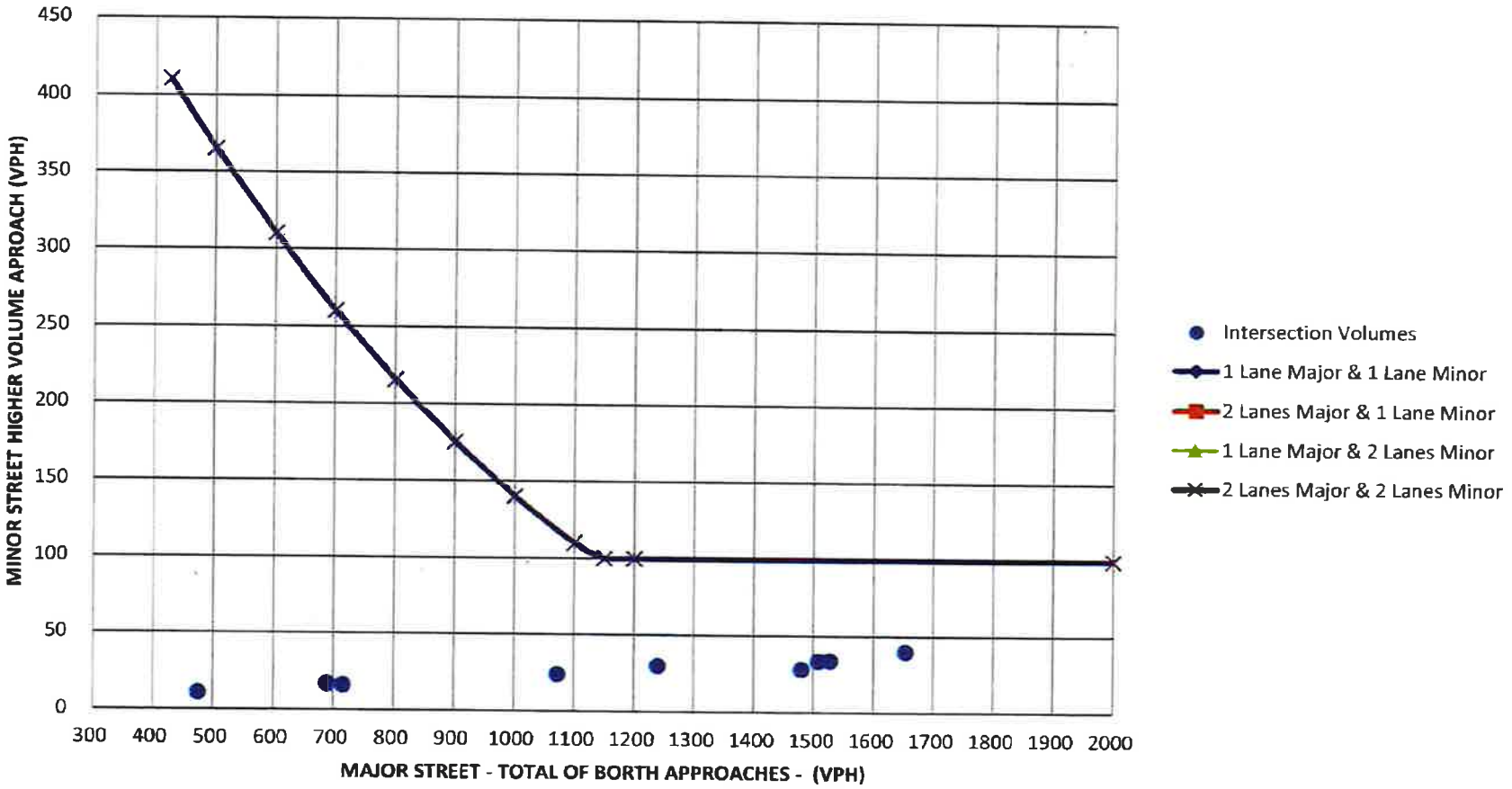


TABLE TSW-1 NB

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: US Route 6
MINOR STREET: Bear Mountain Parkway NB Ramps

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2021 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	2
Minor Street (Including Auxiliary Lanes) =	2
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	194	4	420	140	630	70	336	112	504	56	NO	NO	NO	NO
01:00 AM	104	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
02:00 AM	77	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
03:00 AM	85	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
04:00 AM	112	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
05:00 AM	278	6	420	140	630	70	336	112	504	56	NO	NO	NO	NO
06:00 AM	789	17	420	140	630	70	336	112	504	56	NO	NO	NO	NO
07:00 AM	1712	42	420	140	630	70	336	112	504	56	NO	NO	NO	NO
08:00 AM	1893	55	420	140	630	70	336	112	504	56	NO	NO	NO	NO
09:00 AM	1420	31	420	140	630	70	336	112	504	56	NO	NO	NO	NO
10:00 AM	1809	35	420	140	630	70	336	112	504	56	NO	NO	NO	NO
11:00 AM	1809	35	420	140	630	70	336	112	504	56	NO	NO	NO	NO
12:00 PM	1809	35	420	140	630	70	336	112	504	56	NO	NO	NO	NO
01:00 PM	1809	35	420	140	630	70	336	112	504	56	NO	NO	NO	NO
02:00 PM	1809	35	420	140	630	70	336	112	504	56	NO	NO	NO	NO
03:00 PM	1809	35	420	140	630	70	336	112	504	56	NO	NO	NO	NO
04:00 PM	2411	72	420	140	630	70	336	112	504	56	NO	YES	NO	YES
05:00 PM	2449	70	420	140	630	70	336	112	504	56	NO	NO	NO	YES
06:00 PM	1809	35	420	140	630	70	336	112	504	56	NO	NO	NO	NO
07:00 PM	1831	36	420	140	630	70	336	112	504	56	NO	NO	NO	NO
08:00 PM	1286	25	420	140	630	70	336	112	504	56	NO	NO	NO	NO
09:00 PM	858	17	420	140	630	70	336	112	504	56	NO	NO	NO	NO
10:00 PM	570	11	420	140	630	70	336	112	504	56	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**0**	**1**	**0**	**2**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: NOT SATISFIED -- NO SIGNAL
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: NOT SATISFIED -- NO SIGNAL
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: NOT SATISFIED -- NO SIGNAL

*NOTE: FOR COMBINED WARRANT BOTH CONDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE TSW-2 NB

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: US Route 6
MINOR STREET: Bear Mountain Parkway NB Ramps

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2021 No-Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	2
Minor Street (Including Auxiliary Lanes) =	2
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?----->	N
Population	
Community < 10,000 (Y or N)----->	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	194	4					NO	NO
01:00 AM	104	2					NO	NO
02:00 AM	77	2					NO	NO
03:00 AM	85	2					NO	NO
04:00 AM	112	2					NO	NO
05:00 AM	278	6					NO	NO
06:00 AM	789	17					NO	NO
07:00 AM	1712	42					NO	NO
08:00 AM	1893	55	SEE FIGURE 4C-2		SEE FIGURE 4C-4		NO	NO
09:00 AM	1420	31					NO	NO
10:00 AM	1809	35					NO	NO
11:00 AM	1809	35					NO	NO
12:00 PM	1809	35					NO	NO
01:00 PM	1809	35					NO	NO
02:00 PM	1809	35					NO	NO
03:00 PM	1809	35					NO	NO
04:00 PM	2411	72					NO	NO
05:00 PM	2449	70					NO	NO
06:00 PM	1809	35					NO	NO
07:00 PM	1831	36					NO	NO
08:00 PM	1286	25					NO	NO
09:00 PM	858	17					NO	NO
10:00 PM	570	11					NO	NO

NOTE major peds = highest volume on major street crosswalk

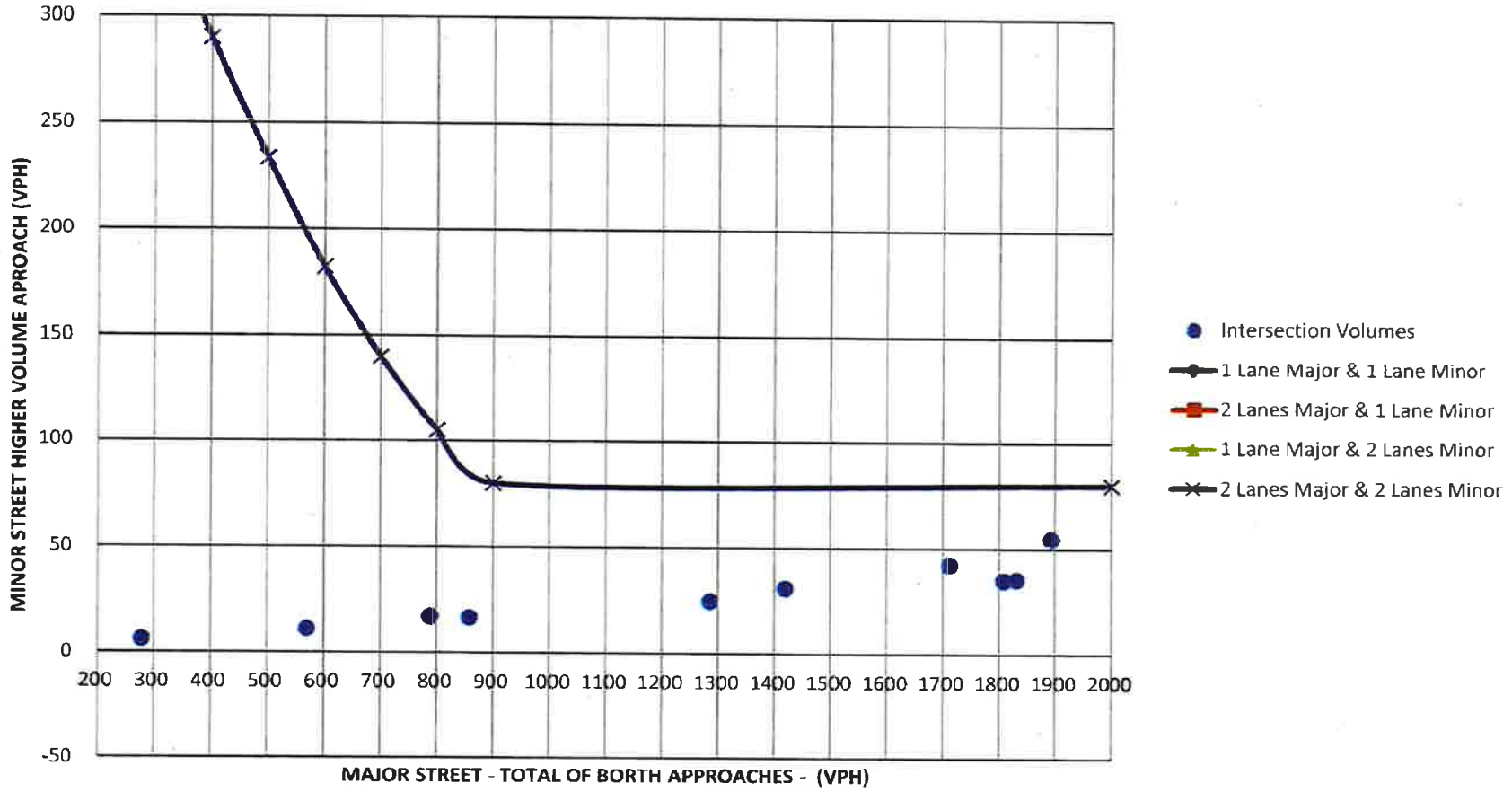
TOTAL HOURS MEETING WARRANTS	**0**	**0**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 2: NOT SATISFIED -- NO SIGNAL
PEAK HOUR VOLUME	WARRANT 3: NOT SATISFIED -- NO SIGNAL

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED

2021 NO-BUILD FIGURE 4C-2
WARRANT 2 - FOUR HOUR VEHICULAR WARRANT (>40 MPH)



4/2/2019

JOB: 19003182A

2021 NO-BUILD FIGURE 4C-4
WARRANT 3 - PEAK HOUR WARRANT (>40 MPH)

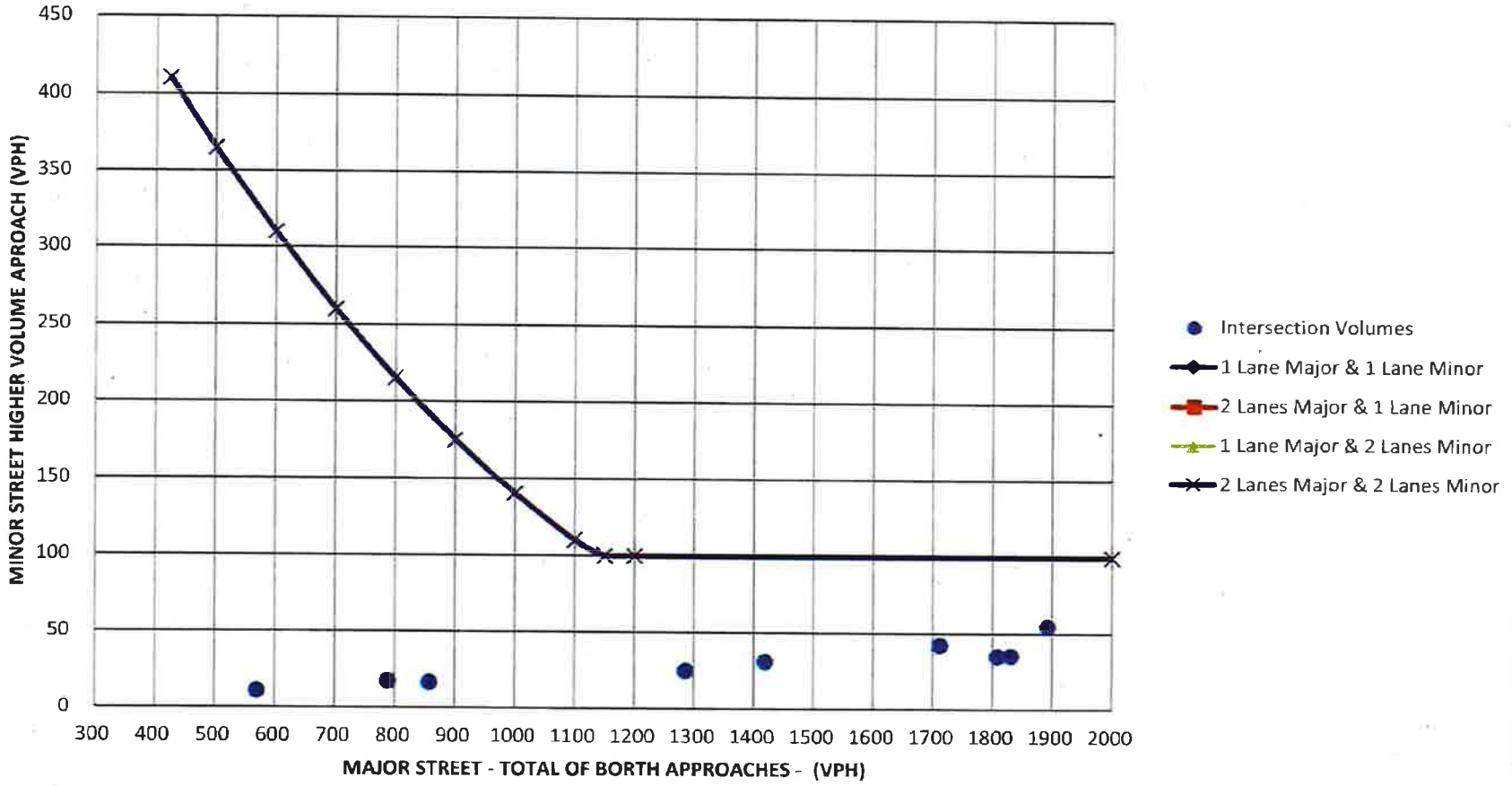


TABLE TSW-1 B

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: US Route 6
MINOR STREET: Bear Mountain Parkway NB Ramps

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2021 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	2
Minor Street (Including Auxiliary Lanes) =	2
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 1 CONDITION A		WARRANT 1 CONDITION B		WARRANT 1 CONDITION A & B COMBINED				WARRANT MET?			
							CONDITION A		CONDITION B				COMBINED	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	1A	1B	1A	1B
12:00 AM	204	5	420	140	630	70	336	112	504	56	NO	NO	NO	NO
01:00 AM	112	3	420	140	630	70	336	112	504	56	NO	NO	NO	NO
02:00 AM	83	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
03:00 AM	91	2	420	140	630	70	336	112	504	56	NO	NO	NO	NO
04:00 AM	126	3	420	140	630	70	336	112	504	56	NO	NO	NO	NO
05:00 AM	312	8	420	140	630	70	336	112	504	56	NO	NO	NO	NO
06:00 AM	856	22	420	140	630	70	336	112	504	56	NO	NO	NO	NO
07:00 AM	1810	49	420	140	630	70	336	112	504	56	NO	NO	NO	NO
08:00 AM	1982	61	420	140	630	70	336	112	504	56	NO	NO	NO	YES
09:00 AM	1494	36	420	140	630	70	336	112	504	56	NO	NO	NO	NO
10:00 AM	1875	40	420	140	630	70	336	112	504	56	NO	NO	NO	NO
11:00 AM	1879	40	420	140	630	70	336	112	504	56	NO	NO	NO	NO
12:00 PM	1886	41	420	140	630	70	336	112	504	56	NO	NO	NO	NO
01:00 PM	1879	40	420	140	630	70	336	112	504	56	NO	NO	NO	NO
02:00 PM	1886	41	420	140	630	70	336	112	504	56	NO	NO	NO	NO
03:00 PM	1894	41	420	140	630	70	336	112	504	56	NO	NO	NO	NO
04:00 PM	2507	79	420	140	630	70	336	112	504	56	NO	YES	NO	YES
05:00 PM	2545	77	420	140	630	70	336	112	504	56	NO	YES	NO	YES
06:00 PM	1898	42	420	140	630	70	336	112	504	56	NO	NO	NO	NO
07:00 PM	1905	41	420	140	630	70	336	112	504	56	NO	NO	NO	NO
08:00 PM	1347	29	420	140	630	70	336	112	504	56	NO	NO	NO	NO
09:00 PM	910	20	420	140	630	70	336	112	504	56	NO	NO	NO	NO
10:00 PM	606	14	420	140	630	70	336	112	504	56	NO	NO	NO	NO
TOTAL HOURS MEETING WARRANTS											**0**	**2**	**0**	**3**
TOTAL HOURS NEEDED TO SATISFY											**8**	**8**	**8***	**8***

MINIMUM VEHICULAR VOLUME	WARRANT 1A: NOT SATISFIED -- NO SIGNAL
INTERRUPTION OF CONTINUOUS TRAFFIC	WARRANT 1B: NOT SATISFIED -- NO SIGNAL
COMBINED CONDITION	WARRANT 1A & 1B COMBINED: NOT SATISFIED -- NO SIGNAL

*NOTE: FOR COMBINED WARRANT BOTH CONDTIONS 1A & 1B MUST BE SATISFIED FOR 8 HOURS.

TABLE TSW-2 B

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: US Route 6
MINOR STREET: Bear Mountain Parkway NB Ramps

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... ..... 2021 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	2
Minor Street (Including Auxiliary Lanes) =	2
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	204	5					NO	NO
01:00 AM	112	3					NO	NO
02:00 AM	83	2					NO	NO
03:00 AM	91	2					NO	NO
04:00 AM	126	3					NO	NO
05:00 AM	312	8					NO	NO
06:00 AM	856	22					NO	NO
07:00 AM	1810	49					NO	NO
08:00 AM	1982	61	SEE FIGURE 4C-2		SEE FIGURE 4C-4		NO	NO
09:00 AM	1494	36					NO	NO
10:00 AM	1875	40					NO	NO
11:00 AM	1879	40					NO	NO
12:00 PM	1886	41					NO	NO
01:00 PM	1879	40					NO	NO
02:00 PM	1886	41					NO	NO
03:00 PM	1894	41					NO	NO
04:00 PM	2507	79					NO	NO
05:00 PM	2545	77					NO	NO
06:00 PM	1898	42					NO	NO
07:00 PM	1905	41					NO	NO
08:00 PM	1347	29					NO	NO
09:00 PM	910	20					NO	NO
10:00 PM	606	14					NO	NO

NOTE major peds = highest volume on major street crosswalk

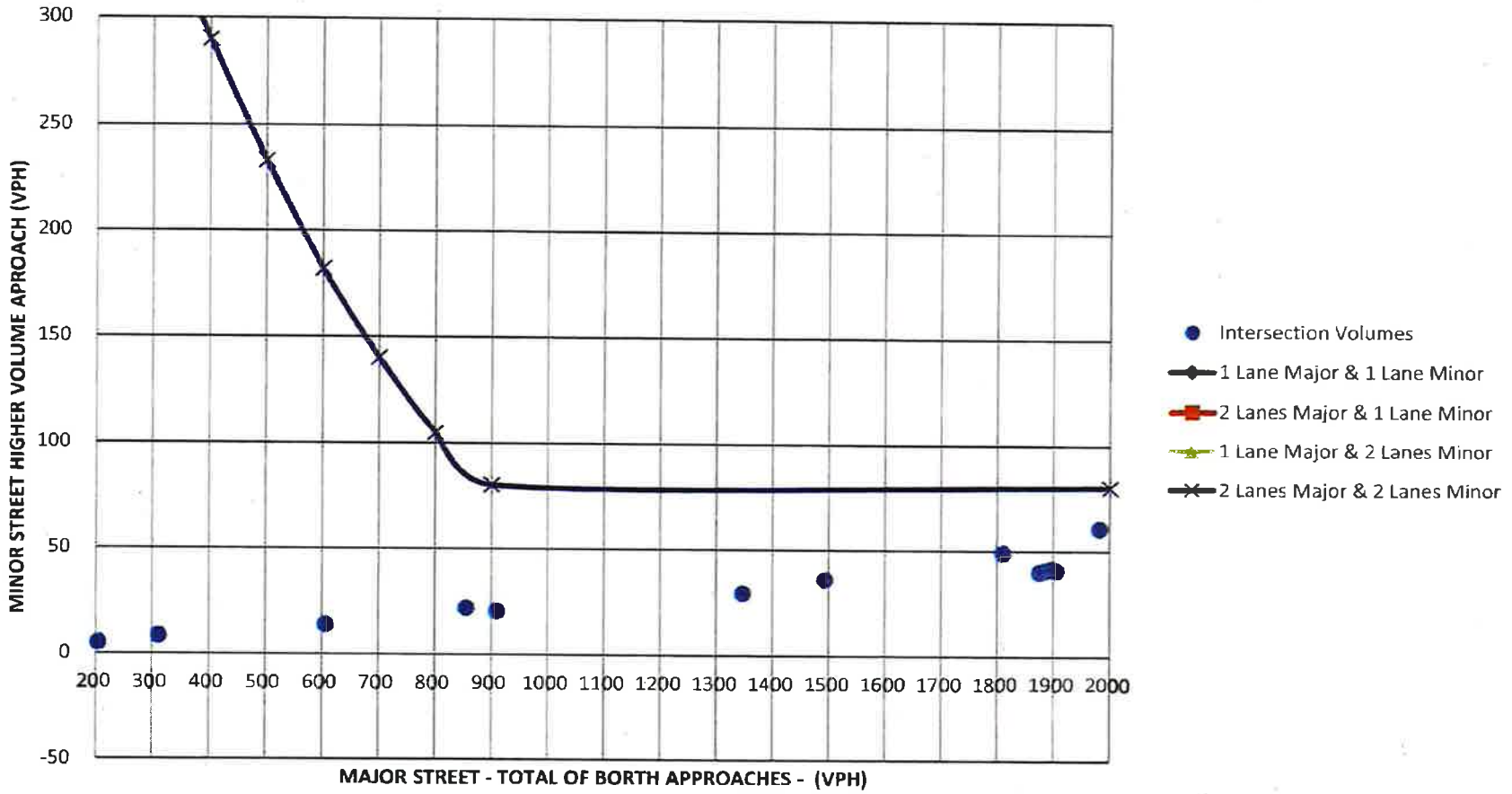
TOTAL HOURS MEETING WARRANTS	**0**	**0**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 2: NOT SATISFIED -- NO SIGNAL
PEAK HOUR VOLUME	WARRANT 3: NOT SATISFIED -- NO SIGNAL

NOTES:

1) VOLUMES FOR WARRANTS 2 AND 3 ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3 ATTACHED

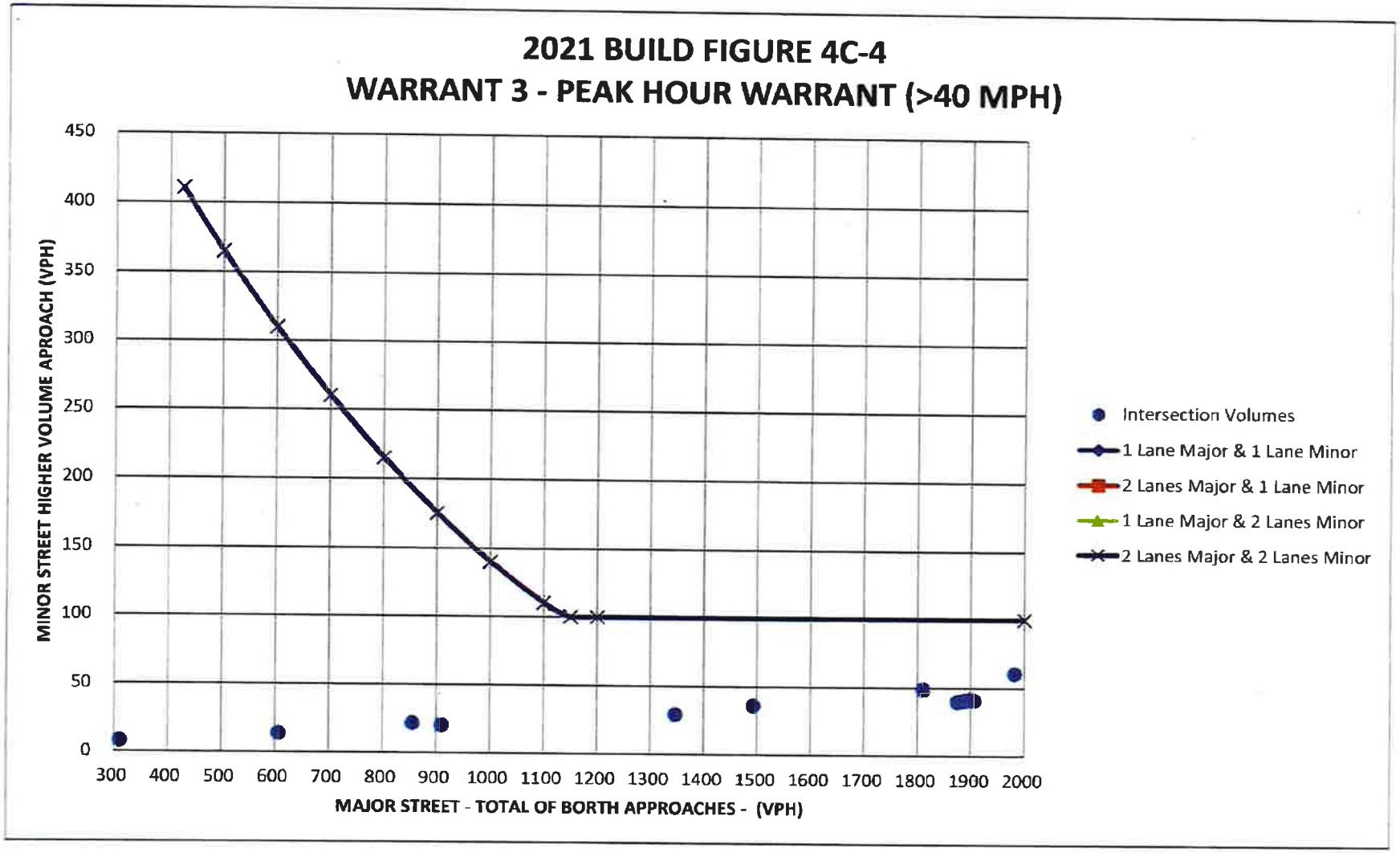
2021 BUILD FIGURE 4C-2
WARRANT 2 - FOUR HOUR VEHICULAR WARRANT (>40 MPH)



4/2/2019

JOB: 19003182A

2021 BUILD FIGURE 4C-4
WARRANT 3 - PEAK HOUR WARRANT (>40 MPH)



4/2/2019

JOB: 19003182A

GASLAND CORTLANDT

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
≤0	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.

LEVEL OF SERVICE CRITERIA
FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 20-2

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

LEVEL OF SERVICE CRITERIA
FOR ALL-WAY STOP-CONTROLLED (AWSC) UNSIGNALIZED INTERSECTIONS

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

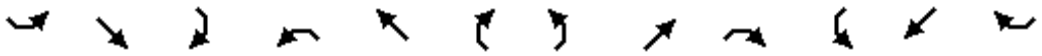
For approaches and intersection wide assessment, LOS is defined solely by control delay.

GASLAND CORTLANDT

APPENDIX D

CAPACITY ANALYSIS

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	26	0	18	4	0	5	23	515	0	1	561	42
Future Volume (vph)	26	0	18	4	0	5	23	515	0	1	561	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.989	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1796	1456	0	1916	1503	1661	3177	0	1719	3292	0
Flt Permitted		0.755			0.740		0.238			0.306		
Satd. Flow (perm)	0	1428	1456	0	1492	1503	416	3177	0	554	3292	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	27	0	19	4	0	5	24	536	0	1	584	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	19	0	4	5	24	536	0	1	628	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		53.3	53.3		53.3	53.3	28.6	24.0		27.9	22.4	
Actuated g/C Ratio		0.59	0.59		0.59	0.59	0.32	0.27		0.31	0.25	
v/c Ratio		0.03	0.02		0.00	0.01	0.11	0.63		0.00	0.76	
Control Delay		11.6	0.1		12.2	0.0	19.0	32.2		22.0	41.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.1	
Total Delay		11.6	0.1		12.2	0.0	19.0	32.2		22.0	41.9	
LOS		B	A		B	A	B	C		C	D	
Approach Delay		6.8			5.4			31.6			41.9	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)		5	0		1	0	9	145		0	199	
Queue Length 95th (ft)		23	0		7	0	22	190		m1	242	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		845	896		882	924	290	1412		327	1469	
Starvation Cap Reductn		0	0		0	0	0	0		0	144	
Spillback Cap Reductn		80	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.04	0.02		0.00	0.01	0.08	0.38		0.00	0.47	

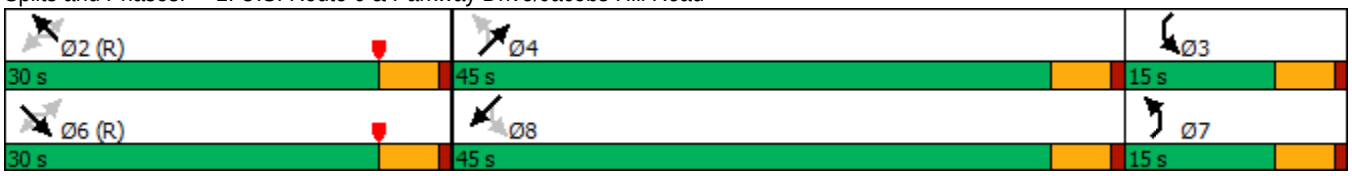
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 35.7	Intersection LOS: D

Intersection Capacity Utilization 37.7% ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	1	301	2	85	28	517	1	1	518	146
Future Volume (vph)	1	0	1	301	2	85	28	517	1	1	518	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.932			0.853						0.967	
Flt Protected		0.976		0.950			0.950					
Satd. Flow (prot)	0	1694	0	1745	1582	0	1669	3276	0	0	3222	0
Flt Permitted				0.950			0.259				0.955	
Satd. Flow (perm)	0	1736	0	1745	1582	0	455	3276	0	0	3077	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		182			94						39	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	1	0	1	334	2	94	31	574	1	1	576	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	334	96	0	31	575	0	0	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

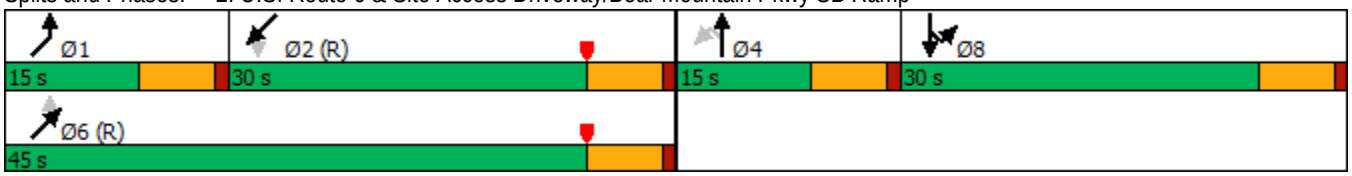
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%		33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		5.0		21.5	21.5		54.3	54.3			47.2	
Actuated g/C Ratio		0.06		0.24	0.24		0.60	0.60			0.52	
v/c Ratio		0.01		0.80	0.21		0.09	0.29			0.45	
Control Delay		0.0		46.8	6.8		21.1	20.9			17.4	
Queue Delay		0.0		0.0	0.0		0.0	0.9			0.0	
Total Delay		0.0		46.8	6.8		21.1	21.8			17.4	
LOS		A		D	A		C	C			B	
Approach Delay					37.9			21.8			17.4	
Approach LOS					D			C			B	
Queue Length 50th (ft)		0		179	1		16	177			130	
Queue Length 95th (ft)		0		252	35		47	236			#267	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		337		483	505		396	1977			1630	
Starvation Cap Reductn		0		0	0		0	1077			0	
Spillback Cap Reductn		0		0	19		0	0			15	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.01		0.69	0.20		0.08	0.64			0.46	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 23.8	Intersection LOS: C
Intersection Capacity Utilization 56.6%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	13	2	25	2	772	41	189	635	15
Future Volume (vph)	3	2	11	13	2	25	2	772	41	189	635	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.905			0.860			0.992			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1679	0	1745	1605	0	0	3363	0	1711	3462	0
Flt Permitted		0.991		0.950						0.950		
Satd. Flow (perm)	0	1679	0	1745	1605	0	0	3363	0	1711	3462	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		117			261			430			307	
Travel Time (s)		2.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	14	2	27	2	821	44	201	676	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	14	29	0	0	867	0	201	692	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

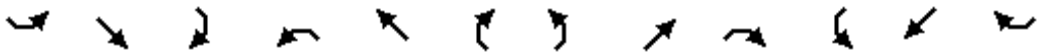
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	2	11	13	2	25	2	772	41	189	635	15
Future Vol, veh/h	3	2	11	13	2	25	2	772	41	189	635	15
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	4	2	6	5	2	4	2
Mvmt Flow	3	2	12	14	2	27	2	821	44	201	676	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1504	1956	348	1589	1942	434	693	0	0	865	0	0
Stage 1	1087	1087	-	847	847	-	-	-	-	-	-	-
Stage 2	417	869	-	742	1095	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.74	5.74	6.58	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.34	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	91	70	654	103	99	592	898	-	-	774	-	-
Stage 1	245	308	-	390	454	-	-	-	-	-	-	-
Stage 2	598	386	-	441	367	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	52	653	78	73	591	897	-	-	774	-	-
Mov Cap-2 Maneuver	68	52	-	78	73	-	-	-	-	-	-	-
Stage 1	244	228	-	388	452	-	-	-	-	-	-	-
Stage 2	566	384	-	317	271	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	30	29.9	0	2.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	897	-	-	78	387	161	774	-	-
HCM Lane V/C Ratio	0.002	-	-	0.177	0.074	0.106	0.26	-	-
HCM Control Delay (s)	9	0	-	60.8	15	30	11.3	-	-
HCM Lane LOS	A	A	-	F	C	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0.3	1	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	0	45	1	0	0	38	806	2	1	688	61
Future Volume (vph)	51	0	45	1	0	0	38	806	2	1	688	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.988	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	2080	1694	3270	0	1719	3390	0
Flt Permitted		0.757			0.721		0.199			0.160		
Satd. Flow (perm)	0	1459	1584	0	1454	2080	354	3270	0	290	3390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								13	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	55	0	48	1	0	0	41	867	2	1	740	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	48	0	1	0	41	869	0	1	806	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		45.0	45.0		45.0		36.8	33.0		33.2	28.2	
Actuated g/C Ratio		0.50	0.50		0.50		0.41	0.37		0.37	0.31	
v/c Ratio		0.08	0.06		0.00		0.17	0.72		0.01	0.75	
Control Delay		15.9	1.5		17.0		17.3	27.9		19.0	38.2	
Queue Delay		0.0	0.0		0.0		0.0	6.8		0.0	0.7	
Total Delay		15.9	1.5		17.0		17.3	34.7		19.0	38.9	
LOS		B	A		B		B	C		B	D	
Approach Delay		9.2			17.0			33.9			38.9	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)		17	0		0		13	199		1	257	
Queue Length 95th (ft)		46	8		4		27	270		m1	317	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		728	833		726		309	1457		281	1513	
Starvation Cap Reductn		0	0		0		0	0		0	369	
Spillback Cap Reductn		98	0		0		0	534		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.09	0.06		0.00		0.13	0.94		0.00	0.70	

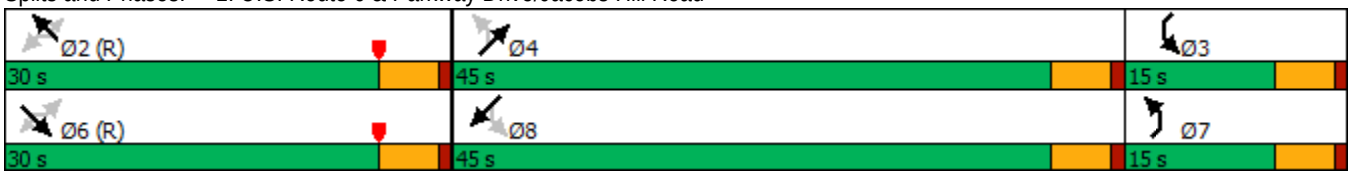
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75

Intersection Signal Delay: 34.7	Intersection LOS: C
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	5	402	0	47	31	821	0	2	702	151
Future Volume (vph)	1	0	5	402	0	47	31	821	0	2	702	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.887			0.850						0.973	
Flt Protected		0.992		0.950			0.950					
Satd. Flow (prot)	0	1639	0	1762	1576	0	1686	3404	0	0	3314	0
Flt Permitted				0.950			0.167				0.954	
Satd. Flow (perm)	0	1652	0	1762	1576	0	296	3404	0	0	3161	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		182			479						28	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			391			316			430	
Travel Time (s)		2.9			8.9			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	0	5	423	0	49	33	864	0	2	739	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	423	49	0	33	864	0	0	900	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

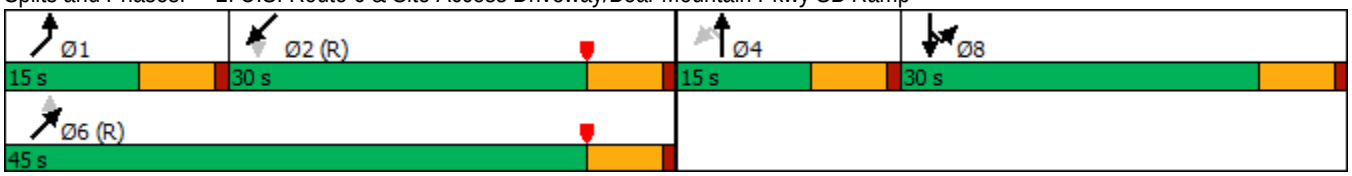
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%		33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		5.0		26.0	26.0		49.8	49.8			42.6	
Actuated g/C Ratio		0.06		0.29	0.29		0.55	0.55			0.47	
v/c Ratio		0.02		0.83	0.06		0.13	0.46			0.60	
Control Delay		0.2		45.0	0.1		21.5	28.5			22.6	
Queue Delay		0.0		0.0	0.0		0.0	8.3			0.4	
Total Delay		0.2		45.0	0.2		21.5	36.8			23.0	
LOS		A		D	A		C	D			C	
Approach Delay		0.2			40.3			36.2			23.0	
Approach LOS		A			D			D			C	
Queue Length 50th (ft)		0		218	0		17	277			199	
Queue Length 95th (ft)		0		#357	0		m34	342			#389	
Internal Link Dist (ft)		46			311			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		329		524	805		303	1884			1509	
Starvation Cap Reductn		0		0	0		0	977			0	
Spillback Cap Reductn		0		0	240		0	0			220	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.02		0.81	0.09		0.11	0.95			0.70	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 31.7	Intersection LOS: C
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	19	15	0	28	12	1140	71	265	826	14
Future Volume (vph)	4	3	19	15	0	28	12	1140	71	265	826	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.901			0.850			0.991			0.998	
Flt Protected		0.992		0.950						0.950		
Satd. Flow (prot)	0	1638	0	1745	1484	0	0	3490	0	1711	3532	0
Flt Permitted		0.992		0.950						0.950		
Satd. Flow (perm)	0	1638	0	1745	1484	0	0	3490	0	1711	3532	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		115			268			430			307	
Travel Time (s)		2.6			6.1			7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	19	15	0	29	12	1163	72	270	843	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	15	29	0	0	1247	0	270	857	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.8

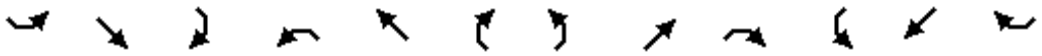
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	3	19	15	0	28	12	1140	71	265	826	14
Future Vol, veh/h	4	3	19	15	0	28	12	1140	71	265	826	14
Conflicting Peds, #/hr	3	0	3	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	5	2	2	11	2	2	2	2	2	2
Mvmt Flow	4	3	19	15	0	29	12	1163	72	270	843	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2002	2652	435	2189	2623	621	860	0	0	1235	0	0
Stage 1	1393	1393	-	1223	1223	-	-	-	-	-	-	-
Stage 2	609	1259	-	966	1400	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.9	6.74	5.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.35	3.52	4.02	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	39	26	568	41	42	438	777	-	-	560	-	-
Stage 1	161	224	-	249	328	-	-	-	-	-	-	-
Stage 2	464	258	-	339	280	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	22	13	565	20	21	437	775	-	-	560	-	-
Mov Cap-2 Maneuver	22	13	-	20	21	-	-	-	-	-	-	-
Stage 1	152	116	-	236	311	-	-	-	-	-	-	-
Stage 2	410	245	-	165	144	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	111.4	143.9	0.3	4.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	775	-	-	20	437	58	560	-	-
HCM Lane V/C Ratio	0.016	-	-	0.765	0.065	0.457	0.483	-	-
HCM Control Delay (s)	9.7	0.2	-	$ 386.7	13.8	111.4	17.3	-	-
HCM Lane LOS	A	A	-	F	B	F	C	-	-
HCM 95th %tile Q(veh)	0	-	-	2.1	0.2	1.8	2.6	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	44	0	25	1	0	7	44	867	2	10	871	61
Future Volume (vph)	44	0	25	1	0	7	44	867	2	10	871	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.990	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	1768	1694	3270	0	1594	3392	0
Flt Permitted		0.757			0.726		0.143			0.169		
Satd. Flow (perm)	0	1459	1584	0	1464	1768	255	3270	0	284	3392	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					10	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	47	0	27	1	0	7	47	922	2	11	927	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	27	0	1	7	47	924	0	11	992	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	



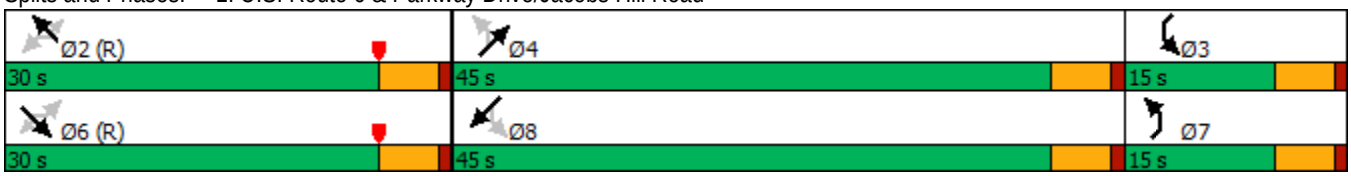
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		40.9	40.9		40.9	40.9	40.1	36.7		37.5	32.5	
Actuated g/C Ratio		0.45	0.45		0.45	0.45	0.45	0.41		0.42	0.36	
v/c Ratio		0.07	0.04		0.00	0.01	0.23	0.69		0.06	0.81	
Control Delay		18.7	0.1		19.0	0.0	17.4	24.7		19.5	37.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	22.8		0.0	19.0	
Total Delay		18.7	0.1		19.0	0.0	17.4	47.5		19.5	56.9	
LOS		B	A		B	A	B	D		B	E	
Approach Delay		11.9			2.4			46.0			56.5	
Approach LOS		B			A			D			E	
Queue Length 50th (ft)		16	0		0	0	14	189		6	319	
Queue Length 95th (ft)		43	0		4	0	27	284		m8	382	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		663	766		665	850	285	1528		278	1513	
Starvation Cap Reductn		0	0		0	0	0	0		0	536	
Spillback Cap Reductn		34	0		0	0	0	627		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.07	0.04		0.00	0.01	0.16	1.03		0.04	1.02	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 49.7	Intersection LOS: D
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	0	8	419	2	61	40	875	3	8	875	199
Future Volume (vph)	6	0	8	419	2	61	40	875	3	8	875	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor					0.99		1.00				0.99	
Frt		0.923			0.855						0.972	
Flt Protected		0.979		0.950			0.950					
Satd. Flow (prot)	0	1583	0	1762	1566	0	1702	3404	0	0	3309	0
Flt Permitted				0.950			0.101				0.947	
Satd. Flow (perm)	0	1617	0	1762	1566	0	181	3404	0	0	3133	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		182			64						29	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	6	0	8	441	2	64	42	921	3	8	921	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	441	66	0	42	924	0	0	1138	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

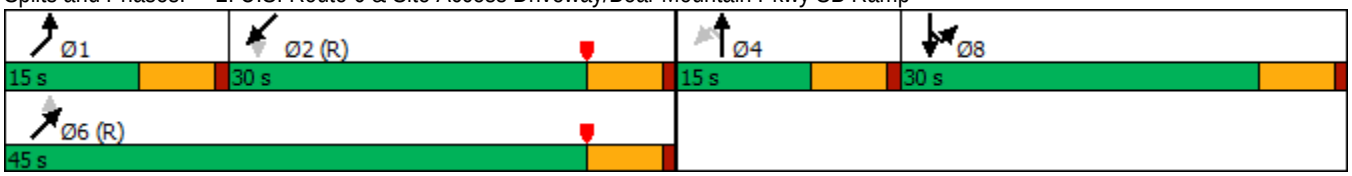
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%		33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		5.0		27.3	27.3		48.5	48.5			41.0	
Actuated g/C Ratio		0.06		0.30	0.30		0.54	0.54			0.46	
v/c Ratio		0.05		0.83	0.13		0.21	0.50			0.79	
Control Delay		0.4		43.3	7.0		22.7	29.5			28.8	
Queue Delay		0.0		0.0	0.2		0.0	26.8			48.8	
Total Delay		0.4		43.3	7.2		22.7	56.3			77.6	
LOS		A		D	A		C	E			E	
Approach Delay		0.4			38.6			54.8			77.6	
Approach LOS		A			D			D			E	
Queue Length 50th (ft)		0		224	1		20	290			296	
Queue Length 95th (ft)		0		#381	29		m43	363			#557	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		325		542	526		249	1833			1443	
Starvation Cap Reductn		0		0	0		0	942			0	
Spillback Cap Reductn		0		0	172		0	0			419	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.04		0.81	0.19		0.17	1.04			1.11	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 61.3	Intersection LOS: E
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	29	25	0	49	11	1223	63	267	1032	27
Future Volume (vph)	4	4	29	25	0	49	11	1223	63	267	1032	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.893			0.850			0.993			0.996	
Flt Protected		0.995		0.950						0.950		
Satd. Flow (prot)	0	1663	0	1711	1615	0	0	3497	0	1711	3525	0
Flt Permitted		0.995		0.950						0.950		
Satd. Flow (perm)	0	1663	0	1711	1615	0	0	3497	0	1711	3525	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		117			261			430			307	
Travel Time (s)		2.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	4		4				4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	30	26	0	51	11	1274	66	278	1075	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	26	51	0	0	1351	0	278	1103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	24.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	4	29	25	0	49	11	1223	63	267	1032	27
Future Vol, veh/h	4	4	29	25	0	49	11	1223	63	267	1032	27
Conflicting Peds, #/hr	4	0	4	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	30	26	0	51	11	1274	66	278	1075	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2312	3011	560	2429	2992	674	1107	0	0	1340	0	0
Stage 1	1649	1649	-	1329	1329	-	-	-	-	-	-	-
Stage 2	663	1362	-	1100	1663	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.78	5.74	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	23	16	479	28	26	428	626	-	-	510	-	-
Stage 1	113	170	-	216	299	-	-	-	-	-	-	-
Stage 2	432	231	-	285	221	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	7	475	~ 8	11	426	624	-	-	510	-	-
Mov Cap-2 Maneuver	11	7	-	~ 8	11	-	-	-	-	-	-	-
Stage 1	105	77	-	201	278	-	-	-	-	-	-	-
Stage 2	352	215	-	114	100	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	$ 325.4	$ 658.2	0.5	4.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	624	-	-	8	426	37	510	-	-
HCM Lane V/C Ratio	0.018	-	-	3.255	0.12	1.042	0.545	-	-
HCM Control Delay (s)	10.9	0.4	$ 1919.8	14.6	$ 325.4	20.2	-	-	
HCM Lane LOS	B	A	-	F	B	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.5	0.4	3.9	3.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

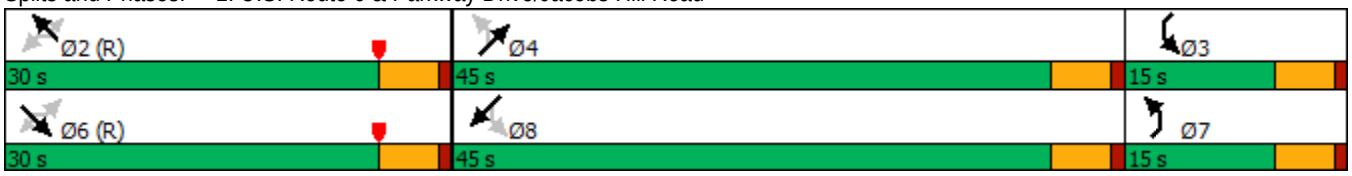
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	0	19	4	0	5	24	630	0	1	689	44
Future Volume (vph)	27	0	19	4	0	5	24	630	0	1	689	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.991	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1796	1456	0	1916	1503	1661	3177	0	1719	3301	0
Flt Permitted		0.755			0.739		0.191			0.255		
Satd. Flow (perm)	0	1428	1456	0	1490	1503	334	3177	0	461	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	28	0	20	4	0	5	25	656	0	1	718	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	20	0	4	5	25	656	0	1	764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		49.1	49.1		49.1	49.1	32.6	28.1		32.1	26.5	
Actuated g/C Ratio		0.55	0.55		0.55	0.55	0.36	0.31		0.36	0.29	
v/c Ratio		0.04	0.02		0.00	0.01	0.12	0.66		0.00	0.78	
Control Delay		14.1	0.1		14.8	0.0	16.8	29.9		19.0	40.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2		0.0	0.4	
Total Delay		14.1	0.1		14.8	0.0	16.8	30.1		19.0	40.9	
LOS		B	A		B	A	B	C		B	D	
Approach Delay		8.2			6.6			29.6			40.9	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)		6	0		1	0	8	173		1	241	
Queue Length 95th (ft)		27	0		8	0	20	220		m1	281	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		779	833		813	859	284	1413		325	1472	
Starvation Cap Reductn		0	0		0	0	0	0		0	266	
Spillback Cap Reductn		57	0		0	0	0	224		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.04	0.02		0.00	0.01	0.09	0.55		0.00	0.63	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 34.5	Intersection LOS: C

Intersection Capacity Utilization 41.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	1	323	2	137	35	626	1	1	596	163
Future Volume (vph)	1	0	1	323	2	137	35	626	1	1	596	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.932			0.852						0.968	
Flt Protected		0.976		0.950			0.950					
Satd. Flow (prot)	0	1694	0	1745	1580	0	1669	3276	0	0	3226	0
Flt Permitted				0.950			0.208				0.955	
Satd. Flow (perm)	0	1736	0	1745	1580	0	365	3276	0	0	3081	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		182			152						38	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	1	0	1	359	2	152	39	696	1	1	662	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	359	154	0	39	697	0	0	844	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

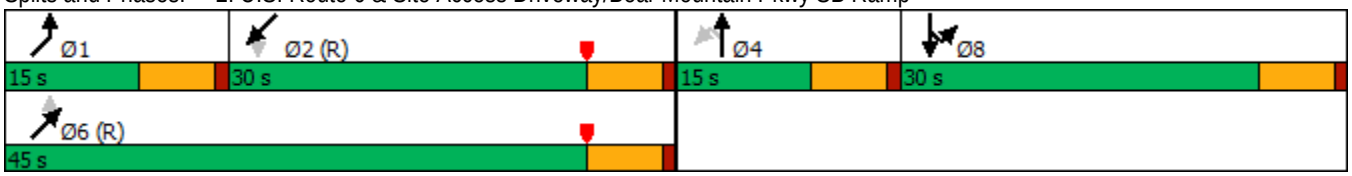
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%		33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		5.0		22.7	22.7		53.1	53.1			45.8	
Actuated g/C Ratio		0.06		0.25	0.25		0.59	0.59			0.51	
v/c Ratio		0.01		0.82	0.30		0.13	0.36			0.53	
Control Delay		0.0		46.8	6.0		21.7	24.8			19.8	
Queue Delay		0.0		0.0	0.6		0.0	1.9			0.0	
Total Delay		0.0		46.8	6.5		21.7	26.6			19.8	
LOS		A		D	A		C	C			B	
Approach Delay					34.7			26.4			19.8	
Approach LOS					C			C			B	
Queue Length 50th (ft)		0		191	1		21	217			164	
Queue Length 95th (ft)		0		272	43		m50	280			#358	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		337		489	552		345	1934			1585	
Starvation Cap Reductn		0		0	0		0	1034			0	
Spillback Cap Reductn		0		0	171		0	0			58	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.01		0.73	0.40		0.11	0.77			0.55	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	18	2	35	2	863	81	208	724	16
Future Volume (vph)	3	2	11	18	2	35	2	863	81	208	724	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.905			0.858			0.987			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1679	0	1745	1600	0	0	3348	0	1711	3462	0
Flt Permitted		0.991		0.950						0.950		
Satd. Flow (perm)	0	1679	0	1745	1600	0	0	3348	0	1711	3462	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		91			261			430			307	
Travel Time (s)		2.1			5.9			7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	19	2	37	2	918	86	221	770	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	19	39	0	0	1006	0	221	787	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

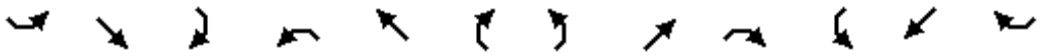
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	2	11	18	2	35	2	863	81	208	724	16
Future Vol, veh/h	3	2	11	18	2	35	2	863	81	208	724	16
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	4	2	6	5	2	4	2
Mvmt Flow	3	2	12	19	2	37	2	918	86	221	770	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1687	2230	396	1794	2195	503	788	0	0	1004	0	0
Stage 1	1222	1222	-	965	965	-	-	-	-	-	-	-
Stage 2	465	1008	-	829	1230	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.74	5.74	6.58	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.34	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	67	48	610	75	73	538	827	-	-	686	-	-
Stage 1	204	268	-	339	411	-	-	-	-	-	-	-
Stage 2	561	335	-	398	326	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	32	609	52	49	537	826	-	-	686	-	-
Mov Cap-2 Maneuver	45	32	-	52	49	-	-	-	-	-	-	-
Stage 1	203	181	-	337	409	-	-	-	-	-	-	-
Stage 2	516	333	-	261	221	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	44	47.2	0	2.8
HCM LOS	E	E		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	826	-	-	52	349	109	686	-	-
HCM Lane V/C Ratio	0.003	-	-	0.368	0.113	0.156	0.323	-	-
HCM Control Delay (s)	9.4	0	-	110.1	16.6	44	12.7	-	-
HCM Lane LOS	A	A	-	F	C	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0.4	0.5	1.4	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	0	47	1	0	0	40	1003	2	1	866	63
Future Volume (vph)	53	0	47	1	0	0	40	1003	2	1	866	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	2080	1694	3270	0	1719	3398	0
Flt Permitted		0.757			0.720		0.151			0.118		
Satd. Flow (perm)	0	1459	1584	0	1452	2080	269	3270	0	214	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	57	0	51	1	0	0	43	1078	2	1	931	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	51	0	1	0	43	1080	0	1	999	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												



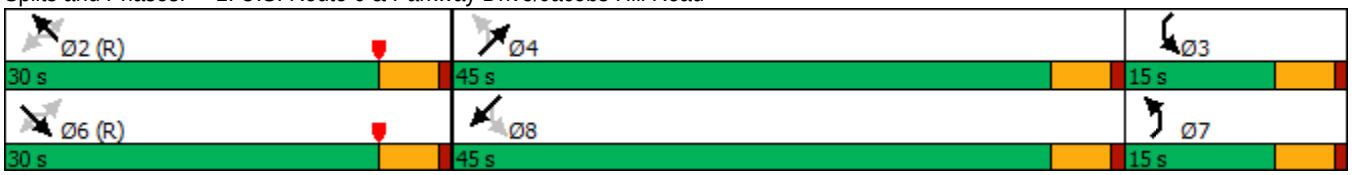
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		39.7	39.7		39.7		41.7	38.3		38.9	33.9	
Actuated g/C Ratio		0.44	0.44		0.44		0.46	0.43		0.43	0.38	
v/c Ratio		0.09	0.07		0.00		0.20	0.78		0.01	0.78	
Control Delay		18.9	2.0		19.0		16.2	26.2		17.0	36.0	
Queue Delay		0.0	0.0		0.0		0.0	51.0		0.0	18.4	
Total Delay		18.9	2.0		19.0		16.2	77.2		17.0	54.4	
LOS		B	A		B		B	E		B	D	
Approach Delay		10.9			19.0			74.9			54.4	
Approach LOS		B			B			E			D	
Queue Length 50th (ft)		20	0		0		12	237		1	318	
Queue Length 95th (ft)		50	11		4		25	338		m1	381	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		643	745		640		295	1526		271	1516	
Starvation Cap Reductn		0	0		0		0	0		0	530	
Spillback Cap Reductn		56	0		0		0	777		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.10	0.07		0.00		0.15	1.44		0.00	1.01	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	

Intersection Signal Delay: 62.6	Intersection LOS: E
Intersection Capacity Utilization 51.2%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	5	446	0	104	42	1009	0	2	825	180
Future Volume (vph)	1	0	5	446	0	104	42	1009	0	2	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.887			0.850						0.973	
Flt Protected		0.992		0.950			0.950					
Satd. Flow (prot)	0	1639	0	1762	1576	0	1686	3404	0	0	3314	0
Flt Permitted				0.950			0.108				0.953	
Satd. Flow (perm)	0	1652	0	1762	1576	0	192	3404	0	0	3158	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		182			472						28	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	0	5	469	0	109	44	1062	0	2	868	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	469	109	0	44	1062	0	0	1059	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

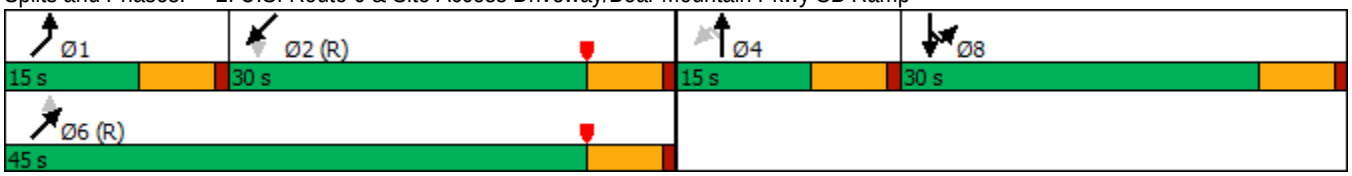
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%		33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		5.0		29.9	29.9		45.9	45.9			38.3	
Actuated g/C Ratio		0.06		0.33	0.33		0.51	0.51			0.43	
v/c Ratio		0.02		0.80	0.13		0.22	0.61			0.78	
Control Delay		0.2		39.6	0.3		22.0	32.3			29.6	
Queue Delay		0.0		0.0	0.1		0.0	50.7			49.2	
Total Delay		0.2		39.6	0.4		22.0	83.0			78.8	
LOS		A		D	A		C	F			E	
Approach Delay		0.2			32.2			80.6			78.8	
Approach LOS		A			C			F			E	
Queue Length 50th (ft)		0		235	0		22	344			275	
Queue Length 95th (ft)		0		#419	0		m37	412			#504	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		329		586	839		247	1734			1359	
Starvation Cap Reductn		0		0	0		0	886			0	
Spillback Cap Reductn		0		0	268		0	0			413	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.02		0.80	0.19		0.18	1.25			1.12	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 69.5	Intersection LOS: E
Intersection Capacity Utilization 76.3%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	26	0	44	12	1303	140	304	967	15
Future Volume (vph)	4	3	20	26	0	44	12	1303	140	304	967	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.900			0.850			0.986			0.998	
Flt Protected		0.993		0.950						0.950		
Satd. Flow (prot)	0	1637	0	1745	1484	0	0	3472	0	1711	3532	0
Flt Permitted		0.993		0.950						0.950		
Satd. Flow (perm)	0	1637	0	1745	1484	0	0	3472	0	1711	3532	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		114			261			430			307	
Travel Time (s)		2.6			5.9			7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	20	27	0	45	12	1330	143	310	987	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	27	45	0	0	1485	0	310	1002	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	47.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	3	20	26	0	44	12	1303	140	304	967	15
Future Vol, veh/h	4	3	20	26	0	44	12	1303	140	304	967	15
Conflicting Peds, #/hr	3	0	3	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	5	2	2	11	2	2	2	2	2	2
Mvmt Flow	4	3	20	27	0	45	12	1330	143	310	987	15

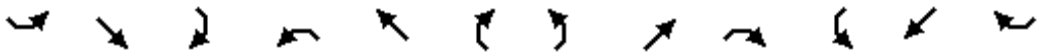
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2310	3115	507	2544	3051	740	1005	0	0	1473	0	0
Stage 1	1618	1618	-	1426	1426	-	-	-	-	-	-	-
Stage 2	692	1497	-	1118	1625	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.9	6.74	5.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.35	3.52	4.02	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	23	13	510	~ 24	24	369	685	-	-	454	-	-
Stage 1	118	176	-	195	274	-	-	-	-	-	-	-
Stage 2	416	200	-	283	228	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	8	4	507	~ 4	7	368	683	-	-	454	-	-
Mov Cap-2 Maneuver	8	4	-	~ 4	7	-	-	-	-	-	-	-
Stage 1	105	56	-	174	245	-	-	-	-	-	-	-
Stage 2	326	179	-	81	72	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	$ 572.4	$ 1586.5	0.5	6.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	683	-	-	4	368	21	454	-	-
HCM Lane V/C Ratio	0.018	-	-	6.633	0.122	1.312	0.683	-	-
HCM Control Delay (s)	10.4	0.5	$ 4244.2	16.1	$ 572.4	28.4	-	-	
HCM Lane LOS	B	A	-	F	C	F	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.9	0.4	3.6	5.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	46	0	26	1	0	7	46	1084	2	10	1105	63
Future Volume (vph)	46	0	26	1	0	7	46	1084	2	10	1105	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.992	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	1768	1694	3270	0	1594	3401	0
Flt Permitted		0.757			0.725		0.096			0.116		
Satd. Flow (perm)	0	1459	1584	0	1462	1768	171	3270	0	195	3401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					8	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	49	0	28	1	0	7	49	1153	2	11	1176	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	28	0	1	7	49	1155	0	11	1243	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

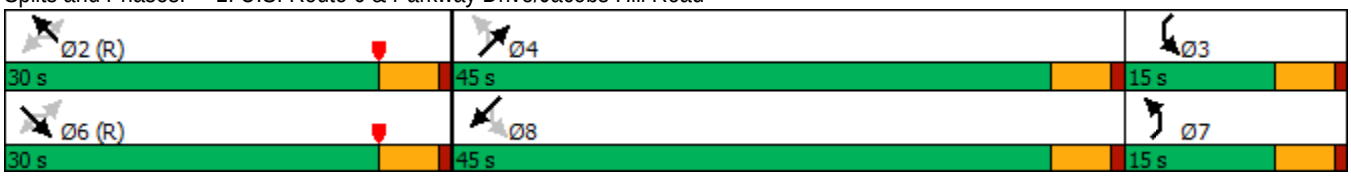


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		35.9	35.9		35.9	35.9	45.3	41.7		41.8	37.3	
Actuated g/C Ratio		0.40	0.40		0.40	0.40	0.50	0.46		0.46	0.41	
v/c Ratio		0.08	0.04		0.00	0.01	0.26	0.76		0.06	0.88	
Control Delay		21.3	0.1		21.0	0.0	19.9	23.8		18.5	32.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	51.7		0.0	49.2	
Total Delay		21.3	0.1		21.0	0.0	19.9	75.5		18.5	81.4	
LOS		C	A		C	A	B	E		B	F	
Approach Delay		13.6			2.6			73.3			80.8	
Approach LOS		B			A			E			F	
Queue Length 50th (ft)		19	0		0	0	12	222		5	398	
Queue Length 95th (ft)		46	0		4	0	26	374		m6	m361	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		582	683		583	756	263	1605		256	1516	
Starvation Cap Reductn		0	0		0	0	0	0		0	604	
Spillback Cap Reductn		15	0		0	0	0	937		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.09	0.04		0.00	0.01	0.19	1.73		0.04	1.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 75.0	Intersection LOS: E
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	0	8	467	2	145	53	1081	3	8	1027	238
Future Volume (vph)	6	0	8	467	2	145	53	1081	3	8	1027	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor					0.99		1.00				0.99	
Frt		0.923			0.852						0.972	
Flt Protected		0.979		0.950			0.950					
Satd. Flow (prot)	0	1583	0	1762	1560	0	1702	3404	0	0	3308	0
Flt Permitted				0.950			0.120				0.945	
Satd. Flow (perm)	0	1617	0	1762	1560	0	215	3404	0	0	3126	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		182			153						30	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	6	0	8	492	2	153	56	1138	3	8	1081	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	492	155	0	56	1141	0	0	1340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%		33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		5.0		32.5	32.5		43.3	43.3			33.2	
Actuated g/C Ratio		0.06		0.36	0.36		0.48	0.48			0.37	
v/c Ratio		0.05		0.77	0.23		0.27	0.70			1.14	
Control Delay		0.4		36.4	4.9		22.8	34.9			104.2	
Queue Delay		0.0		0.0	0.3		0.0	50.7			2.4	
Total Delay		0.4		36.4	5.2		22.8	85.6			106.7	
LOS		A		D	A		C	F			F	
Approach Delay		0.4			28.9			82.6			106.7	
Approach LOS		A			C			F			F	
Queue Length 50th (ft)		0		240	1		27	371			~478	
Queue Length 95th (ft)		0		#451	43		m47	440			#700	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		325		635	660		252	1639			1172	
Starvation Cap Reductn		0		0	0		0	832			0	
Spillback Cap Reductn		0		0	193		0	0			441	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.04		0.77	0.33		0.22	1.41			1.83	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	

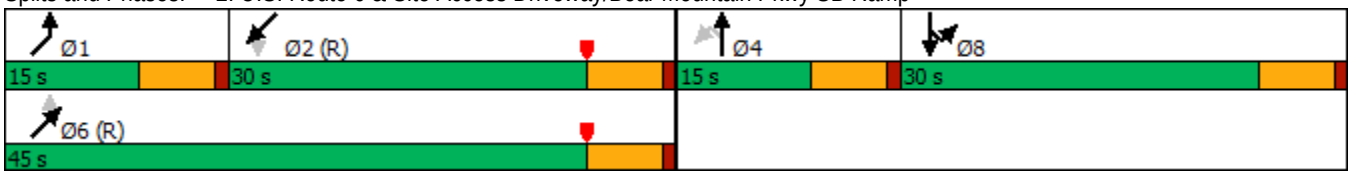
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 81.5	Intersection LOS: F
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	30	38	0	72	11	1401	139	308	1209	28
Future Volume (vph)	4	4	30	38	0	72	11	1401	139	308	1209	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.893			0.850			0.987			0.997	
Flt Protected		0.995		0.950						0.950		
Satd. Flow (prot)	0	1663	0	1711	1615	0	0	3476	0	1711	3529	0
Flt Permitted		0.995		0.950						0.950		
Satd. Flow (perm)	0	1663	0	1711	1615	0	0	3476	0	1711	3529	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		94			261			430			307	
Travel Time (s)		2.1			5.9			7.3			5.2	
Confl. Peds. (#/hr)	4		4				4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	31	40	0	75	11	1459	145	321	1259	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	40	75	0	0	1615	0	321	1288	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	41

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	4	30	38	0	72	11	1401	139	308	1209	28
Future Vol, veh/h	4	4	30	38	0	72	11	1401	139	308	1209	28
Conflicting Peds, #/hr	4	0	4	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	31	40	0	75	11	1459	145	321	1259	29

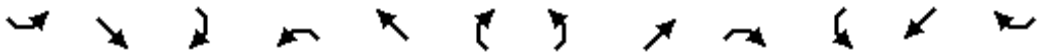
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2676	3546	652	2832	3488	806	1292	0	0	1604	0	0
Stage 1	1920	1920	-	1554	1554	-	-	-	-	-	-	-
Stage 2	756	1626	-	1278	1934	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.78	5.74	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	7	418	~ 15	14	355	532	-	-	404	-	-
Stage 1	77	126	-	164	244	-	-	-	-	-	-	-
Stage 2	382	174	-	230	171	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	~ 1	415	-	2	354	530	-	-	404	-	-
Mov Cap-2 Maneuver	~ 3	~ 1	-	-	2	-	-	-	-	-	-	-
Stage 1	60	26	-	127	189	-	-	-	-	-	-	-
Stage 2	233	135	-	~ 37	35	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	$ 3117.6		1.3	8.1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	530	-	-	-	354	7	404	-	-
HCM Lane V/C Ratio	0.022	-	-	-	0.212	5.655	0.794	-	-
HCM Control Delay (s)	11.9	1.3	-	-	17.$	$ 3117.6	40.6	-	-
HCM Lane LOS	B	A	-	-	C	F	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	6.4	6.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	33	0	19	4	0	5	24	673	0	1	733	50
Future Volume (vph)	33	0	19	4	0	5	24	673	0	1	733	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.990	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1796	1456	0	1916	1503	1661	3177	0	1719	3297	0
Flt Permitted		0.755			0.735		0.177			0.241		
Satd. Flow (perm)	0	1428	1456	0	1482	1503	309	3177	0	436	3297	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					10	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			143	
Travel Time (s)		3.5			7.4			5.4			2.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	34	0	20	4	0	5	25	701	0	1	764	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	20	0	4	5	25	701	0	1	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	

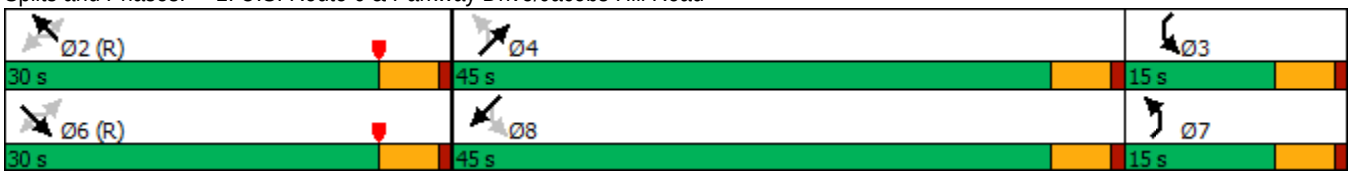


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		47.5	47.5		47.5	47.5	34.3	29.7		33.5	28.1	
Actuated g/C Ratio		0.53	0.53		0.53	0.53	0.38	0.33		0.37	0.31	
v/c Ratio		0.05	0.02		0.01	0.01	0.12	0.67		0.00	0.79	
Control Delay		14.8	0.1		15.8	0.0	16.0	28.8		13.0	29.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2		0.0	0.6	
Total Delay		14.8	0.1		15.8	0.0	16.0	29.1		13.0	30.4	
LOS		B	A		B	A	B	C		B	C	
Approach Delay		9.4			7.0			28.6			30.4	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		8	0		1	0	8	183		0	251	
Queue Length 95th (ft)		32	0		8	0	19	229		m1	m284	
Internal Link Dist (ft)		73			247			235			63	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		754	808		782	833	282	1425		325	1470	
Starvation Cap Reductn		0	0		0	0	0	0		0	312	
Spillback Cap Reductn		50	0		0	0	0	208		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.05	0.02		0.01	0.01	0.09	0.58		0.00	0.70	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 28.7	Intersection LOS: C

Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	0	45	596	163
Future Volume (vph)	51	25	51	323	33	137	35	626	0	45	596	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850		0.879						0.970	
Flt Protected		0.968		0.950			0.950				0.997	
Satd. Flow (prot)	0	1803	1583	1745	1630	0	1669	3276	0	0	3228	0
Flt Permitted		0.371		0.950			0.144				0.862	
Satd. Flow (perm)	0	691	1583	1745	1630	0	253	3276	0	0	2791	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		152						34	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			173			430	
Travel Time (s)		2.9			6.6			2.9			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	0	50	662	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	57	359	189	0	39	696	0	0	893	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83	83	83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4		4				6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0	15.0	30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%	16.7%	33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0	9.0	24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		9.0	9.0	21.4	21.4		41.6	41.6			34.0	
Actuated g/C Ratio		0.10	0.10	0.24	0.24		0.46	0.46			0.38	
v/c Ratio		1.23	0.18	0.87	0.38		0.19	0.46			0.83	
Control Delay		221.7	1.2	54.0	9.6		29.3	35.5			35.8	
Queue Delay		73.8	0.0	0.0	0.1		0.0	2.9			0.9	
Total Delay		295.5	1.2	54.0	9.7		29.3	38.4			36.7	
LOS		F	A	D	A		C	D			D	
Approach Delay		177.4			38.7			37.9			36.7	
Approach LOS		F			D			D			D	
Queue Length 50th (ft)		~60	0	191	16		23	221			~260	
Queue Length 95th (ft)		#154	0	#320	67		m47	279			#421	
Internal Link Dist (ft)		46			210			93			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		69	322	465	546		258	1513			1076	
Starvation Cap Reductn		0	0	0	0		0	682			0	
Spillback Cap Reductn		55	0	0	25		0	0			47	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		6.07	0.18	0.77	0.36		0.15	0.84			0.87	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

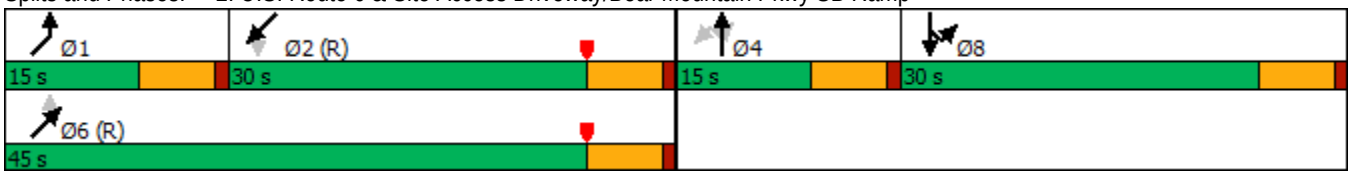
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 46.2	Intersection LOS: D
Intersection Capacity Utilization 82.4%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Future Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.905			0.858			0.986			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1679	0	1745	1600	0	0	3344	0	1711	3462	0
Flt Permitted		0.991		0.950						0.950		
Satd. Flow (perm)	0	1679	0	1745	1600	0	0	3344	0	1711	3462	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		87			261			430			307	
Travel Time (s)		2.0			5.9			7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	26	2	37	2	957	99	221	811	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	26	39	0	0	1058	0	221	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	2	11	24	2	35	2	900	93	208	762	16
Future Vol, veh/h	3	2	11	24	2	35	2	900	93	208	762	16
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	4	2	6	5	2	4	2
Mvmt Flow	3	2	12	26	2	37	2	957	99	221	811	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1748	2323	416	1861	2282	529	829	0	0	1056	0	0
Stage 1	1263	1263	-	1011	1011	-	-	-	-	-	-	-
Stage 2	485	1060	-	850	1271	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.74	5.74	6.58	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.34	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	60	42	592	68	65	519	798	-	-	655	-	-
Stage 1	193	257	-	321	395	-	-	-	-	-	-	-
Stage 2	547	317	-	388	315	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	28	591	46	43	519	797	-	-	655	-	-
Mov Cap-2 Maneuver	39	28	-	46	43	-	-	-	-	-	-	-
Stage 1	192	170	-	319	393	-	-	-	-	-	-	-
Stage 2	502	315	-	249	209	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	50.4	71.7	0	2.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	797	-	-	46	325	96	655	-	-
HCM Lane V/C Ratio	0.003	-	-	0.555	0.121	0.177	0.338	-	-
HCM Control Delay (s)	9.5	0	-	155.1	17.6	50.4	13.3	-	-
HCM Lane LOS	A	A	-	F	C	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.1	0.4	0.6	1.5	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	60	0	47	1	0	0	40	1052	2	1	914	70
Future Volume (vph)	60	0	47	1	0	0	40	1052	2	1	914	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.989	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	2080	1694	3270	0	1719	3395	0
Flt Permitted		0.757			0.715		0.137			0.114		
Satd. Flow (perm)	0	1459	1584	0	1442	2080	244	3270	0	206	3395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			140	
Travel Time (s)		3.5			7.4			5.4			2.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	65	0	51	1	0	0	43	1131	2	1	983	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	51	0	1	0	43	1133	0	1	1058	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		38.3	38.3		38.3		42.9	39.5		40.4	35.2	
Actuated g/C Ratio		0.43	0.43		0.43		0.48	0.44		0.45	0.39	
v/c Ratio		0.10	0.07		0.00		0.21	0.79		0.01	0.79	
Control Delay		19.8	2.1		20.0		16.2	26.1		13.0	27.2	
Queue Delay		0.1	0.0		0.0		0.0	50.7		0.0	41.8	
Total Delay		19.9	2.1		20.0		16.2	76.8		13.0	69.0	
LOS		B	A		B		B	E		B	E	
Approach Delay		12.1			20.0			74.5			69.0	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)		23	0		0		12	246		1	331	
Queue Length 95th (ft)		56	11		4		24	362		m1	m276	
Internal Link Dist (ft)		73			247			235			60	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		621	723		613		289	1547		271	1515	
Starvation Cap Reductn		0	0		0		0	0		0	536	
Spillback Cap Reductn		121	0		0		0	767		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.13	0.07		0.00		0.15	1.45		0.00	1.08	

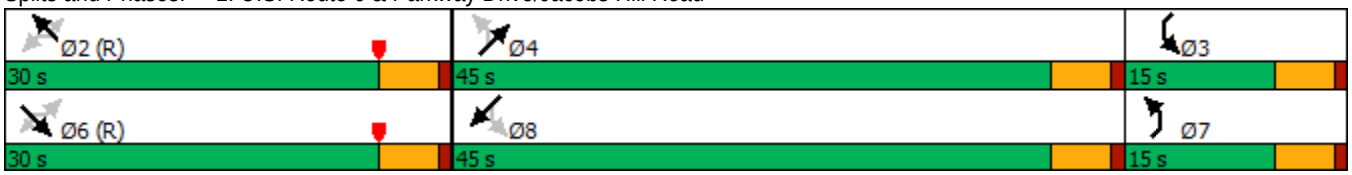
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79

Intersection Signal Delay: 68.9	Intersection LOS: E
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	0	50	825	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	0	50	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850		0.888						0.974	
Flt Protected		0.968		0.950			0.950				0.998	
Satd. Flow (prot)	0	1803	1583	1762	1647	0	1686	3404	0	0	3311	0
Flt Permitted		0.371		0.950			0.114				0.778	
Satd. Flow (perm)	0	691	1583	1762	1647	0	202	3404	0	0	2581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		109						26	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			176			430	
Travel Time (s)		2.9			6.6			3.0			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	0	53	868	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	63	469	146	0	44	1062	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83	83	83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4		4				6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0	15.0	30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%	16.7%	33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0	9.0	24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		9.0	9.0	24.0	24.0		39.0	39.0			31.4	
Actuated g/C Ratio		0.10	0.10	0.27	0.27		0.43	0.43			0.35	
v/c Ratio		1.28	0.20	1.00	0.28		0.24	0.72			1.21	
Control Delay		236.4	1.4	76.6	10.2		25.2	38.4			134.4	
Queue Delay		586.3	0.0	0.0	0.1		0.0	50.7			1.5	
Total Delay		822.7	1.4	76.6	10.3		25.2	89.1			135.9	
LOS		F	A	E	B		C	F			F	
Approach Delay		480.0			60.8			86.6			135.9	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)		~64	0	266	16		24	345			~446	
Queue Length 95th (ft)		#158	0	#466	62		m36	411			#592	
Internal Link Dist (ft)		46			210			96			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		69	322	469	519		235	1475			916	
Starvation Cap Reductn		0	0	0	0		0	693			0	
Spillback Cap Reductn		69	0	0	31		0	0			209	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		88.00	0.20	1.00	0.30		0.19	1.36			1.57	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

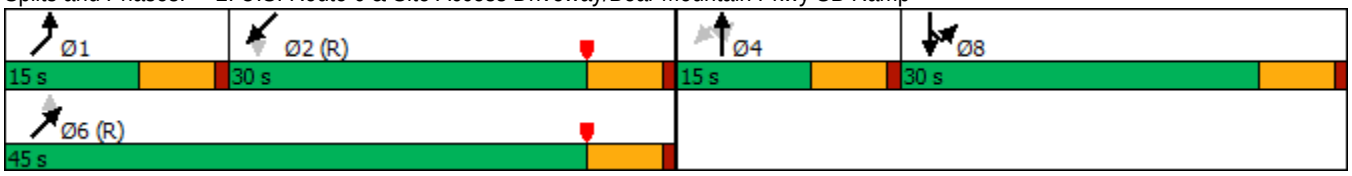
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 119.6	Intersection LOS: F
Intersection Capacity Utilization 107.2%	ICU Level of Service G
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Future Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.900			0.850			0.985			0.998	
Flt Protected		0.993		0.950						0.950		
Satd. Flow (prot)	0	1637	0	1745	1484	0	0	3469	0	1711	3532	0
Flt Permitted		0.993		0.950						0.950		
Satd. Flow (perm)	0	1637	0	1745	1484	0	0	3469	0	1711	3532	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		117			261			430			307	
Travel Time (s)		2.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	20	34	0	45	12	1371	157	310	1029	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	34	45	0	0	1540	0	310	1044	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.8

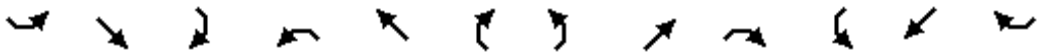
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	3	20	33	0	44	12	1344	154	304	1008	15
Future Vol, veh/h	4	3	20	33	0	44	12	1344	154	304	1008	15
Conflicting Peds, #/hr	3	0	3	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	5	2	2	11	2	2	2	2	2	2
Mvmt Flow	4	3	20	34	0	45	12	1371	157	310	1029	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2373	3212	528	2613	3141	767	1047	0	0	1528	0	0
Stage 1	1660	1660	-	1474	1474	-	-	-	-	-	-	-
Stage 2	713	1552	-	1139	1667	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.9	6.74	5.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.74	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.35	3.52	4.02	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	21	12	494	~ 21	22	355	660	-	-	432	-	-
Stage 1	111	168	-	184	262	-	-	-	-	-	-	-
Stage 2	405	189	-	276	220	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	~ 3	491	-	5	354	658	-	-	432	-	-
Mov Cap-2 Maneuver	7	~ 3	-	-	5	-	-	-	-	-	-	-
Stage 1	96	47	-	159	226	-	-	-	-	-	-	-
Stage 2	304	163	-	70	62	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	$ 773.5		0.7	7.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	658	-	-	-	354	17	432	-	-
HCM Lane V/C Ratio	0.019	-	-	-	0.127	1.621	0.718	-	-
HCM Control Delay (s)	10.6	0.7	-	-	16.6	$ 773.5	31.9	-	-
HCM Lane LOS	B	A	-	-	C	F	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	3.9	5.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	52	0	26	1	0	7	46	1124	2	10	1145	69
Future Volume (vph)	52	0	26	1	0	7	46	1124	2	10	1145	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.992	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	1768	1694	3270	0	1594	3400	0
Flt Permitted		0.757			0.721		0.094			0.109		
Satd. Flow (perm)	0	1459	1584	0	1454	1768	167	3270	0	183	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			117	
Travel Time (s)		3.5			7.4			5.4			2.0	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	55	0	28	1	0	7	49	1196	2	11	1218	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	28	0	1	7	49	1198	0	11	1291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

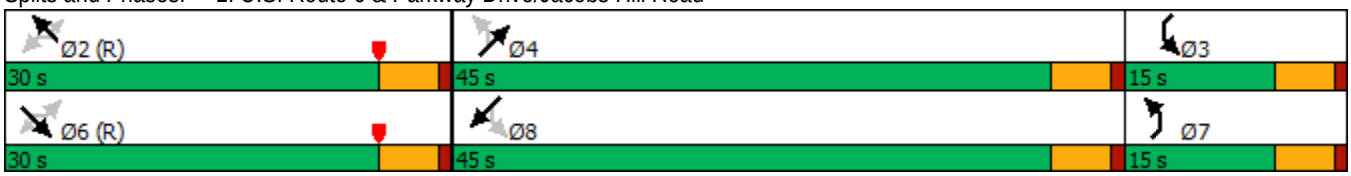
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		35.1	35.1		35.1	35.1	46.2	42.6		42.7	38.2	
Actuated g/C Ratio		0.39	0.39		0.39	0.39	0.51	0.47		0.47	0.42	
v/c Ratio		0.10	0.04		0.00	0.01	0.26	0.77		0.06	0.89	
Control Delay		21.6	0.1		21.0	0.0	19.9	23.9		16.6	29.1	
Queue Delay		0.0	0.0		0.0	0.0	0.0	51.5		0.0	48.8	
Total Delay		21.6	0.1		21.0	0.0	19.9	75.3		16.6	77.9	
LOS		C	A		C	A	B	E		B	E	
Approach Delay		14.4			2.6			73.2			77.4	
Approach LOS		B			A			E			E	
Queue Length 50th (ft)		22	0		0	0	12	228		5	412	
Queue Length 95th (ft)		50	0		4	0	26	394		m4	m266	
Internal Link Dist (ft)		73			247			235			37	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		568	669		566	740	262	1613		253	1516	
Starvation Cap Reductn		0	0		0	0	0	0		0	604	
Spillback Cap Reductn		53	0		0	0	0	929		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.11	0.04		0.00	0.01	0.19	1.75		0.04	1.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 73.2	Intersection LOS: E
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	0	49	1027	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	0	49	1027	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor					0.99		1.00				1.00	
Frt			0.850		0.877						0.973	
Flt Protected		0.966		0.950			0.950				0.998	
Satd. Flow (prot)	0	1631	1583	1762	1609	0	1702	3404	0	0	3306	0
Flt Permitted		0.378		0.950			0.119				0.766	
Satd. Flow (perm)	0	638	1583	1762	1609	0	213	3404	0	0	2537	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		153						29	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			199			430	
Travel Time (s)		2.9			6.6			3.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	0	52	1081	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	58	492	186	0	56	1138	0	0	1384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83	83	83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4		4				6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		11.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0	15.0	30.0	30.0		15.0	45.0		30.0	30.0	
Total Split (%)	16.7%	16.7%	16.7%	33.3%	33.3%		16.7%	50.0%		33.3%	33.3%	
Maximum Green (s)	9.0	9.0	9.0	24.0	24.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Min		C-Min	C-Min	
Walk Time (s)				8.0	8.0							
Flash Dont Walk (s)				18.0	18.0							
Pedestrian Calls (#/hr)				5	5							
Act Effct Green (s)		9.0	9.0	24.0	24.0		39.0	39.0			28.8	
Actuated g/C Ratio		0.10	0.10	0.27	0.27		0.43	0.43			0.32	
v/c Ratio		1.27	0.18	1.05	0.34		0.28	0.77			1.67	
Control Delay		239.8	1.2	89.2	8.9		25.1	39.0			330.6	
Queue Delay		583.6	0.0	0.0	0.1		0.0	50.4			3.1	
Total Delay		823.4	1.2	89.2	9.1		25.1	89.4			333.7	
LOS		F	A	F	A		C	F			F	
Approach Delay		477.8			67.2			86.4			333.7	
Approach LOS		F			E			F			F	
Queue Length 50th (ft)		~58	0	~307	14		28	370			~629	
Queue Length 95th (ft)		#148	0	#497	65		m44	436			#782	
Internal Link Dist (ft)		46			210			119			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		63	322	469	541		241	1475			830	
Starvation Cap Reductn		0	0	0	0		0	690			0	
Spillback Cap Reductn		63	0	0	49		0	0			305	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		80.00	0.18	1.05	0.38		0.23	1.45			2.64	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

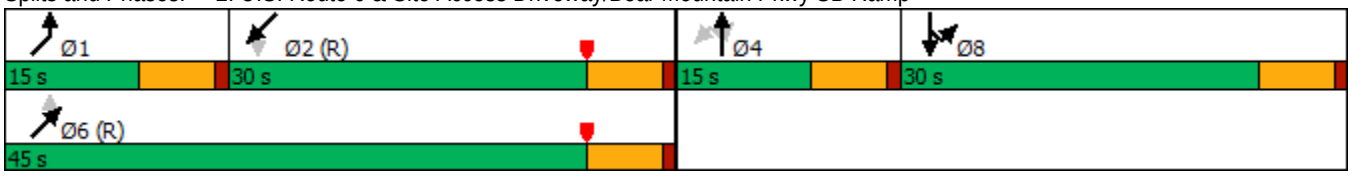
Maximum v/c Ratio: 1.67	
Intersection Signal Delay: 199.3	Intersection LOS: F
Intersection Capacity Utilization 117.4%	ICU Level of Service H
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Future Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.893			0.850			0.986			0.997	
Flt Protected		0.995		0.950						0.950		
Satd. Flow (prot)	0	1663	0	1711	1615	0	0	3472	0	1711	3529	0
Flt Permitted		0.995		0.950						0.950		
Satd. Flow (perm)	0	1663	0	1711	1615	0	0	3472	0	1711	3529	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		118			261			430			307	
Travel Time (s)		2.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	31	46	0	75	11	1496	156	321	1296	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	46	75	0	0	1663	0	321	1325	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 99.2%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	47.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	4	30	44	0	72	11	1436	150	308	1244	28
Future Vol, veh/h	4	4	30	44	0	72	11	1436	150	308	1244	28
Conflicting Peds, #/hr	0	0	0	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	65	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	-4	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	4	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	31	46	0	75	11	1496	156	321	1296	29

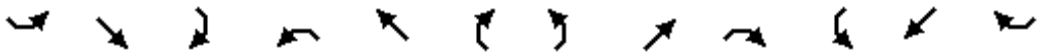
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2727	3631	667	2888	3567	826	1329	0	0	1652	0	0
Stage 1	1957	1957	-	1596	1596	-	-	-	-	-	-	-
Stage 2	770	1674	-	1292	1971	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.34	6.84	6.78	5.74	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	5.34	-	5.78	4.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	6	409	~ 13	12	345	515	-	-	387	-	-
Stage 1	73	121	-	155	235	-	-	-	-	-	-	-
Stage 2	375	165	-	226	165	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	~ 1	407	-	1	345	513	-	-	387	-	-
Mov Cap-2 Maneuver	~ 2	~ 1	-	-	1	-	-	-	-	-	-	-
Stage 1	49	21	-	104	157	-	-	-	-	-	-	-
Stage 2	196	110	-	~ 29	28	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	$ 3699.4		1.9	9
HCM LOS	F	-		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SELn1	SWL	SWT	SWR
Capacity (veh/h)	513	-	-	-	345	6	387	-	-
HCM Lane V/C Ratio	0.022	-	-	-	0.217	6.597	0.829	-	-
HCM Control Delay (s)	12.2	2	-	-	18.3	$ 3699.4	46.2	-	-
HCM Lane LOS	B	A	-	-	C	F	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	6.5	7.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	33	0	19	4	0	5	24	673	0	1	733	50
Future Volume (vph)	33	0	19	4	0	5	24	673	0	1	733	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.990	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1796	1456	0	1916	1503	1661	3177	0	1719	3297	0
Flt Permitted		0.755			0.735		0.177			0.240		
Satd. Flow (perm)	0	1428	1456	0	1482	1503	309	3177	0	434	3297	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					10	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			156	
Travel Time (s)		3.5			7.4			5.4			2.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	34	0	20	4	0	5	25	701	0	1	764	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	20	0	4	5	25	701	0	1	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	

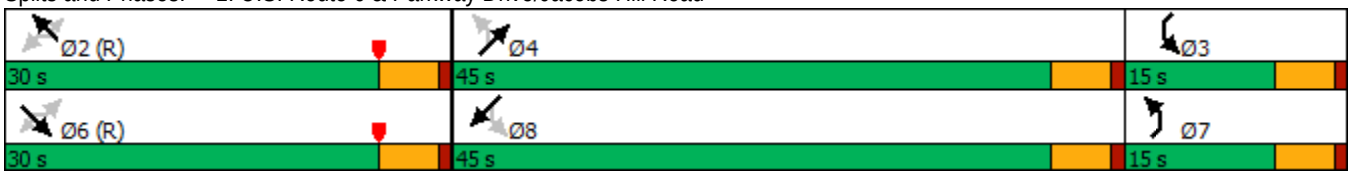


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		47.9	47.9		47.9	47.9	33.6	29.6		33.4	28.1	
Actuated g/C Ratio		0.53	0.53		0.53	0.53	0.37	0.33		0.37	0.31	
v/c Ratio		0.04	0.02		0.01	0.01	0.13	0.67		0.00	0.79	
Control Delay		14.5	0.1		15.2	0.0	16.8	29.0		13.0	31.7	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.1		0.0	0.2	
Total Delay		14.5	0.1		15.2	0.0	16.8	29.1		13.0	31.8	
LOS		B	A		B	A	B	C		B	C	
Approach Delay		9.1			6.8			28.7			31.8	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		8	0		1	0	8	183		0	187	
Queue Length 95th (ft)		31	0		8	0	19	229		m0	174	
Internal Link Dist (ft)		73			247			235			76	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		759	814		788	839	282	1418		325	1470	
Starvation Cap Reductn		0	0		0	0	0	0		0	122	
Spillback Cap Reductn		0	0		0	0	0	109		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.04	0.02		0.01	0.01	0.09	0.54		0.00	0.61	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 29.5	Intersection LOS: C

Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	0	45	596	163
Future Volume (vph)	51	25	51	323	33	137	35	626	0	45	596	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850		0.995	0.850					0.968	
Flt Protected		0.968			0.958		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	0	1665	1549	1669	3276	0	1652	3226	0
Flt Permitted		0.968			0.958		0.157			0.213		
Satd. Flow (perm)	0	1923	1689	0	1665	1549	276	3276	0	370	3226	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		2	145					38	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			160			430	
Travel Time (s)		2.9			6.6			2.7			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	0	50	662	181
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	85	57	0	411	137	39	696	0	50	843	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

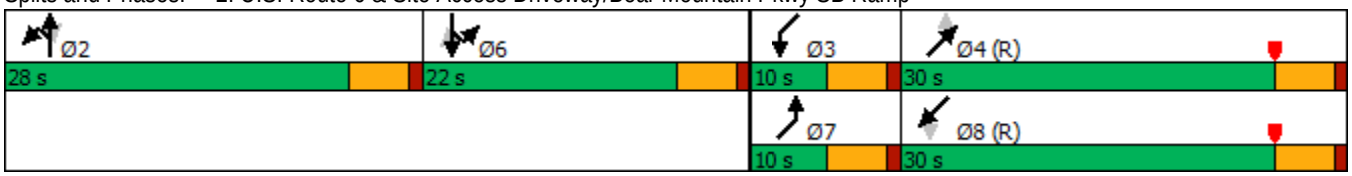
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	22.0	22.0	22.0	10.0	30.0		10.0	30.0	
Total Split (%)	31.1%	31.1%	31.1%	24.4%	24.4%	24.4%	11.1%	33.3%		11.1%	33.3%	
Maximum Green (s)	23.0	23.0	23.0	17.0	17.0	17.0	5.0	25.0		5.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min	Min	None	C-Min		None	C-Min	
Walk Time (s)				7.0	7.0	7.0		7.0			8.0	
Flash Dont Walk (s)				16.0	16.0	16.0		14.0			18.0	
Pedestrian Calls (#/hr)				0	0	0		0			1	
Act Effct Green (s)		8.5	8.5		34.0	34.0	31.5	28.5		31.5	28.5	
Actuated g/C Ratio		0.09	0.09		0.38	0.38	0.35	0.32		0.35	0.32	
v/c Ratio		0.47	0.20		0.65	0.20	0.23	0.67		0.25	0.81	
Control Delay		46.4	1.5		31.2	4.5	8.6	12.9		19.3	34.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	1.2		0.0	0.0	
Total Delay		46.4	1.5		31.2	4.5	8.6	14.1		19.3	34.6	
LOS		D	A		C	A	A	B		B	C	
Approach Delay		28.4			24.5			13.8			33.7	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		47	0		208	0	2	205		18	236	
Queue Length 95th (ft)		89	0		#377	37	m4	267		43	#351	
Internal Link Dist (ft)		46			210			80			350	
Turn Bay Length (ft)						135	45			80		
Base Capacity (vph)		491	539		630	675	173	1037		202	1047	
Starvation Cap Reductn		0	0		0	0	0	156		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.17	0.11		0.65	0.20	0.23	0.79		0.25	0.81	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

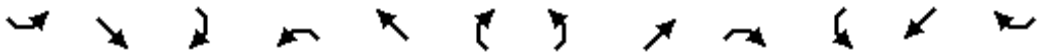
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Future Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99						1.00			1.00	
Frt		0.905			0.858			0.986			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1663	0	1745	1600	0	0	3344	0	1711	3461	0
Flt Permitted		0.929		0.784				0.954		0.241		
Satd. Flow (perm)	0	1559	0	1440	1600	0	0	3191	0	434	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			37			16			4	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	26	2	37	2	957	99	221	811	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	26	39	0	0	1058	0	221	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	82	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	42	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

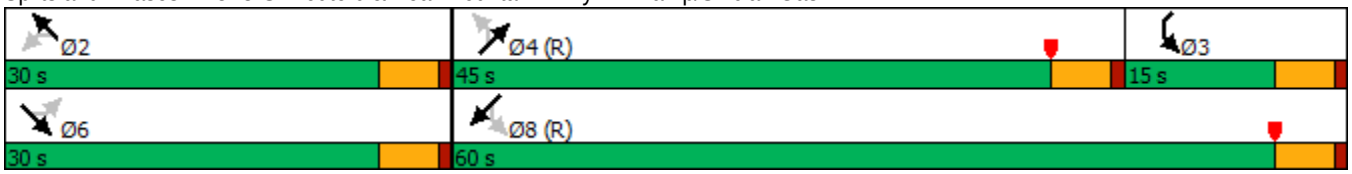


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		15.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		50.0%	50.0%		16.7%	66.7%	
Maximum Green (s)	25.0	25.0		25.0	25.0		40.0	40.0		10.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		Min	C-Min	
Act Effct Green (s)		7.3		7.4	7.4			64.5		76.9	78.9	
Actuated g/C Ratio		0.08		0.08	0.08			0.72		0.85	0.88	
v/c Ratio		0.12		0.22	0.24			0.46		0.46	0.27	
Control Delay		24.6		42.3	17.4			12.2		8.2	2.0	
Queue Delay		0.0		0.0	0.0			0.3		0.0	0.0	
Total Delay		24.6		42.3	17.4			12.5		8.2	2.0	
LOS		C		D	B			B		A	A	
Approach Delay		24.6			27.3			12.5			3.3	
Approach LOS		C			C			B			A	
Queue Length 50th (ft)		3		14	1			196		20	44	
Queue Length 95th (ft)		22		39	31			185		41	72	
Internal Link Dist (ft)		1			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		441		400	471			2292		534	3036	
Starvation Cap Reductn		0		0	0			606		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.04		0.07	0.08			0.63		0.41	0.27	

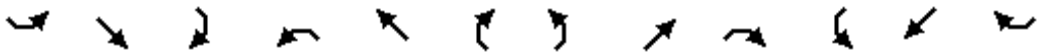
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	

Analysis Period (min) 15

Splits and Phases: 3: U.S. Route 6 & Bear Mountain Pkwy NB Ramp/Sinclair Gas



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	60	0	47	1	0	0	40	1052	2	1	914	70
Future Volume (vph)	60	0	47	1	0	0	40	1052	2	1	914	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.989	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	2080	1694	3270	0	1719	3395	0
Flt Permitted		0.757			0.715		0.137			0.114		
Satd. Flow (perm)	0	1459	1584	0	1442	2080	244	3270	0	206	3395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			136	
Travel Time (s)		3.5			7.4			5.4			2.3	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	65	0	51	1	0	0	43	1131	2	1	983	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	51	0	1	0	43	1133	0	1	1058	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												



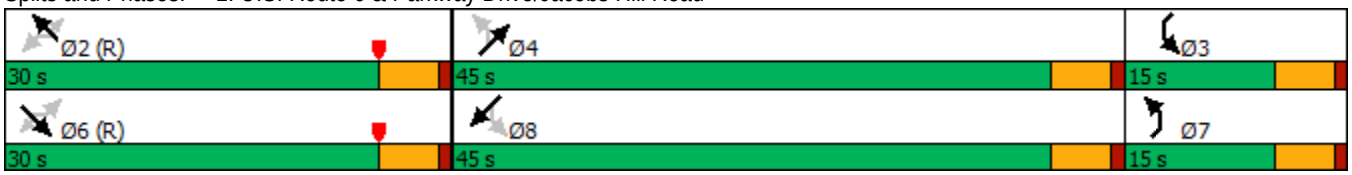
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		38.3	38.3		38.3		42.9	39.5		40.4	35.2	
Actuated g/C Ratio		0.43	0.43		0.43		0.48	0.44		0.45	0.39	
v/c Ratio		0.10	0.07		0.00		0.21	0.79		0.01	0.79	
Control Delay		19.8	2.1		20.0		16.2	26.1		3.0	20.5	
Queue Delay		0.0	0.0		0.0		0.0	10.2		0.0	0.4	
Total Delay		19.8	2.1		20.0		16.2	36.3		3.0	20.8	
LOS		B	A		B		B	D		A	C	
Approach Delay		12.0			20.0			35.5			20.8	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)		23	0		0		12	246		0	142	
Queue Length 95th (ft)		56	11		4		24	362		m0	m102	
Internal Link Dist (ft)		73			247			235			56	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		621	723		613		289	1547		271	1515	
Starvation Cap Reductn		0	0		0		0	0		0	118	
Spillback Cap Reductn		0	0		0		0	395		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.10	0.07		0.00		0.15	0.98		0.00	0.76	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	

Intersection Signal Delay: 27.7	Intersection LOS: C
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	0	50	825	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	0	50	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850		0.997	0.850					0.973	
Flt Protected		0.968			0.957		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	0	1681	1549	1686	3404	0	1652	3314	0
Flt Permitted		0.968			0.957		0.147			0.142		
Satd. Flow (perm)	0	1923	1689	0	1681	1549	261	3404	0	247	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		1	182					29	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			179			430	
Travel Time (s)		2.9			6.6			3.1			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	0	53	868	189
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	88	63	0	517	98	44	1062	0	53	1057	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	32.0	32.0	32.0	11.0	11.0		11.0	11.0	
Total Split (s)	14.0	14.0	14.0	34.0	34.0	34.0	11.0	31.0		11.0	31.0	
Total Split (%)	15.6%	15.6%	15.6%	37.8%	37.8%	37.8%	12.2%	34.4%		12.2%	34.4%	
Maximum Green (s)	8.0	8.0	8.0	28.0	28.0	28.0	5.0	25.0		5.0	25.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0		6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min	Min	None	C-Max		None	C-Min	
Walk Time (s)				8.0	8.0	8.0		8.0			8.0	
Flash Dont Walk (s)				18.0	18.0	18.0		18.0			18.0	
Pedestrian Calls (#/hr)				5	5	5		5			5	
Act Effct Green (s)		7.3	7.3		28.6	28.6	33.5	29.5		34.7	31.7	
Actuated g/C Ratio		0.08	0.08		0.32	0.32	0.37	0.33		0.39	0.35	
v/c Ratio		0.57	0.21		0.97	0.16	0.25	0.95		0.30	0.89	
Control Delay		54.4	1.6		63.8	0.5	13.5	33.8		20.8	37.2	
Queue Delay		0.0	0.1		0.0	0.0	0.0	45.0		0.0	0.0	
Total Delay		54.4	1.6		63.8	0.5	13.5	78.9		20.8	37.2	
LOS		D	A		E	A	B	E		C	D	
Approach Delay		32.4			53.7			76.3			36.4	
Approach LOS		C			D			E			D	
Queue Length 50th (ft)		49	0		305	0	6	~374		17	~365	
Queue Length 95th (ft)		96	0		#528	0	m9	#479		41	#488	
Internal Link Dist (ft)		46			210			99			350	
Turn Bay Length (ft)						135	45			80		
Base Capacity (vph)		170	315		535	617	176	1116		175	1186	
Starvation Cap Reductn		0	0		0	0	0	34		0	0	
Spillback Cap Reductn		0	21		0	0	0	405		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.52	0.21		0.97	0.16	0.25	1.49		0.30	0.89	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 42 (47%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

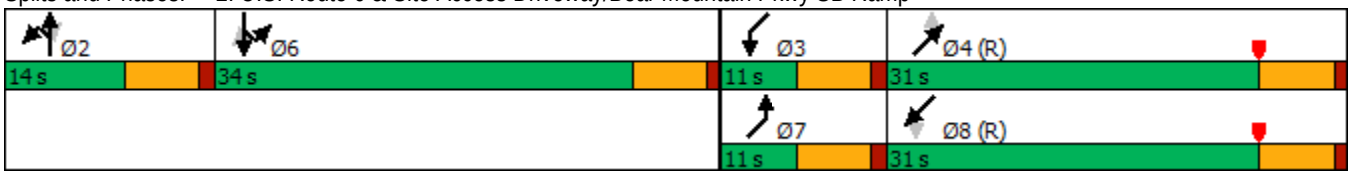
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 54.6	Intersection LOS: D
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

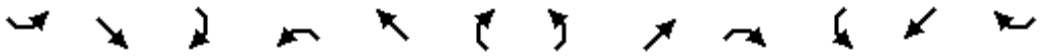
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Future Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99						1.00			1.00	
Frt		0.900			0.850			0.985			0.998	
Flt Protected		0.993		0.950						0.950		
Satd. Flow (prot)	0	1617	0	1745	1484	0	0	3469	0	1711	3531	0
Flt Permitted		0.971		0.740				0.944		0.085		
Satd. Flow (perm)	0	1581	0	1359	1484	0	0	3274	0	153	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			365			18			4	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	20	34	0	45	12	1371	157	310	1029	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	34	45	0	0	1540	0	310	1044	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	82	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	42	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		custom	NA		Perm	NA		pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6			2	2		4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		10.0	23.0	
Total Split (s)	18.0	18.0		18.0	18.0		47.0	47.0		25.0	72.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		52.2%	52.2%		27.8%	80.0%	
Maximum Green (s)	13.0	13.0		13.0	13.0		42.0	42.0		20.0	67.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		16.9		16.9	16.9			42.0		63.1	63.1	
Actuated g/C Ratio		0.19		0.19	0.19			0.47		0.70	0.70	
v/c Ratio		0.09		0.13	0.08			1.00		0.80	0.42	
Control Delay		18.4		34.6	0.3			32.4		43.2	6.0	
Queue Delay		0.0		0.0	0.0			36.5		0.0	0.0	
Total Delay		18.4		34.6	0.3			69.0		43.2	6.0	
LOS		B		C	A			E		D	A	
Approach Delay		18.4			15.0			69.0			14.5	
Approach LOS		B			B			E			B	
Queue Length 50th (ft)		3		17	0			~504		115	107	
Queue Length 95th (ft)		27		45	0			m#554		199	118	
Internal Link Dist (ft)		1			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		312		254	574			1537		460	2629	
Starvation Cap Reductn		0		0	0			356		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.09		0.13	0.08			1.30		0.67	0.40	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

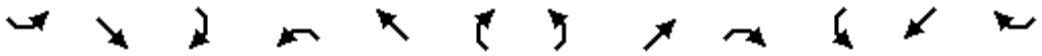
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 42.5	Intersection LOS: D
Intersection Capacity Utilization 98.3%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

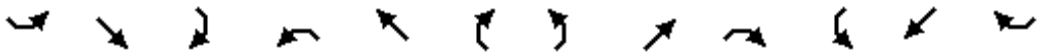
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: U.S. Route 6 & Bear Mountain Pkwy NB Ramp/Sinclair Gas



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	52	0	26	1	0	7	46	1124	2	10	1145	69
Future Volume (vph)	52	0	26	1	0	7	46	1124	2	10	1145	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor											1.00	
Frt			0.850			0.850					0.992	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	1768	1694	3270	0	1594	3399	0
Flt Permitted		0.950			0.950		0.170			0.201		
Satd. Flow (perm)	0	1832	1584	0	1916	1768	303	3270	0	337	3399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109					7	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			124	
Travel Time (s)		3.5			7.4			5.4			2.1	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	55	0	28	1	0	7	49	1196	2	11	1218	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	28	0	1	7	49	1198	0	11	1291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

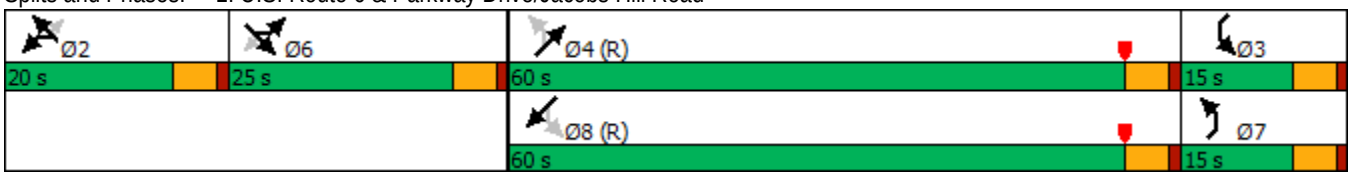


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	6	6		2	2		7	4		3	8	
Permitted Phases			6			2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	10.0	23.0		10.0	23.0	
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	15.0	60.0		15.0	60.0	
Total Split (%)	20.8%	20.8%	20.8%	16.7%	16.7%	16.7%	12.5%	50.0%		12.5%	50.0%	
Maximum Green (s)	20.0	20.0	20.0	15.0	15.0	15.0	10.0	55.0		10.0	55.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0	7.0								7.0	
Flash Dont Walk (s)	11.0	11.0	11.0								11.0	
Pedestrian Calls (#/hr)	5	5	5								5	
Act Effct Green (s)		9.5	9.5		5.0	5.0	99.1	98.7		95.1	92.2	
Actuated g/C Ratio		0.08	0.08		0.04	0.04	0.83	0.82		0.79	0.77	
v/c Ratio		0.38	0.12		0.01	0.04	0.15	0.45		0.03	0.49	
Control Delay		58.2	1.2		56.0	0.4	5.7	6.8		5.2	9.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2		0.0	0.7	
Total Delay		58.2	1.2		56.0	0.4	5.7	7.0		5.2	9.9	
LOS		E	A		E	A	A	A		A	A	
Approach Delay		38.9			7.4			6.9			9.9	
Approach LOS		D			A			A			A	
Queue Length 50th (ft)		42	0		1	0	4	83		3	253	
Queue Length 95th (ft)		78	0		7	0	24	393		m2	m150	
Internal Link Dist (ft)		73			247			235			44	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		305	354		239	316	373	2688		380	2614	
Starvation Cap Reductn		0	0		0	0	0	0		0	879	
Spillback Cap Reductn		0	0		0	0	0	648		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.18	0.08		0.00	0.02	0.13	0.59		0.03	0.74	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	0	49	1027	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	0	49	1027	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00						0.99	
Frt			0.850		0.996	0.850					0.972	
Flt Protected		0.966			0.956		0.950			0.950		
Satd. Flow (prot)	0	1740	1689	0	1677	1549	1702	3404	0	1652	3307	0
Flt Permitted		0.966			0.956		0.071			0.133		
Satd. Flow (perm)	0	1740	1689	0	1677	1549	127	3404	0	231	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		1	69					33	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			191			430	
Travel Time (s)		2.9			6.6			3.3			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	0	52	1081	251
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	80	58	0	540	138	56	1138	0	52	1332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	pt+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2				4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0		10.0	31.0		9.5	31.0	
Total Split (s)	10.0	10.0	10.0	35.0	35.0		10.0	65.0		10.0	65.0	
Total Split (%)	8.3%	8.3%	8.3%	29.2%	29.2%		8.3%	54.2%		8.3%	54.2%	
Maximum Green (s)	5.0	5.0	5.0	30.0	30.0		5.0	60.0		5.5	60.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)				7.0	7.0			7.0			8.0	
Flash Dont Walk (s)				16.0	16.0			14.0			18.0	
Pedestrian Calls (#/hr)				1	1			0			4	
Act Effct Green (s)		8.9	8.9		31.1	41.1	61.0	57.0		61.0	55.0	
Actuated g/C Ratio		0.07	0.07		0.26	0.34	0.51	0.48		0.51	0.46	
v/c Ratio		0.62	0.26		1.24	0.24	0.43	0.70		0.29	0.87	
Control Delay		76.6	3.1		164.5	15.9	31.2	25.1		14.3	32.8	
Queue Delay		83.2	0.0		0.0	0.0	0.0	1.2		0.0	0.3	
Total Delay		159.8	3.2		164.5	15.9	31.2	26.3		14.3	33.1	
LOS		F	A		F	B	C	C		B	C	
Approach Delay		94.0			134.3			26.5			32.4	
Approach LOS		F			F			C			C	
Queue Length 50th (ft)		61	0		~563	38	22	388		15	467	
Queue Length 95th (ft)		#175	4		#793	91	35	271		29	246	
Internal Link Dist (ft)		46			210			111			350	
Turn Bay Length (ft)						135	45			80		
Base Capacity (vph)		128	225		436	576	130	1702		182	1670	
Starvation Cap Reductn		0	0		0	0	0	324		0	58	
Spillback Cap Reductn		62	5		0	4	0	156		0	1	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		1.21	0.26		1.24	0.24	0.43	0.83		0.29	0.83	

Intersection Summary

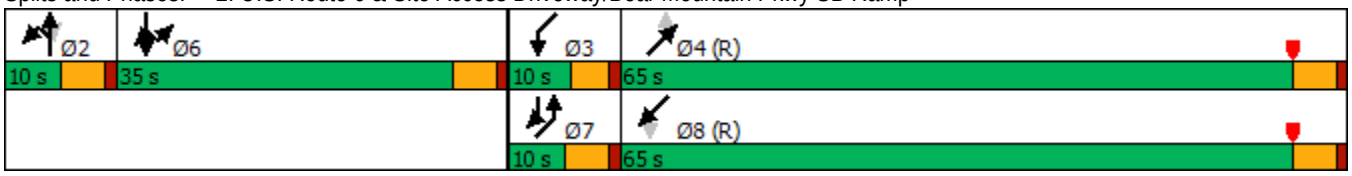
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 53.2	Intersection LOS: D
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

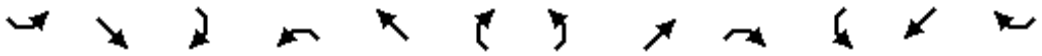
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Future Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00			1.00	
Frt		0.893			0.850			0.986			0.997	
Flt Protected		0.995		0.950						0.950		
Satd. Flow (prot)	0	1663	0	1711	1615	0	0	3472	0	1711	3527	0
Flt Permitted		0.962		0.906				0.941		0.080		
Satd. Flow (perm)	0	1608	0	1632	1615	0	0	3267	0	144	3527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			414			11			4	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	31	46	0	75	11	1496	156	321	1296	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	46	75	0	0	1663	0	321	1325	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	82	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	42	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	30.0	30.0		30.0	30.0		55.0	55.0		35.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		45.8%	45.8%		29.2%	75.0%	
Maximum Green (s)	25.0	25.0		25.0	25.0		50.0	50.0		30.0	85.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		Min	C-Min	
Act Effct Green (s)		9.7		9.7	9.7			76.7		102.4	103.4	
Actuated g/C Ratio		0.08		0.08	0.08			0.64		0.85	0.86	
v/c Ratio		0.25		0.35	0.15			0.80		0.82	0.44	
Control Delay		24.8		58.2	0.6			12.5		48.2	3.1	
Queue Delay		0.0		0.0	0.0			0.0		0.0	0.1	
Total Delay		24.8		58.2	0.6			12.5		48.2	3.1	
LOS		C		E	A			B		D	A	
Approach Delay		24.8			22.5			12.5			11.9	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		6		34	0			243		157	105	
Queue Length 95th (ft)		40		71	0			m#731		251	168	
Internal Link Dist (ft)		1			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		359		340	664			2091		521	3040	
Starvation Cap Reductn		0		0	0			0		0	0	
Spillback Cap Reductn		2		0	0			0		0	368	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.11		0.14	0.11			0.80		0.62	0.50	

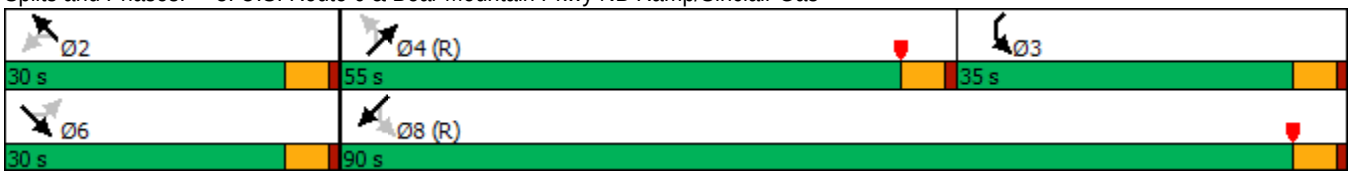
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 101.7%		ICU Level of Service G	

Analysis Period (min) 15

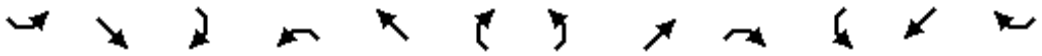
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: U.S. Route 6 & Bear Mountain Pkwy NB Ramp/Sinclair Gas



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	33	0	19	4	0	5	24	673	0	1	733	50
Future Volume (vph)	33	0	19	4	0	5	24	673	0	1	733	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.990	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1796	1456	0	1916	1503	1661	3177	0	1719	3297	0
Flt Permitted		0.755			0.735		0.177			0.240		
Satd. Flow (perm)	0	1428	1456	0	1482	1503	309	3177	0	434	3297	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					10	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			156	
Travel Time (s)		3.5			7.4			5.4			2.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	34	0	20	4	0	5	25	701	0	1	764	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	20	0	4	5	25	701	0	1	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	

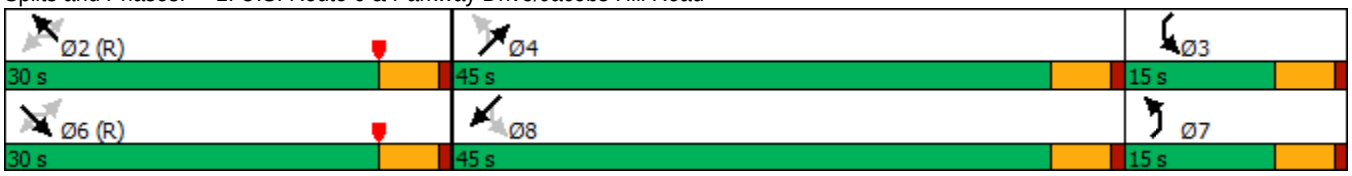


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		47.9	47.9		47.9	47.9	33.6	29.6		33.4	28.1	
Actuated g/C Ratio		0.53	0.53		0.53	0.53	0.37	0.33		0.37	0.31	
v/c Ratio		0.04	0.02		0.01	0.01	0.13	0.67		0.00	0.79	
Control Delay		14.5	0.1		15.2	0.0	16.8	29.0		9.0	26.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.1		0.0	0.1	
Total Delay		14.5	0.1		15.2	0.0	16.8	29.1		9.0	26.6	
LOS		B	A		B	A	B	C		A	C	
Approach Delay		9.1			6.8			28.7			26.6	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		8	0		1	0	8	183		0	90	
Queue Length 95th (ft)		31	0		8	0	19	229		m0	161	
Internal Link Dist (ft)		73			247			235			76	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		759	814		788	839	282	1418		325	1470	
Starvation Cap Reductn		0	0		0	0	0	0		0	99	
Spillback Cap Reductn		0	0		0	0	0	90		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.04	0.02		0.01	0.01	0.09	0.53		0.00	0.60	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 26.9	Intersection LOS: C

Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	0	45	596	163
Future Volume (vph)	51	25	51	323	33	137	35	626	0	45	596	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.968	
Flt Protected		0.968		0.950	0.961		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	1658	1680	1631	1669	3276	0	1652	3226	0
Flt Permitted		0.968		0.950	0.961		0.261			0.315		
Satd. Flow (perm)	0	1923	1689	1658	1680	1631	458	3276	0	548	3226	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			152					38	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			160			430	
Travel Time (s)		2.9			6.6			2.7			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	0	50	662	181
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	0	85	57	197	199	152	39	696	0	50	843	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Total Split (s)	28.0	28.0	28.0	22.0	22.0	22.0	10.0	30.0		10.0	30.0	
Total Split (%)	31.1%	31.1%	31.1%	24.4%	24.4%	24.4%	11.1%	33.3%		11.1%	33.3%	
Maximum Green (s)	23.0	23.0	23.0	17.0	17.0	17.0	5.0	25.0		5.0	25.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min	Min	None	C-Min		None	C-Min	
Walk Time (s)				7.0	7.0	7.0		7.0			8.0	
Flash Dont Walk (s)				16.0	16.0	16.0		14.0			18.0	
Pedestrian Calls (#/hr)				0	0	0		0			1	
Act Effct Green (s)		8.5	8.5	15.4	15.4	15.4	49.2	45.4		50.9	46.3	
Actuated g/C Ratio		0.09	0.09	0.17	0.17	0.17	0.55	0.50		0.57	0.51	
v/c Ratio		0.47	0.20	0.69	0.69	0.38	0.12	0.42		0.13	0.50	
Control Delay		46.4	1.5	47.2	46.8	7.8	4.0	5.9		10.6	18.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.1		0.0	0.0	
Total Delay		46.4	1.5	47.2	46.8	7.8	4.0	6.1		10.6	18.2	
LOS		D	A	D	D	A	A	A		B	B	
Approach Delay		28.4			36.1			5.9			17.8	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)		47	0	112	113	0	1	13		12	174	
Queue Length 95th (ft)		89	0	170	171	46	m4	261		31	298	
Internal Link Dist (ft)		46			210			80			350	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		491	539	338	342	453	328	1653		395	1676	
Starvation Cap Reductn		0	0	0	0	0	0	222		0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.17	0.11	0.58	0.58	0.34	0.12	0.49		0.13	0.50	

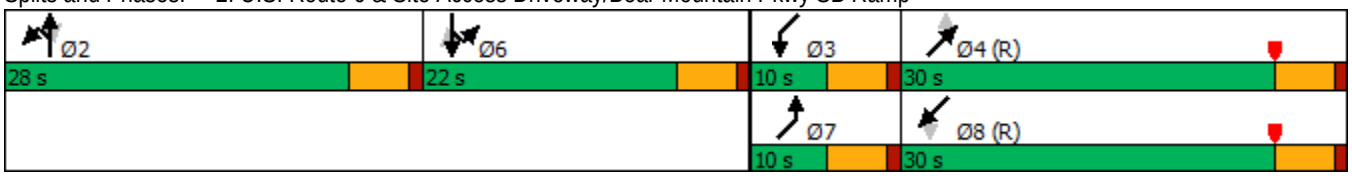
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

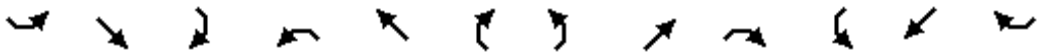
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 19.0	Intersection LOS: B
Intersection Capacity Utilization 54.8%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Future Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99						1.00			1.00	
Frt		0.905			0.858			0.986			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1663	0	1745	1600	0	0	3344	0	1711	3461	0
Flt Permitted		0.929		0.784				0.954		0.241		
Satd. Flow (perm)	0	1559	0	1440	1600	0	0	3191	0	434	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			37			16			4	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	26	2	37	2	957	99	221	811	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	26	39	0	0	1058	0	221	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	82	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	42	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

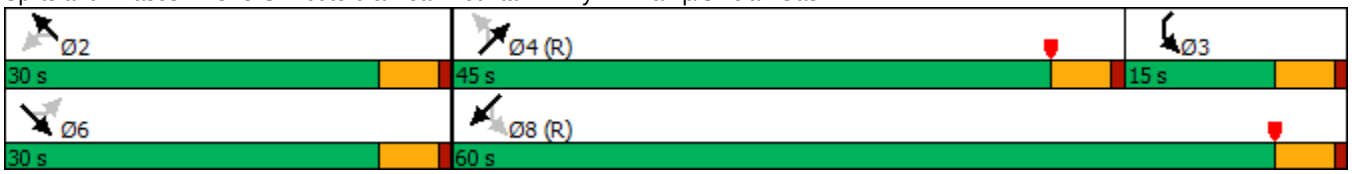


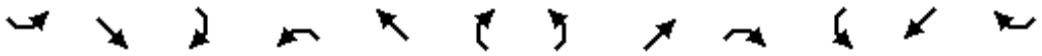
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	30.0	30.0		30.0	30.0		45.0	45.0		15.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		50.0%	50.0%		16.7%	66.7%	
Maximum Green (s)	25.0	25.0		25.0	25.0		40.0	40.0		10.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		Min	C-Min	
Act Effct Green (s)		7.3		7.4	7.4			64.5		76.9	78.9	
Actuated g/C Ratio		0.08		0.08	0.08			0.72		0.85	0.88	
v/c Ratio		0.12		0.22	0.24			0.46		0.46	0.27	
Control Delay		24.6		42.3	17.4			8.3		8.2	2.0	
Queue Delay		0.0		0.0	0.0			0.2		0.0	0.0	
Total Delay		24.6		42.3	17.4			8.5		8.2	2.0	
LOS		C		D	B			A		A	A	
Approach Delay		24.6			27.3			8.5			3.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		3		14	1			88		20	44	
Queue Length 95th (ft)		22		39	31			226		41	72	
Internal Link Dist (ft)		1			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		441		400	471			2292		534	3036	
Starvation Cap Reductn		0		0	0			392		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.04		0.07	0.08			0.56		0.41	0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 6.7		Intersection LOS: A	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	

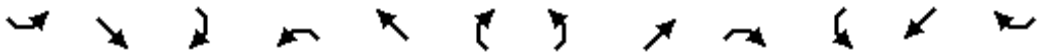
Analysis Period (min) 15

Splits and Phases: 3: U.S. Route 6 & Bear Mountain Pkwy NB Ramp/Sinclair Gas





Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	52	0	26	1	0	7	46	1124	2	10	1145	69
Future Volume (vph)	52	0	26	1	0	7	46	1124	2	10	1145	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor											1.00	
Frt			0.850			0.850					0.992	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	1768	1694	3270	0	1594	3399	0
Flt Permitted		0.950			0.950		0.170			0.201		
Satd. Flow (perm)	0	1832	1584	0	1916	1768	303	3270	0	337	3399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109					7	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			124	
Travel Time (s)		3.5			7.4			5.4			2.1	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	55	0	28	1	0	7	49	1196	2	11	1218	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	28	0	1	7	49	1198	0	11	1291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

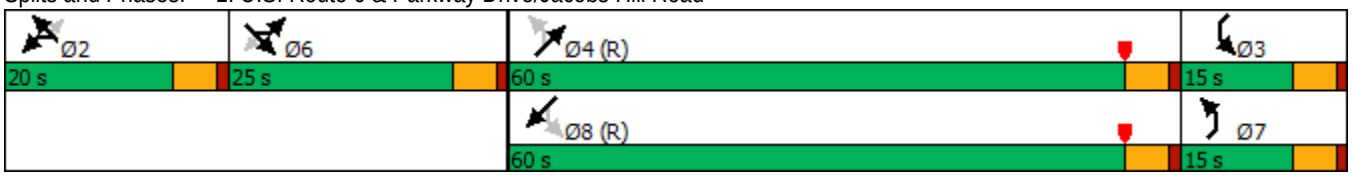


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	6	6		2	2		7	4		3	8	
Permitted Phases			6			2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	10.0	23.0		10.0	23.0	
Total Split (s)	25.0	25.0	25.0	20.0	20.0	20.0	15.0	60.0		15.0	60.0	
Total Split (%)	20.8%	20.8%	20.8%	16.7%	16.7%	16.7%	12.5%	50.0%		12.5%	50.0%	
Maximum Green (s)	20.0	20.0	20.0	15.0	15.0	15.0	10.0	55.0		10.0	55.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	
Walk Time (s)	7.0	7.0	7.0								7.0	
Flash Dont Walk (s)	11.0	11.0	11.0								11.0	
Pedestrian Calls (#/hr)	5	5	5								5	
Act Effct Green (s)		9.5	9.5		5.0	5.0	99.1	98.7		95.1	92.2	
Actuated g/C Ratio		0.08	0.08		0.04	0.04	0.83	0.82		0.79	0.77	
v/c Ratio		0.38	0.12		0.01	0.04	0.15	0.45		0.03	0.49	
Control Delay		58.2	1.2		56.0	0.4	5.7	6.8		4.9	7.2	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2		0.0	0.5	
Total Delay		58.2	1.2		56.0	0.4	5.7	6.9		4.9	7.6	
LOS		E	A		E	A	A	A		A	A	
Approach Delay		38.9			7.4			6.9			7.6	
Approach LOS		D			A			A			A	
Queue Length 50th (ft)		42	0		1	0	4	83		2	177	
Queue Length 95th (ft)		78	0		7	0	24	393		m2	150	
Internal Link Dist (ft)		73			247			235			44	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		305	354		239	316	373	2688		380	2614	
Starvation Cap Reductn		0	0		0	0	0	0		0	769	
Spillback Cap Reductn		0	0		0	0	0	610		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.18	0.08		0.00	0.02	0.13	0.58		0.03	0.70	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 8.3	Intersection LOS: A
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	0	49	1027	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	0	49	1027	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor											0.99	
Frt			0.850			0.850					0.972	
Flt Protected		0.966		0.950	0.958		0.950			0.950		
Satd. Flow (prot)	0	1740	1689	1674	1688	1631	1702	3404	0	1652	3307	0
Flt Permitted		0.966		0.950	0.958		0.095			0.155		
Satd. Flow (perm)	0	1740	1689	1674	1688	1631	170	3404	0	269	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			69					33	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			191			430	
Travel Time (s)		2.9			6.6			3.3			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	0	52	1081	251
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	80	58	261	264	153	56	1138	0	52	1332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	pt+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6	6 7	7	4		3	8	
Permitted Phases			2				4			8		
Detector Phase	2	2	2	6	6	6 7	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0	31.0	28.0	28.0		10.0	31.0		9.5	31.0	
Total Split (s)	10.0	10.0	10.0	35.0	35.0		10.0	65.0		10.0	65.0	
Total Split (%)	8.3%	8.3%	8.3%	29.2%	29.2%		8.3%	54.2%		8.3%	54.2%	
Maximum Green (s)	5.0	5.0	5.0	30.0	30.0		5.0	60.0		5.5	60.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		4.5	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min		None	C-Min		None	C-Min	
Walk Time (s)				7.0	7.0			7.0			8.0	
Flash Dont Walk (s)				16.0	16.0			14.0			18.0	
Pedestrian Calls (#/hr)				1	1			0			4	
Act Effct Green (s)		9.9	9.9	23.3	23.3	34.0	67.6	62.9		68.1	61.1	
Actuated g/C Ratio		0.08	0.08	0.19	0.19	0.28	0.56	0.52		0.57	0.51	
v/c Ratio		0.56	0.24	0.80	0.81	0.30	0.33	0.64		0.23	0.78	
Control Delay		69.9	2.8	64.2	64.3	18.4	18.7	20.2		12.2	25.7	
Queue Delay		0.0	0.1	0.0	0.0	0.0	0.0	0.5		0.0	0.2	
Total Delay		69.9	2.9	64.2	64.3	18.4	18.7	20.7		12.2	25.9	
LOS		E	A	E	E	B	B	C		B	C	
Approach Delay		41.7			53.9			20.6			25.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)		59	0	203	205	48	20	376		15	460	
Queue Length 95th (ft)		#175	4	287	289	98	22	271		29	246	
Internal Link Dist (ft)		46			210			111			350	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		142	238	418	422	518	168	1813		227	1724	
Starvation Cap Reductn		0	0	0	0	0	0	262		0	59	
Spillback Cap Reductn		0	7	0	0	0	0	253		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.56	0.25	0.62	0.63	0.30	0.33	0.73		0.23	0.80	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow

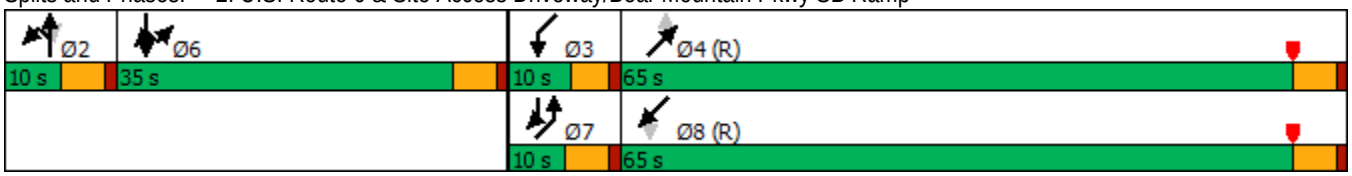
Natural Cycle: 120

Control Type: Actuated-Coordinated

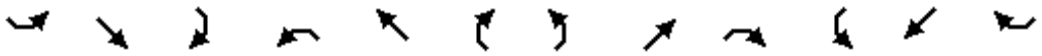
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 30.1	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Future Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00			1.00	
Frt		0.893			0.850			0.986			0.997	
Flt Protected		0.995		0.950						0.950		
Satd. Flow (prot)	0	1663	0	1711	1615	0	0	3472	0	1711	3527	0
Flt Permitted		0.962		0.906				0.941		0.080		
Satd. Flow (perm)	0	1608	0	1632	1615	0	0	3267	0	144	3527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			414			11			4	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	31	46	0	75	11	1496	156	321	1296	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	46	75	0	0	1663	0	321	1325	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	82	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	42	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	30.0	30.0		30.0	30.0		55.0	55.0		35.0	90.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		45.8%	45.8%		29.2%	75.0%	
Maximum Green (s)	25.0	25.0		25.0	25.0		50.0	50.0		30.0	85.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		Min	C-Min	
Act Effct Green (s)		9.7		9.7	9.7			76.7		102.4	103.4	
Actuated g/C Ratio		0.08		0.08	0.08			0.64		0.85	0.86	
v/c Ratio		0.25		0.35	0.15			0.80		0.82	0.44	
Control Delay		24.8		58.2	0.6			18.2		48.2	3.1	
Queue Delay		0.0		0.0	0.0			0.2		0.0	0.1	
Total Delay		24.8		58.2	0.6			18.3		48.2	3.1	
LOS		C		E	A			B		D	A	
Approach Delay		24.8			22.5			18.3			11.9	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		6		34	0			635		157	105	
Queue Length 95th (ft)		40		71	0			#852		251	168	
Internal Link Dist (ft)		1			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		359		340	664			2091		521	3040	
Starvation Cap Reductn		0		0	0			57		0	0	
Spillback Cap Reductn		2		0	0			0		0	350	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.11		0.14	0.11			0.82		0.62	0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 101.7%		ICU Level of Service G	

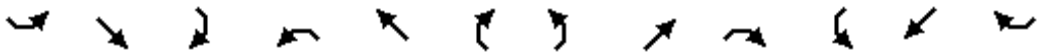
Analysis Period (min) 15

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: U.S. Route 6 & Bear Mountain Pkwy NB Ramp/Sinclair Gas

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	60	0	47	1	0	0	40	1052	2	1	914	70
Future Volume (vph)	60	0	47	1	0	0	40	1052	2	1	914	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.989	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	2080	1694	3270	0	1719	3395	0
Flt Permitted		0.757			0.715		0.137			0.114		
Satd. Flow (perm)	0	1459	1584	0	1442	2080	244	3270	0	206	3395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			136	
Travel Time (s)		3.5			7.4			5.4			2.3	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	65	0	51	1	0	0	43	1131	2	1	983	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	51	0	1	0	43	1133	0	1	1058	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												



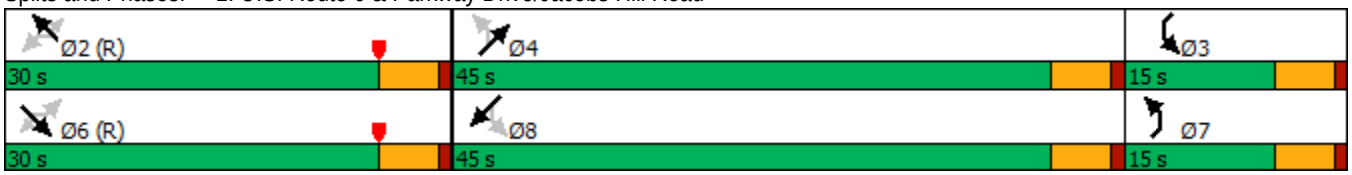
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Detector Phase	6	6	6	2	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	30.0	30.0	30.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0					7.0				
Flash Dont Walk (s)	19.0	19.0	19.0					19.0				
Pedestrian Calls (#/hr)	5	5	5					5				
Act Effct Green (s)		38.3	38.3		38.3		42.9	39.5		40.4	35.2	
Actuated g/C Ratio		0.43	0.43		0.43		0.48	0.44		0.45	0.39	
v/c Ratio		0.10	0.07		0.00		0.21	0.79		0.01	0.79	
Control Delay		19.8	2.1		20.0		16.2	26.1		3.0	20.9	
Queue Delay		0.0	0.0		0.0		0.0	1.2		0.0	0.4	
Total Delay		19.8	2.1		20.0		16.2	27.2		3.0	21.3	
LOS		B	A		B		B	C		A	C	
Approach Delay		12.0			20.0			26.8			21.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		23	0		0		12	246		0	90	
Queue Length 95th (ft)		56	11		4		24	362		m0	121	
Internal Link Dist (ft)		73			247			235			56	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		621	723		613		289	1547		271	1515	
Starvation Cap Reductn		0	0		0		0	0		0	115	
Spillback Cap Reductn		0	0		0		0	206		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.10	0.07		0.00		0.15	0.84		0.00	0.76	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	

Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: U.S. Route 6 & Parkway Drive/Jacobs Hill Road



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	0	50	825	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	0	50	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		135	45		0	80		0
Storage Lanes	0		1	1		1	1		0	1		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.973	
Flt Protected		0.968		0.950	0.959		0.950			0.950		
Satd. Flow (prot)	0	1923	1689	1674	1690	1631	1686	3404	0	1652	3314	0
Flt Permitted		0.968		0.950	0.959		0.146			0.137		
Satd. Flow (perm)	0	1923	1689	1674	1690	1631	259	3404	0	238	3314	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			182					29	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			179			430	
Travel Time (s)		2.9			6.6			3.1			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	0	53	868	189
Shared Lane Traffic (%)				46%								
Lane Group Flow (vph)	0	88	63	253	253	109	44	1062	0	53	1057	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	0.92	0.92	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	2		2	2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83	83	83	83		83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	43	43	43		43	43	
Detector 2 Size(ft)	40	40	40	40	40	40	40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2			6	4			8		
Detector Phase	2	2	2	6	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0	11.0	32.0	32.0	32.0	11.0	11.0		11.0	11.0	
Total Split (s)	14.0	14.0	14.0	34.0	34.0	34.0	11.0	31.0		11.0	31.0	
Total Split (%)	15.6%	15.6%	15.6%	37.8%	37.8%	37.8%	12.2%	34.4%		12.2%	34.4%	
Maximum Green (s)	8.0	8.0	8.0	28.0	28.0	28.0	5.0	25.0		5.0	25.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		3.0	2.0	
Recall Mode	None	None	None	Min	Min	Min	None	C-Max		None	C-Min	
Walk Time (s)				8.0	8.0	8.0		8.0			8.0	
Flash Dont Walk (s)				18.0	18.0	18.0		18.0			18.0	
Pedestrian Calls (#/hr)				5	5	5		5			5	
Act Effct Green (s)		7.3	7.3	18.5	18.5	18.5	44.3	40.5		45.4	41.0	
Actuated g/C Ratio		0.08	0.08	0.21	0.21	0.21	0.49	0.45		0.50	0.46	
v/c Ratio		0.57	0.21	0.74	0.73	0.23	0.20	0.69		0.24	0.69	
Control Delay		54.4	1.6	45.5	44.9	1.6	11.1	16.7		16.3	24.0	
Queue Delay		0.0	0.1	0.0	0.0	0.0	0.0	43.0		0.0	0.0	
Total Delay		54.4	1.6	45.5	44.9	1.6	11.1	59.7		16.3	24.0	
LOS		D	A	D	D	A	B	E		B	C	
Approach Delay		32.4			37.5			57.8			23.6	
Approach LOS		C			D			E			C	
Queue Length 50th (ft)		49	0	143	143	0	5	71		14	185	
Queue Length 95th (ft)		96	0	205	204	6	m9	#479		42	#488	
Internal Link Dist (ft)		46			210			99			350	
Turn Bay Length (ft)				135		135	45			80		
Base Capacity (vph)		170	315	520	525	632	219	1531		225	1526	
Starvation Cap Reductn		0	0	0	0	0	0	65		0	0	
Spillback Cap Reductn		0	29	0	0	0	0	551		0	0	
Storage Cap Reductn		0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio		0.52	0.22	0.49	0.48	0.17	0.20	1.08		0.24	0.69	

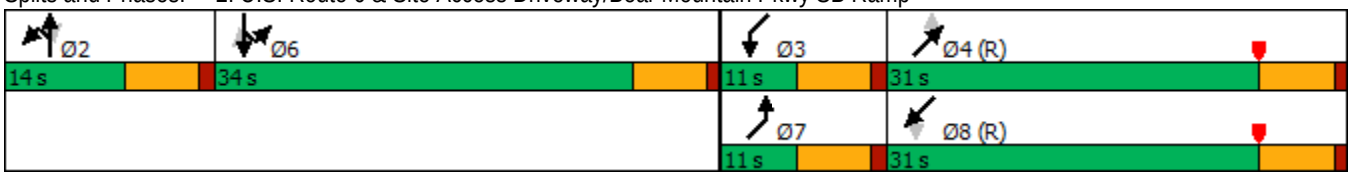
Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 42 (47%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 39.6	Intersection LOS: D
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 6 & Site Access Driveway/Bear Mountain Pkwy SB Ramp



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Future Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99						1.00			1.00	
Frt		0.900			0.850			0.985			0.998	
Flt Protected		0.993		0.950						0.950		
Satd. Flow (prot)	0	1617	0	1745	1484	0	0	3469	0	1711	3531	0
Flt Permitted		0.971		0.740				0.944		0.085		
Satd. Flow (perm)	0	1581	0	1359	1484	0	0	3274	0	153	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			365			18			4	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	20	34	0	45	12	1371	157	310	1029	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	34	45	0	0	1540	0	310	1044	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	82	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	42	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		custom	NA		Perm	NA		pm+pt	NA	
Protected Phases		6						4		3	8	
Permitted Phases	6			2	2		4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		10.0	23.0	
Total Split (s)	18.0	18.0		18.0	18.0		47.0	47.0		25.0	72.0	
Total Split (%)	20.0%	20.0%		20.0%	20.0%		52.2%	52.2%		27.8%	80.0%	
Maximum Green (s)	13.0	13.0		13.0	13.0		42.0	42.0		20.0	67.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		16.9		16.9	16.9			42.0		63.1	63.1	
Actuated g/C Ratio		0.19		0.19	0.19			0.47		0.70	0.70	
v/c Ratio		0.09		0.13	0.08			1.00		0.80	0.42	
Control Delay		18.4		34.6	0.3			41.8		43.2	6.0	
Queue Delay		0.0		0.0	0.0			36.5		0.0	0.0	
Total Delay		18.4		34.6	0.3			78.4		43.2	6.0	
LOS		B		C	A			E		D	A	
Approach Delay		18.4			15.0			78.4			14.5	
Approach LOS		B			B			E			B	
Queue Length 50th (ft)		3		17	0			~503		115	107	
Queue Length 95th (ft)		27		45	0			#643		199	118	
Internal Link Dist (ft)		1			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		312		254	574			1537		460	2629	
Starvation Cap Reductn		0		0	0			356		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.09		0.13	0.08			1.30		0.67	0.40	

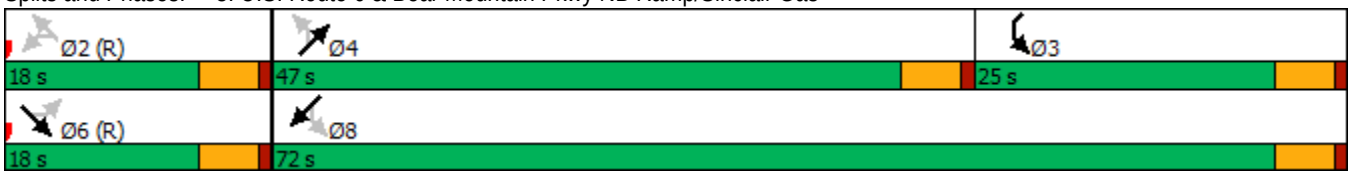
Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NWTL and 6:SETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 47.3	Intersection LOS: D
Intersection Capacity Utilization 98.3%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: U.S. Route 6 & Bear Mountain Pkwy NB Ramp/Sinclair Gas



GASLAND CORTLANDT

APPENDIX E

ACCIDENT DATA

TABLE A-2
SUMMARY OF ACCIDENT RATES AND COMPARISON TO STATE WIDE AVERAGE

U.S. ROUTE 6 & JACOBS HILL ROAD/PARKWAY DRIVE					
YEARS	3				
AADT	22,712 VPD				
ACCIDENT TYPE	NUMBER OF ACCIDENTS	RATE		STATEWIDE AVERAGE	
Wet Road	0	0.00	ACC/MEV	0.04	ACC/MEV
Left Turn	0	0.00	ACC/MEV	0.01	ACC/MEV
Rear End	2	0.08	ACC/MEV	0.11	ACC/MEV
Overtaking	0	0.00	ACC/MEV	0.04	ACC/MEV
Right Angle	0	0.00	ACC/MEV	0.03	ACC/MEV
Right Turn	0	0.00	ACC/MEV	0.01	ACC/MEV
Head-On	1	0.04	ACC/MEV	0.00	ACC/MEV
Sideswipe	0	0.00	ACC/MEV	0.00	ACC/MEV
Other	1	-		-	
All Types	**4**	**0.16**	**ACC/MEV**	**0.25**	**ACC/MEV**
U.S. ROUTE 6 & BEAR MOUNTAIN PARKWAY EB ON/OFF RAMPS/SITE ACCESS					
YEARS	3				
AADT	22,712 VPD				
ACCIDENT TYPE	NUMBER OF ACCIDENTS	RATE		STATE WIDE AVERAGE	
Wet Road	0	0.00	ACC/MEV	0.04	ACC/MEV
Left Turn	1	0.04	ACC/MEV	0.01	ACC/MEV
Rear End	3	0.12	ACC/MEV	0.11	ACC/MEV
Overtaking	1	0.04	ACC/MEV	0.04	ACC/MEV
Right Angle	0	0.00	ACC/MEV	0.03	ACC/MEV
Right Turn	0	0.00	ACC/MEV	0.01	ACC/MEV
Head-On	0	0.00	ACC/MEV	0.00	ACC/MEV
Sideswipe	0	0.00	ACC/MEV	0.00	ACC/MEV
Other	2	-		-	
All Types	**7**	**0.28**	**ACC/MEV**	**0.25**	**ACC/MEV**
U.S. ROUTE 6 & BEAR MOUNTAIN PARKWAY WB ON/OFF RAMPS/SINCLAIR GAS					
YEARS	3				
AADT	19,006 VPD				
ACCIDENT TYPE	NUMBER OF ACCIDENTS	RATE		STATE WIDE AVERAGE	
Wet Road	0	0.00	ACC/MEV	0.04	ACC/MEV
Left Turn	0	0.00	ACC/MEV	0.03	ACC/MEV
Rear End	2	0.10	ACC/MEV	0.08	ACC/MEV
Overtaking	4	0.19	ACC/MEV	0.02	ACC/MEV
Right Angle	6	0.29	ACC/MEV	0.07	ACC/MEV
Right Turn	0	0.00	ACC/MEV	0.01	ACC/MEV
Head-On	1	0.05	ACC/MEV	0.00	ACC/MEV
Sideswipe	0	0.00	ACC/MEV	0.00	ACC/MEV
Other	1	-		-	
All Types	**14**	**0.67**	**ACC/MEV**	**0.29**	**ACC/MEV**

TABLE A

ACCIDENT SUMMARY - TOWN ACCIDENT DATA
VARIOUS INTERSECTIONS IN THE TOWN OF CORTLANDT, WESTCHESTER COUNTY, NY

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
E MAIN ST	At Int. w/ Pike Plz	6 87033001	07/18/2016	09:16am	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	UNSAFE SPEED
E MAIN ST	At Int. w/ Pike Plz	6 87033001	11/23/2016	01:37pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	DRY	CLEAR	HEAD ON	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Pike Plz	6 87033001	12/01/2016	04:50pm	TRAFFIC SIGNAL	-	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033003	01/28/2016	06:40pm	STOP SIGN	N/R	3-0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033002	05/14/2016	09:58am	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	REACTION TO OTHER UNINVOLVED VEHICL
E MAIN ST	At Int. w/ Ramp	6 87033002	07/30/2016	09:06pm	TRAFFIC SIGNAL	I	2-2	DARK-ROAD LIGHTED	WET	RAIN	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033003	08/25/2016	08:57pm	NONE	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE
E MAIN ST	At Int. w/ Ramp	6 87033002	09/15/2016	12:30pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNSAFE LANE CHANGE
E MAIN ST	At Int. w/ Ramp	6 87033002	10/21/2016	12:10pm	TRAFFIC SIGNAL	-	3-0	DAYLIGHT	WET	RAIN	OTHER	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033003	10/22/2016	03:52pm	STOP SIGN	PDO & I	2-1	DAYLIGHT	WET	RAIN	RIGHT ANGLE	NOT APPLICABLE
E MAIN ST	At Int. w/ Ramp	6 87033003	04/03/2017	09:23pm	STOP SIGN	-	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033002	04/13/2017	05:00pm	TRAFFIC SIGNAL	PDO & I	4-1	DAYLIGHT	DRY	CLOUDY	OTHER	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033003	08/23/2017	06:50pm	NO PASSING ZONE	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE
E MAIN ST	At Int. w/ Ramp	6 87033002	10/24/2017	08:55am	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	WET	RAIN	LEFT TURN (WITH OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033002	11/20/2017	02:00pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	DRY	CLOUDY	REAR END	UNSAFE SPEED
E MAIN ST	At Int. w/ Ramp	6 87033003	11/27/2017	08:27pm	NONE	-	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	OVERTAKING	UNSAFE LANE CHANGE
E MAIN ST	At Int. w/ Ramp	6 87033003	12/05/2017	06:45pm	NO PASSING ZONE	-	2-0	DARK-ROAD LIGHTED	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033002	12/27/2017	12:41pm	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	UNSAFE LANE CHANGE
E MAIN ST	At Int. w/ Ramp	6 87033002	01/04/2018	01:43am	NONE	-	2-0	DARK-ROAD UNLIGHTED	SNOW/ICE	CLOUDY	RIGHT ANGLE	BACKING UNSAFELY
E MAIN ST	At Int. w/ Ramp	6 87033003	05/24/2018	06:25pm	NONE	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNSAFE LANE CHANGE
E MAIN ST	At Int. w/ Ramp	6 87033003	08/14/2018	03:51pm	NONE	-	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
E MAIN ST	At Int. w/ Ramp	6 87033003	09/18/2018	05:43pm	NO PASSING ZONE	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	At Int. w/ Ramp	6 87033003	12/29/2018	04:14am	STOP SIGN	N/R	2-0	DARK-ROAD LIGHTED	WET	FOG/SMOG/SMOKE	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
PARKWAY DR	At Int. w/ E Main St	N/P	12/03/2016	06:19pm	TRAFFIC SIGNAL	N/R	2-0	DUSK	DRY	CLEAR	OTHER	UNSAFE LANE CHANGE
RAMP	At Int. w/ E Main St	N/P	08/09/2016	08:49am	STOP SIGN	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	HEAD ON	TURNING IMPROPER
N/P	Non-Intersection	N/P	03/01/2017	04:22pm	STOP SIGN	-	2-0	DUSK	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
[Route] 6	Non-Intersection	6 87033002	08/16/2017	04:10pm	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
[Route] 6	Non-Intersection	6 87033003	09/09/2017	01:15pm	NONE	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	05/10/2017	06:29pm	YIELD SIGN	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	06/23/2017	05:15pm	NONE	-	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	02/07/2018	10:00am	NONE	-	1-0	DAYLIGHT	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	02/14/2018	06:45pm	STOP SIGN	-	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OVERTAKING	DRIVER INATTENTION
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	05/28/2018	03:34pm	NONE	N/R	1-0	DAYLIGHT	DRY	CLOUDY	OTHER	TIRE FAILURE/INADEQUATE
BEAR MOUNTAIN STATE PKWY	Non-Intersection	N/P	07/17/2018	06:40pm	NONE	PDO & I	2-1	DAYLIGHT	WET	CLOUDY	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	09/20/2016	03:26pm	STOP SIGN	PDO & I	2-3	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY
BEAR MOUNTAIN STATE PKWY	Non-Intersection	987H87012007	07/08/2017	11:16am	NONE	-	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE
E MAIN ST	Non-Intersection	6 87033002	02/13/2016	04:20pm	STOP SIGN	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
E MAIN ST	Non-Intersection	6 87033002	09/17/2018	01:54pm	HIGHWAY WORK AREA	N/R	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	REACTION TO OTHER UNINVOLVED VEHICL
E MAIN ST	Non-Intersection	6 87033002	10/19/2018	05:53pm	NONE	-	2-0	DUSK	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	DRIVER INATTENTION
E MAIN ST	Non-Intersection	6 87033002	09/26/2016	04:10pm	STOP SIGN	-	2-0	DAYLIGHT	DRY	CLEAR	HEAD ON	UNSAFE SPEED
E MAIN ST	Non-Intersection	6 87033002	09/18/2018	09:10am	NONE	-	2-0	DAYLIGHT	WET	CLOUDY	REAR END	DRIVER INATTENTION
E MAIN ST	Non-Intersection	6 87033001	09/22/2017	08:15pm	NO PASSING ZONE	N/R	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	OVERTAKING	ALCOHOL INVOLVEMENT
E MAIN ST	Non-Intersection	6 87033003	08/04/2016	04:00pm	NO PASSING ZONE	I	3-2	DAYLIGHT	DRY	CLEAR	OTHER	REACTION TO OTHER UNINVOLVED VEHICL
E MAIN ST	Non-Intersection	6 87033003	10/26/2016	12:42pm	NO PASSING ZONE	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	12/02/2016	12:53pm	NO PASSING ZONE	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	12/22/2016	09:14am	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033003	01/05/2017	02:20pm	NONE	-	2-0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	UNSAFE LANE CHANGE
E MAIN ST	Non-Intersection	6 87033002	03/02/2017	01:23pm	UNKNOWN	-	2-0	UNKNOWN	UNKNOWN	UNKNOWN	REAR END	NOT ENTERED
E MAIN ST	Non-Intersection	6 87033002	03/13/2017	08:30pm	NO PASSING ZONE	-	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	10/03/2017	06:08am	TRAFFIC SIGNAL	N/R	2-0	DAWN	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	02/19/2018	11:53am	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	6 87033002	05/06/2018	02:20pm	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
E MAIN ST	Non-Intersection	6 87033002	06/29/2018	11:13am	TRAFFIC SIGNAL	-	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
E MAIN ST	Non-Intersection	N/P	11/27/2018	07:20pm	NO PASSING ZONE	-	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	FAILURE TO YIELD RIGHT OF WAY

*PDO = PROPERTY DAMAGE ONLY I = INJURY F = FATALITY N/R = NON-REPORTABLE N/P = NOT PROVIDED

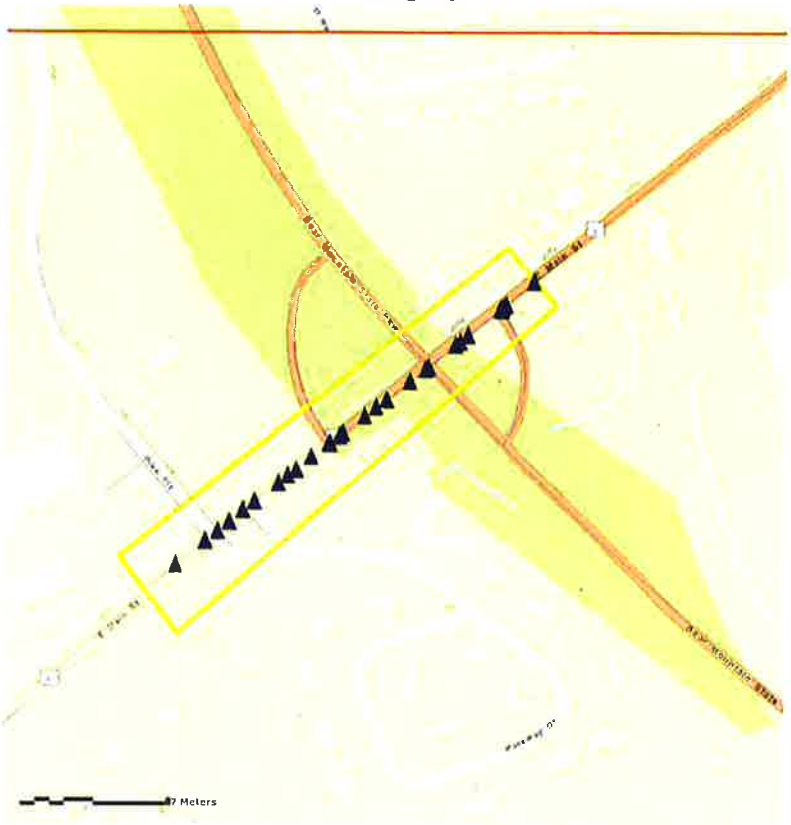
NYSDOT QRA ACCIDENT SEVERITY SUMMARY

Print Date 1/31/2019 **Print Time** 11:05:37AM

Query Number/Name	Query Type	Query Sub Type	Accident Date Range
43470 15722	AttributeQuery	None	1/1/2016 12:00:00AM To 1/30/2019 12:00:00AM

Case Year	Injury	Fatality	Property Damage	Non-Reportables	Totals
2016	8	0	4	7	19
Case Year	**Injury**	**Fatality**	**Property Damage**	**Non-Reportables**	**Totals**
2017	2	0	15	2	19
Case Year	**Injury**	**Fatality**	**Property Damage**	**Non-Reportables**	**Totals**
2018	1	1	10	4	16
Grand Total:	11	1	29	13	

15722_map



Legend

Railroad

Accident Location Information System(ALIS)

Date: 1/31/2019
10:58:13 AM

Accident Verbal Description

15722_VDR

Date in this report covers the period -1/1/2016-1/30/2019

Complete Accident data from NYSDMV is only available thru 9/30/2018 12:00:00 AM

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp

1/28/2016 Thu 18:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36079491**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST

2/13/2016 Sat 16:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36097366**
Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: GLARE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
5/14/2016 Sat 09:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36231080**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST
AT INTERSECTION WITH Pike Plz
7/18/2016 Mon 09:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36304822**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 | Driver's Age: 47 | Sex: F | Citation Issued: Y
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
7/30/2016 Sat 21:06 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36320433**
Accident Class: INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3316 | State of Registration: NY
Num of Occupants: 3 | Driver's Age: 45 | Sex: M | Citation Issued: N
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3040 | State of Registration: NY
Num of Occupants: 2 | Driver's Age: 48 | Sex: M | Citation Issued: Y
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
25 Meters East of Ramp
8/4/2016 Thu 16:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36336295**
Accident Class: INJURY Police Agency: NYSP CORTLANDT Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP | Registered Weight: 3468 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 75 | Sex: M | Citation Issued: N
Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 5005 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 68 | Sex: M | Citation Issued: N
Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2767 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH E Main St
8/9/2016 Tue 08:49 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36345535**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2575 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: Y
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 2743 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
8/25/2016 Thu 20:57 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36367992**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3686 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3427 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N

Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
AT INTERSECTION WITH [Route] 6

9/20/2016 Tue 15:26 PM | Persons Killed: 0 | Persons Injured: 3 | Extent of Injuries: CCC | **Case: 2016-36393144**

Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: PD WESTCHESTER COUNTY DPS | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: STOP SIGN

Manner of Collision: RIGHT ANGLE | Weather: CLOUDY

Road Surface Condition: DRY | Road Char.: CURVE AND GRADE | Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3248 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 49 | Sex: M | Citation Issued: N

Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3332 | State of Registration: NY

Num of Occupants: 2 | Driver's Age: 38 | Sex: M | Citation Issued: Y

Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Bear Mountain State Pkwy

9/26/2016 Mon 16:10 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2016-36407219**

Accident Class: PROPERTY DAMAGE | Police Agency: NYSP CORTLANDT | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: STOP SIGN

Manner of Collision: HEAD ON | Weather: CLEAR

Road Surface Condition: DRY | Road Char.: CURVE AND GRADE | Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER | Registered Weight: | State of Registration: -3

Num of Occupants: 0 | Driver's Age: | Sex: | Citation Issued:

Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: TURNING IMPROPER, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3862 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 52 | Sex: M | Citation Issued: N

Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
10/22/2016 Sat 15:52 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36436556**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: OH
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: OH
Num of Occupants: 4 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
10/21/2016 Fri 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36436718**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3270 State of Registration: NY
Num of Occupants: 3 Driver's Age: 77 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3345 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
36 Meters West of Ramp
10/26/2016 Wed 12:42 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36443663**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char : STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4377 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
9/15/2016 Thu 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36475849**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char : STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST
AT INTERSECTION WITH Pike Plz
12/1/2016 Thu 16:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36501963**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3109 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3175 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
14 Meters West of Ramp
12/2/2016 Fri 12:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36501964**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 83 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street: PARKWAY DR
AT INTERSECTION WITH E Main St
12/3/2016 Sat 18:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36512294**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OTHER
Road Surface Condition: DRY
Loc of Ped/Bicycle: INVALID CODE
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Road Char.: STRAIGHT AND LEVEL
Light Condition: DUSK
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY
Num of Occupants: 1
Driver's Age: 35
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY
Num of Occupants: 1
Driver's Age: 17
Sex: M
Citation Issued: Y
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST
AT INTERSECTION WITH Pike Plz
11/23/2016 Wed 13:37 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36531201**
Accident Class: PROPERTY DAMAGE AND INJURY
Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: HEAD ON
Traffic Control: TRAFFIC SIGNAL
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight: 3795
State of Registration: NY
Num of Occupants: 2
Driver's Age: 55
Sex: F
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 3509
State of Registration: NY
Num of Occupants: 1
Driver's Age: 26
Sex: F
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
35 Meters East of Ramp
12/22/2016 Thu 09:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36536624**
Accident Class: PROPERTY DAMAGE
Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Traffic Control: TRAFFIC SIGNAL
Weather: CLOUDY
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3571 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2907 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
32 Meters West of Ramp
1/5/2017 Thu 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36553069**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2747 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: Street:
3/1/2017 Wed 16:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36627783**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5707 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
26 Meters West of Ramp
3/13/2017 Mon 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36641848**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5579 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
26 Meters East of Ramp
3/2/2017 Thu 13:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36648763**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2804 State of Registration: NY
Num of Occupants: 1 Driver's Age: 87 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
4/3/2017 Mon 21:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36673908**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: RIGHT ANGLE Traffic Control: STOP SIGN
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Weather: CLOUDY
Loc. of Ped/Bicycle: NOT APPLICABLE Light Condition: DARK-ROAD LIGHTED
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3122 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2873 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
4/13/2017 Thu 17:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36693202**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OTHER Traffic Control: TRAFFIC SIGNAL
Road Surface Condition: DRY Weather: CLOUDY
Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3493 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :4 CAR/VAN/PICKUP Registered Weight: 2805 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY
Num of Occupants: 2 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3814 State of Registration: NY
Num of Occupants: 1 Driver's Age: 71 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
5/10/2017 Wed 18:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36739149**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3831 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4841 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
6/23/2017 Fri 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36785295**
Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4311 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MERGING

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 5337 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
AT INTERSECTION WITH Bear Mountain State Pkwy
7/8/2017 Sat 11:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36800660**
Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 MOTORCYCLE Registered Weight: 485 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 CAR/VAN/PICKUP Registered Weight: 3742 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: [Route] 6
8/16/2017 Wed 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36854238**
Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3280 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4788 State of Registration: NY
Num of Occupants: 4 Driver's Age: 36 Sex: F Citation Issued: N

Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp

8/23/2017 Wed 18:50 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-36866306**

Accident Class: PROPERTY DAMAGE | Police Agency: NYSP CORTLANDT | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: NO PASSING ZONE

Manner of Collision: OVERTAKING | Weather: CLEAR

Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 5605 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 54 | Sex: M | Citation Issued: N

Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 4500 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 24 | Sex: M | Citation Issued: N

Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNSAFE LANE CHANGE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: [Route] 6
26 Meters West of Ramp

9/9/2017 Sat 13:15 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-36884925**

Accident Class: PROPERTY DAMAGE | Police Agency: PD WESTCHESTER COUNTY DPS | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: NONE

Manner of Collision: OVERTAKING | Weather: CLEAR

Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK | Registered Weight: 44799 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 48 | Sex: M | Citation Issued: N

Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3252 | State of Registration: NY

Num of Occupants: 3 | Driver's Age: 18 | Sex: M | Citation Issued: N

Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST
23 Meters West of Pike Plz
9/22/2017 Fri 20:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36906559**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: ALCOHOL INVOLVEMENT, UNSAFE LANE CHANGE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
61 Meters East of Ramp
10/3/2017 Tue 06:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36925008**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
10/24/2017 Tue 08:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36949540**

Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: LEFT TURN (WITH OTHER CAR)
Road Surface Condition: WET
Loc. of Ped/Bicycle: NOT APPLICABLE
Police Agency: NYSP CORTLANDT
Num of Veh: 2
Traffic Control: TRAFFIC SIGNAL
Weather: RAIN
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight: 3569
State of Registration: NY
Num of Occupants: 1
Driver's Age: 59
Sex: M
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 3759
State of Registration: NY
Num of Occupants: 1
Driver's Age: 82
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
11/20/2017 Mon 14:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36994252**
Accident Class: PROPERTY DAMAGE AND INJURY
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Police Agency: NYSP CORTLANDT
Num of Veh: 2
Traffic Control: TRAFFIC SIGNAL
Weather: CLOUDY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 2342
State of Registration: NY
Num of Occupants: 1
Driver's Age: 26
Sex: F
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP
Registered Weight: 4585
State of Registration: NY
Num of Occupants: 1
Driver's Age: 33
Sex: F
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
11/27/2017 Mon 20:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37019652**
Accident Class: PROPERTY DAMAGE
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING
Road Surface Condition: DRY
Police Agency: NYSP CORTLANDT
Num of Veh: 2
Traffic Control: NONE
Weather: CLOUDY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP — Registered Weight: 4077 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 55 — Sex: M — Citation Issued: N
Direction of Travel: WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 55 — Sex: M — Citation Issued: Y
Direction of Travel: WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
12/5/2017 Tue 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37021756**
Accident Class: PROPERTY DAMAGE — Police Agency: NYSP CORTLANDT — Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END — Weather: RAIN
Road Surface Condition: WET — Road Char.: STRAIGHT AND LEVEL — Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP — Registered Weight: 4450 — State of Registration: NY
Num of Occupants: 2 — Driver's Age: 47 — Sex: F — Citation Issued: N
Direction of Travel: WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: 3400 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 33 — Sex: F — Citation Issued: N
Direction of Travel: WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
12/27/2017 Wed 12:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37056705**
Accident Class: PROPERTY DAMAGE — Police Agency: NYSP CORTLANDT — Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END — Weather: CLEAR
Road Surface Condition: DRY — Road Char.: STRAIGHT AND LEVEL — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP — Registered Weight: 3675 — State of Registration: NY
Num of Occupants: 2 — Driver's Age: 21 — Sex: F — Citation Issued: N

Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3329 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 73 | Sex: F | Citation Issued: N

Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp

1/4/2018 Thu 01:43 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37080624**

Accident Class: PROPERTY DAMAGE | Police Agency: NYSP CORTLANDT | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: NONE

Manner of Collision: RIGHT ANGLE | Weather: CLOUDY

Road Surface Condition: SNOW/ICE | Road Char : STRAIGHT AND LEVEL | Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3257 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: | Sex: | Citation Issued:

Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3823 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 53 | Sex: F | Citation Issued: Y

Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: BACKING UNSAFELY, NOT ENTERED

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY

2/7/2018 Wed 10:00 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37133846**

Accident Class: PROPERTY DAMAGE | Police Agency: PD WESTCHESTER COUNTY DPS | Num of Veh: 1

Type Of Accident: COLLISION WITH SIGN POST | Traffic Control: NONE

Manner of Collision: OTHER | Weather: SNOW

Road Surface Condition: SNOW/ICE | Road Char : CURVE AND GRADE | Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 2450 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 19 | Sex: F | Citation Issued: N

Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
2/14/2018 Wed 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37146060**
Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING Traffic Control: STOP SIGN
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Weather: CLOUDY
Loc. of Ped/Bicycle: NOT APPLICABLE Light Condition: DARK-ROAD UNLIGHTED
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3417 State of Registration: NY
Num of Occupants: 2 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3231 State of Registration: NY
Num of Occupants: 1 Driver's Age: 71 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
43 Meters East of Ramp
2/19/2018 Mon 11:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37178020**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: REAR END Traffic Control: TRAFFIC SIGNAL
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Weather: CLEAR
Loc. of Ped/Bicycle: NOT APPLICABLE Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4120 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PRESCRIPTION MEDICATION, FOLLOWING TOO CLOSELY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
32 Meters West of Ramp
5/6/2018 Sun 14:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37269475**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END
Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: STRAIGHT AND LEVEL
Weather: CLEAR
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY
Num of Occupants: 4
Driver's Age: 43
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY
Num of Occupants: 1
Driver's Age: 53
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
5/24/2018 Thu 18:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:
Case: 2018-37304235
Accident Class: PROPERTY DAMAGE
Police Agency: NYSP CORTLANDT
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NONE
Manner of Collision: OVERTAKING
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight:
State of Registration: NJ
Num of Occupants: 1
Driver's Age: 52
Sex: M
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 4168
State of Registration: NY
Num of Occupants: 1
Driver's Age: 37
Sex: F
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
5/28/2018 Mon 15:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries:
Case: 2018-37305421
Accident Class: NON-REPORTABLE
Police Agency: PD WESTCHESTER COUNTY DPS
Num of Veh: 1
Type Of Accident: COLLISION WITH MEDIAN/BARRIER
Traffic Control: NONE
Manner of Collision: OTHER
Weather: CLOUDY
Road Surface Condition: DRY
Road Char.: STRAIGHT/ GRADE
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY

Num of Occupants: 3 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, TIRE FAILURE/INADEQUATE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
26 Meters East of Ramp
6/29/2018 Fri 11:13 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37387574**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3419 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
8/14/2018 Tue 15:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37438990**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5709 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2707 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
9/17/2018 Mon 13:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37486038**
Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: HIGHWAY WORK AREA
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char : STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
9/18/2018 Tue 17:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37488622**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char : STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5276 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4572 State of Registration: NY
Num of Occupants: 5 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
9 Meters East of Parkway Dr
9/18/2018 Tue 09:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37490421**

Accident Class: PROPERTY DAMAGE
Police Agency: PD WESTCHESTER COUNTY DPS
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NONE
Manner of Collision: REAR END
Weather: CLOUDY
Road Surface Condition: WET
Road Char.: STRAIGHT AT HILLCREST
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 2337
State of Registration: NY
Num of Occupants: 1
Driver's Age: 72
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP
Registered Weight: 5535
State of Registration: NY
Num of Occupants: 1
Driver's Age: 55
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
10/19/2018 Fri 17:53 PM Persons Killed: 1 Persons Injured: 0 Extent of Injuries: K **Case: 2018-37549719**
Accident Class: FATAL
Police Agency: PD WESTCHESTER COUNTY DPS
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 4270
State of Registration: NY
Num of Occupants: 1
Driver's Age: 47
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 MOTORCYCLE
Registered Weight:
State of Registration: NY
Num of Occupants: 1
Driver's Age: 37
Sex: F
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
73 Meters East of Ramp
11/27/2018 Tue 19:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37616737**
Accident Class: PROPERTY DAMAGE
Police Agency: NYSP CORTLANDT
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NO PASSING ZONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)
Weather: CLOUDY
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight: 3786
State of Registration: NY
Num of Occupants: 2
Driver's Age: 17
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight:
State of Registration: MD
Num of Occupants: 1
Driver's Age: 52
Sex: F
Citation Issued: Y
Direction of Travel: EAST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
12/29/2018 Sat 04:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37665393**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: FOG/SMOG/SMOKE
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY
Num of Occupants: 2
Driver's Age: 41
Sex: F
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight:
State of Registration: NY
Num of Occupants: 1
Driver's Age: 39
Sex: F
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Page of Pages

Local Codes
W5WS488SXSB2
103492-18

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 37549719

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☒	Left Scene	Police Photos
10 / 19 / 2018	Fri	17:53	2	0	1	☒	☒	☒ Yes ☐ No

VEHICLE 1	☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number [redacted] State of Lic. NY
Driver Name--exactly as printed on license [redacted]	Driver Name--exactly as printed on license [redacted]
Address (Include Number & Street) [redacted] Apt. No.	Address (Include Number & Street) [redacted] Apt. No.
City or Town [redacted] State NY Zip Code	City or Town [redacted] State NY Zip Code
Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐	Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐
Name--exactly as printed on registration [redacted] Sex M Date of Birth [redacted]	Name--exactly as printed on registration [redacted] Sex F Date of Birth [redacted]
Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code Released ☐	Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code Released ☐
City or Town [redacted] State NY Zip Code [redacted]	City or Town [redacted] State NY Zip Code [redacted]
Plate Number [redacted] State of Reg. NY Vehicle Year & Make LEXS 2006 Vehicle Type SUBN Ins. Code 743	Plate Number [redacted] State of Reg. UN Vehicle Year & Make KAWK 2012 Vehicle Type MCY Ins. Code 000
Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
Violation Section(s)	Violation Section(s)

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	1	2	
Box 2 - Most Damage	5	5	
Enter up to three more Damage Codes	3	4	5
	4	6	

Vehicle Towed: By E&M TOWING To WCPD HQ

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

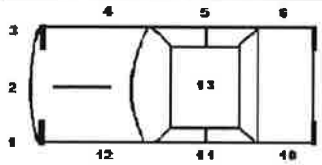
Box 1 - Point of Impact	1	2	
Box 2 - Most Damage	17		
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By E&M To WCPD HQ

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.	4.	Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

3 Left Turn

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County WEST ☐ City ☐ Village ☒ Town of CORTLANDT, TOWN OF

Road on which accident occurred E MAIN STREET (Route Number or Street Name)

at 1) intersecting street BEAR MTN PKWY W/B ENTRANCE RAM (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 was traveling northbound on E Main Street and was attempting to turn left to merge onto the Bear Mountain Parkway when he struck Vehicle 2. Driver of vehicle 2 was treated on scene by EMS personnel and transferred to Hudson Valley Hospital where she died from her injuries. Driver of vehicle 1 refused any further medical attention on scene. Reference AI Case #28-18. - WITNESS 1 [redacted] - WITNESS 2 [redacted] WITNESS 3 [redacted] WITNESS 4 [redacted]

USE COVER SHEET N

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	47	1	-	-	-			[redacted]	N/A
B	02	1	- -	1	37	2	X	X	1	69b2	5908	[redacted]	10/19/2018
C													
D													
E													
F													
G													

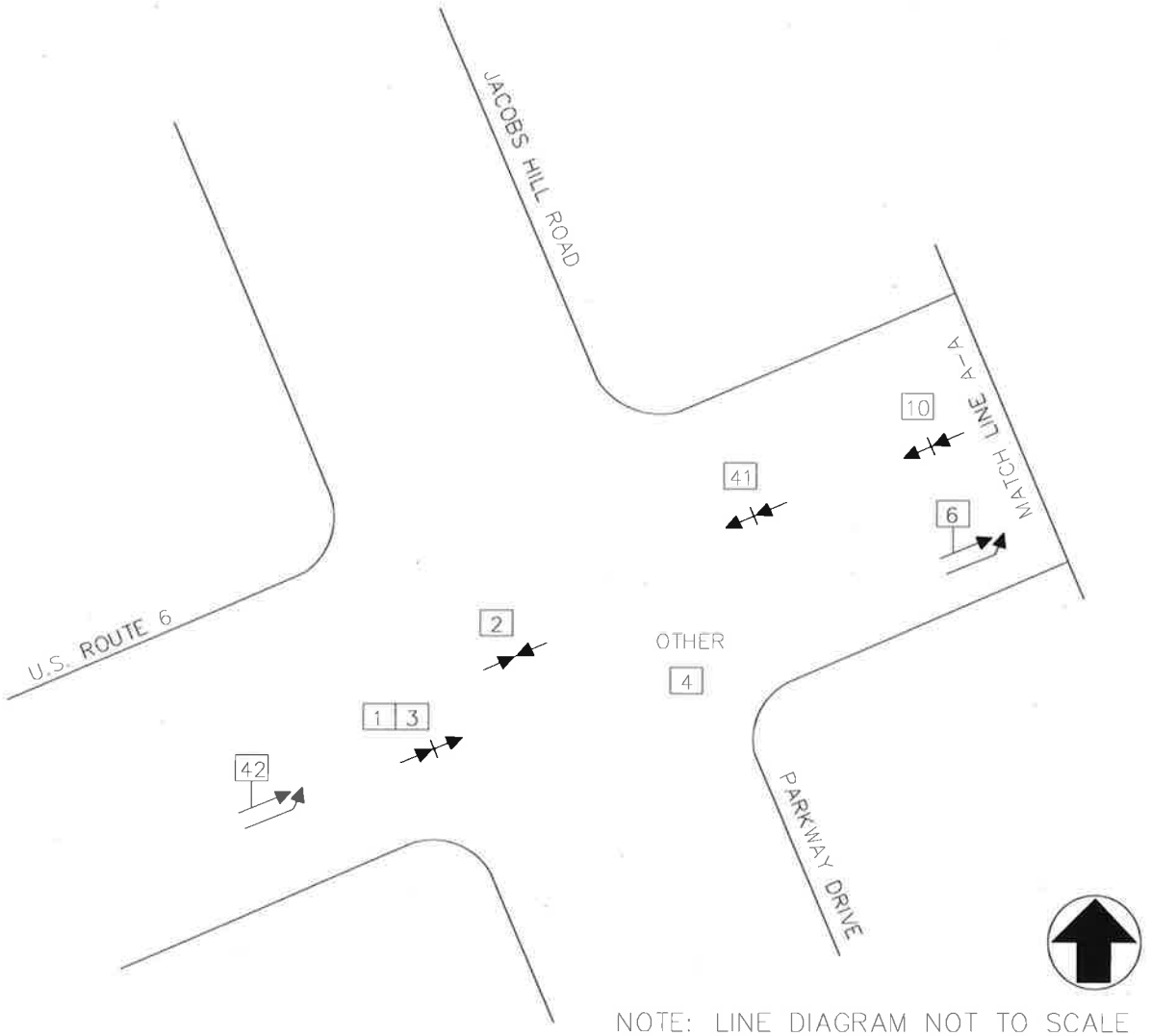
ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
PO L BROWN	1112	05900			FELIX, JESSICA	10 / 25 / 2018 10:10

COLLISION DIAGRAM

MUNICIPALITY: TOWN OF CORTLANDT COUNTY: WESTCHESTER
INTERSECTION: U.S. ROUTE 6 & JACOBS HILL ROAD/PARKWAY DRIVE
PERIOD: 3 YEARS 3 FROM 1/1/2016 TO 1/30/2019

LOCATION # : 1
REF MARKER: 687033001-3004
BY: MASER DATE: 7/15/2019



NOTE: LINE DIAGRAM NOT TO SCALE

NUMBER OF ACCIDENTS	
NON-REPORTABLE	3
PROPERTY DAMAGE	2
INJURY	0
FATALITY	0
UNKNOWN	0
PD & I	3
TOTAL ACCIDENTS	8

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- M MOTORCYCLE
- R PEDESTRAIN
- BACKING VEHICLE
- B BICYCLE
- STOPPED VEHICLE
- A ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

COLLISION DIAGRAM

MUNICIPALITY: TOWN OF CORTLANDT COUNTY: WESTCHESTER LOCATION # : 2

INTERSECTION: U.S. ROUTE 6 & BEAR MOUNTAIN PKWY EB RAMP/SITE REF MARKER: 687033001-3004

PERIOD: 3 YEARS 3 FROM 1/1/2016 TO 1/30/2019 BY: MASER DATE: 7/15/2019

NOTE: LINE DIAGRAM NOT TO SCALE

NUMBER OF ACCIDENTS	
NON-REPORTABLE	4
PROPERTY DAMAGE	8
INJURY	0
FATALITY	0
UNKNOWN	0
PD & I	1
TOTAL ACCIDENTS	13

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- M MOTORCYCLE
- R PEDESTRAIN
- BACKING VEHICLE
- B BICYCLE
- STOPPED VEHICLE
- A ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

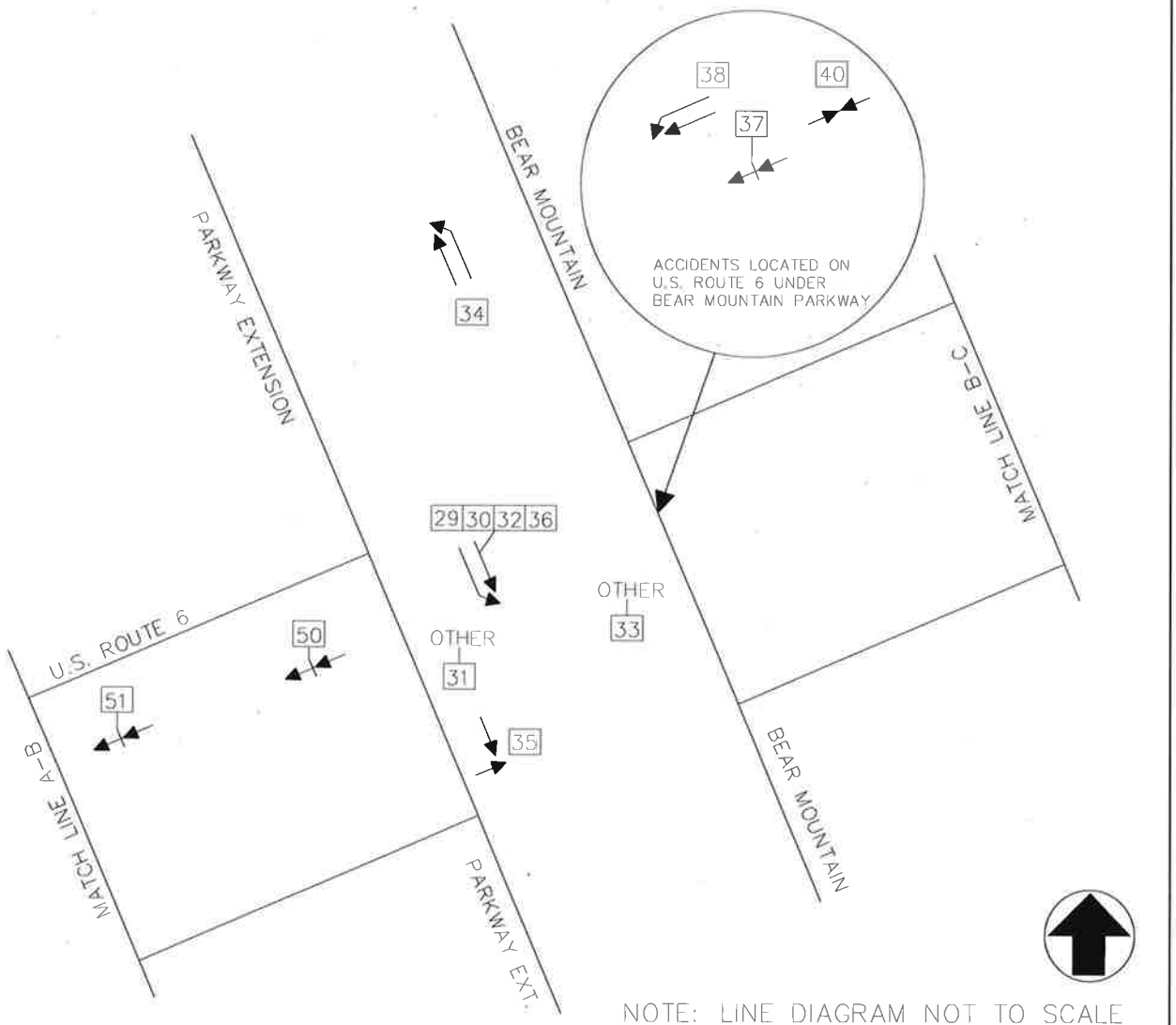
MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

COLLISION DIAGRAM

MUNICIPALITY: TOWN OF CORTLANDT COUNTY: WESTCHESTER
INTERSECTION: U.S. ROUTE 6 & BEAR MNT. PKWY EXT./UNDERPASS
PERIOD: 3 YEARS 3 FROM 1/1/2016 TO 1/30/2019

LOCATION # : 3
REF MARKER: 687033001-3004
BY: MASER DATE: 7/15/2019



NOTE: LINE DIAGRAM NOT TO SCALE

NUMBER OF ACCIDENTS	
NON-REPORTABLE	4
PROPERTY DAMAGE	8
INJURY	0
FATALITY	0
UNKNOWN	1
PD & I	2
TOTAL ACCIDENTS	15

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- M MOTORCYCLE
- R PEDESTRAIN
- BACKING VEHICLE
- B BICYCLE
- STOPPED VEHICLE
- A ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

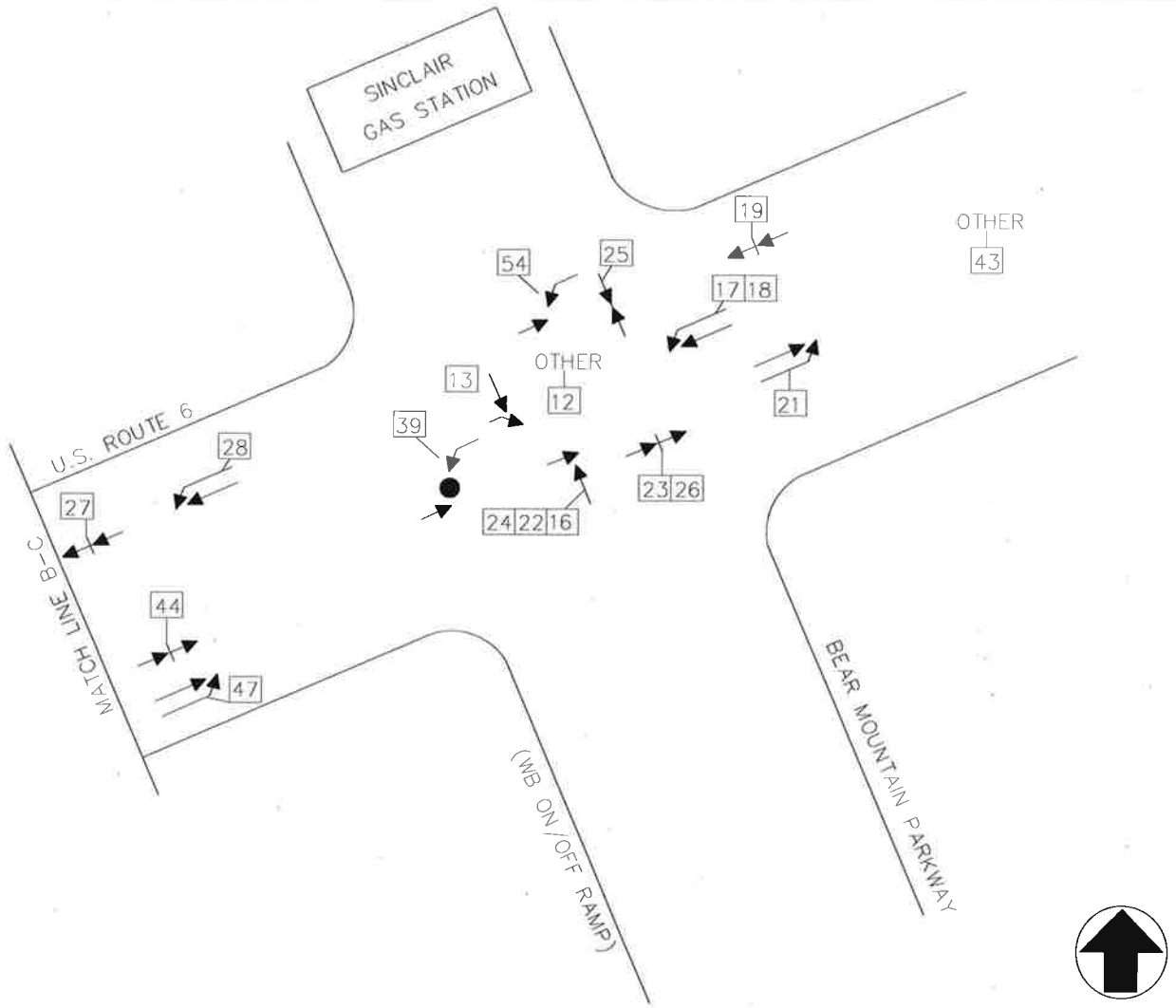
MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

COLLISION DIAGRAM

MUNICIPALITY: TOWN OF CORTLANDT COUNTY: WESTCHESTER
INTERSECTION: U.S. ROUTE 6 & BEAR MTN PKWY WB RAMP/SINCLAIR
PERIOD: 3 YEARS 3 FROM 1/1/2016 TO 1/30/2019

LOCATION # : 4
REF MARKER: 687033001-3004
BY: MASER DATE: 7/15/2019



NOTE: LINE DIAGRAM NOT TO SCALE

NUMBER OF ACCIDENTS	
NON-REPORTABLE	2
PROPERTY DAMAGE	11
INJURY	1
FATALITY	0
UNKNOWN	0
PD & I	3
TOTAL ACCIDENTS	17

SYMBOLS

- MOVING VEHICLE
- PARKED VEHICLE
- M MOTORCYCLE
- R PEDESTRAIN
- BACKING VEHICLE
- B BICYCLE
- STOPPED VEHICLE
- A ANIMAL
- PERSONAL INJURY
- FATAL INJURY
- FIXED OBJECT

MANNER OF COLLISION

- REAR END
- HEAD ON
- OVERTAKE
- LEFT TURN
- OUT OF CONTROL
- RIGHT TURN
- SKIDDING
- RIGHT ANGLE
- OVERTURN
- SIDE SWIPE

GASLAND CORTLANDT

APPENDIX F

ITE PASS BY TRIP DATA

Table E.36 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 944—Gasoline/Service Station

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	—	Chicago suburbs, IL	1987	48	3:00–7:00 p.m.	21	—	—	79	—	Kenig, O'Hare, Humes, Flock
—	—	Chicago suburbs, IL	1987	34	3:00–6:00 p.m.	25	—	—	75	—	Kenig, O'Hare, Humes, Flock
—	—	Chicago suburbs, IL	1987	42	3:00–6:00 p.m.	20	—	—	80	—	Kenig, O'Hare, Humes, Flock
2.3	6	Gaithersburg, MD	1992	55	4:00–6:00 p.m.	40	11	49	60	2,760	RBA
2.1	8	Bethesda, MD	1992	30	4:00–6:00 p.m.	53	20	27	47	1,060	RBA
1.7	6	Wheaton, MD	1992	18	4:00–6:00 p.m.	61	6	33	39	2,510	RBA
2.0	8	Gaithersburg, MD	1992	47	4:00–6:00 p.m.	62	23	15	38	2,635	RBA
1.2	6	Damascus, MD	1992	26	4:00–6:00 p.m.	58	11	31	42	1,020	RBA
0.3	12	Wheaton, MD	1992	52	4:00–6:00 p.m.	38	10	52	62	3,635	RBA

Average Pass-By Trip Percentage: 42
"—" means no data were provided

Table E.37 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period Land Use Code 945—Gasoline/Service Station with Convenience Market

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	61	7:00–9:00 a.m.	60	15	25	40	4,000	Barton-Aschman Assoc.
0.6	8	Louisville, KY	1993	48	7:00–9:00 a.m.	68	13	19	32	1,307	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	47	7:00–9:00 a.m.	67	11	22	33	1,105	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	7:00–9:00 a.m.	56	22	22	44	1,211	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	7:00–9:00 a.m.	46	42	12	54	1,211	Barton-Aschman Assoc.
0.3	—	Louisville area, KY	1993	75	7:00–9:00 a.m.	72	15	13	28	—	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	38	7:00–9:00 a.m.	47	14	39	53	3,095	RBA
0.4	8	Derwood, MD	1992	46	7:00–9:00 a.m.	75	0	25	25	3,770	RBA
2.2	8	Kensington, MD	1992	31	7:00–9:00 a.m.	47	34	19	53	1,785	RBA
1	8	Silver Spring, MD	1992	35	7:00–9:00 a.m.	78	9	13	22	7,080	RBA

Average Pass-By Trip Percentage: 62
"—" means no data were provided

Table E.38 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 945—Gasoline/Service Station with Convenience Market

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	83	4:00–6:00 p.m.	52	8	40	48	4,969	Barton-Aschman Assoc.
0.8	8	Louisville, KY	1993	80	4:00–6:00 p.m.	53	20	27	47	1,491	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	—	4:00–6:00 p.m.	57	19	24	43	1,812	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	4:00–6:00 p.m.	72	7	21	28	2,857	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	4:00–6:00 p.m.	55	16	29	45	2,857	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	38	4:00–6:00 p.m.	67	14	19	33	3,095	RBA
0.4	8	Derwood, MD	1992	46	4:00–6:00 p.m.	46	11	43	54	3,770	RBA
2.1	8	Kensington, MD	1992	31	4:00–6:00 p.m.	52	13	35	48	1,785	RBA
1	8	Silver Spring, MD	1992	35	4:00–6:00 p.m.	54	3	43	46	7,080	RBA

Average Pass-By Trip Percentage: 56
"—" means no data were provided

GASLAND CORTLANDT

APPENDIX G

NYSDOT CORRESPONDENCE

NYSDOT - REGION 8

MEETING SIGN-IN SHEET

Meeting Name: 19-015 Garland Cortlandt Date: 1/29/19

NAME	COMPANY / GROUP	E-MAIL ADDRESS	PHONE #
PHILIP GREAHY	MASER CONSULTING	pgreahy@maserconsulting.com	914 347-7500
Mitch Nesheiwat	Garland Rd. Partners	garland.r[illegible]	845 331-7545
Chris Lapine	Chazen	clapine@chazencompanies.com	845-48[illegible]-1070
Lance Gorney	NYSDOT	Lance.Gorney@dot.ny.gov	845-431-5806

Philip Grealy

From: Chris Kehoe <ChrisK@townofcortlandt.com>
Sent: Sunday, June 02, 2019 8:36 AM
To: 'Chris Lapine'; Gasland Petroleum (gasland.zeidan@gmail.com); Philip Grealy
Subject: FW: SEQR 19-015 Gasland Cortlandt LAD Response

Chris Kehoe, AICP
Deputy Director, Planning Division
Town of Cortlandt
1 Heady Street
Cortlandt Manor, NY 10567
914-734-1081

From: Zimmer, Lee (DOT) [mailto:Lee.Zimmer@dot.ny.gov]
Sent: Friday, May 31, 2019 4:12 PM
To: Chris Kehoe; Michael Preziosi
Cc: McCullough, Mary (DOT); Pacheco, Ivelisse (DOT); Darelius, Anne D (DOT); Schumaci, Frank (DOT); Knisell, Barbara (DOT)
Subject: SEQR 19-015 Gasland Cortlandt LAD Response

Chris:

The New York State Department of Transportation (NYSDOT) is in receipt of the preliminary plan submission package, along with Lead Agency Designation Request from the T/O Cortlandt, dated May 14th 2019. The NYSDOT consents to the Town Planning Board assuming the role of Lead Agency for review of the referenced proposal.

"The proposed permit work is in the vicinity of a NYSDOT traffic signal, highway light, or other device with loop detection and/or buried conduit. The permittee shall locate all such underground facilities and note such on the construction plans. Damage to underground facilities are the responsibility of the permittee."

In an effort to enhance the Regional capabilities of managing traffic flow, providing real-time traffic data, minimizing delay and reducing congestion, the Region will be installing communication capabilities to all Region 8 traffic signals.

> Effective immediately, the scope of work on all Capital Projects that include signal modification (at Pre-PSE Stage or earlier), shall be expanded to include the connection of the traffic signal to the Advanced Traffic Management System (ATMS) network by either a cable modem (preferred) or by a cellular modem (acceptable). Also all signalized work under a Highway Work Permit will follow this guidance.
>
> It is envisioned that critical, congested corridors will have to be addressed as a system where work is proposed. For more information or specific details, the Regional Signal Section should be contacted at (845) 437-3396.

It is anticipated that a Highway Work Permit will be required as part of the proposed action.

The applicant should also be encouraged to review the permit process and all required HWP forms on the NYSDOT website (https://www.dot.ny.gov/index). In particular, please submit the PERM 33-COM as part of the submission.

Please submit subsequent plans and documents for this project as well as those for any future development proposals in DIGITAL (.pdf) FORMAT –CD, DVD or Thumb drive.

Sidewalk must comply with current ADA requirements. The values shown on the table "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities" shall be used to ensure that pedestrian facilities in the public Right-of-Way are ADA compliant. Please refer to Engineering Directive ED15-004. The applicant will need to provide inspection services as indicated.

- **Engineering Directive ED15-004** - Design, Construction and Inspection of Pedestrian Facilities in the Public Right of Way
  The values shown on the table "Critical Elements for the Design, Layout and Acceptance of Pedestrian Facilities" shall be used to ensure that pedestrian facilities in the public right of way are ADA compliant. Please refer to engineering directive ED15-004. When submitting proposed permit projects for NYSDOT review, the applicant's engineer will need to include a letter or statement within the transmittal letter that the submitted design is compliant with ED15-004 and all other applicable codes, standards, and specifications. The applicant will also need to provide inspection services as indicated. In particular, the applicant's engineer will perform the required pre-pour concrete form inspection, completed construction inspection, and submit a signed, sealed document confirming compliance with ED15-004 and all other applicable codes, standards, and specifications. In instances where nonstandard features cannot be avoided a justification form will need to be completed under the process promulgated under the Highway Design Manual Chapter 2 (Refer to Exhibit 2-15A).

The Permit Applicant will be required to provide Consultant Inspection services by a qualified Professional Engineering firm experienced in capital highway work to provide quality assurance for all work performed in the State right-of-way. Proposed Consultant Inspection staffing, resumes and construction schedule shall be submitted for NYSDOT review and acceptance prior to permit issuance. Please refer to the attached *Construction Inspection Requirements for Highway Work Permits* for guidance regarding the required inspection work.

A Traffic Impact Study shall be prepared and submitted to NYSDOT for further review and comments. The applicant used adjacent street traffic instead of peak hour generator for the trip generation number. The Department would like to remind the applicant that ITE specifies the greater number should be used when comparing two alternative methods. In addition to this the pass by traffic (56%) number needs to be justified and compared to the background traffic. Depending upon the size of the proposed improvement or impact to the NYSDOT Right-of-Way, additional engineering details may be required. These details may include a Traffic Impact/Accident Study, SYNCHRO analysis for all affected highways/intersections, Site Plan (SP), Accident Counter-measures/Mitigation, Highway Improvement Plan (HIP), and/or other submissions as directed by the Permit Engineer.

Lead Agency approval under SEQR is required in advance of permitting.

Provide a sight distance matrix including design speed, posted speed, each type of turning movement, required sight distance for each type of turning movement, available sight distance, variance (if any), support for variance. Labeled and dimensioned sight distance triangles need to be shown on plans.

This project is subject to the requirements of the State's Drivers First initiative. Delay to the traveling public must be minimized.

If there is anything else please let me know.

Lee A. Zimmer P.E.
Traffic Signals & Highway Work Permits
New York State Department of Transportation, Hudson Valley
4 Burnett Boulevard, Poughkeepsie, NY 12603
(845) 437-3320 | lee.zimmer@dot.ny.gov | www.dot.ny.gov
NEW YORK STATE DEPARTMENT OF TRANSPORTATION | Department of Transportation

NEW YORK
STATE OF
OPPORTUNITY.
Department of
Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

March 14, 2019

Nicholas Tortorella
Maser Consulting, P.A.
400 Columbus Avenue, Suite 180E
Valhalla, NY 10595

RE: Freedom of Information Law Request FR8-19-006319
The Traffic Signal Plans and Signal Timing Plans for the following signals in Cortlandt, New York: 1. W-585 : U.S. Route 6 & Jacobs Hill Rd/Parkway Dr 2. W-492 : U.S. Route 6 & Bear Mntn Pkwy SB On/Off Ramps

VIA: E-Mail (No Hard Copy to Follow)

Dear Tortorella:

This correspondence will acknowledge receipt of your March 12, 2019 Freedom of Information Law (FOIL) request at the New York State Department of Transportation (NYSDOT) Records Access Office on this date.

I am researching your request and will notify you within the next twenty business days regarding the availability of the records you are seeking.

Please indicate the FOIL request number when corresponding on this subject.

Sincerely,

Hai Ian
Records Access Officer

MASER CONSULTING P.A.

Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

400 Columbus Avenue, Suite 180E
Valhalla, NY 10595
T: 914.347.7500
F: 914.347.7266
www.maserconsulting.com

March 4, 2019

VIA E-MAIL

Ms. Aimee Morris
Records Access Office
New York State Department of Transportation
Eleanor Roosevelt State Office Building
4 Burnett Boulevard
Poughkeepsie, NY 12603

Re: Accident Request
Town of Cortlandt, Westchester County, NY
MC Project No. 19003182A

Dear Ms. Morris

I would like to request the NYSDOT Accident Severity Summary, Summary Report By Segment And/Or Intersections, Summary Report By Accident Category, Accident Verbal Description Report (VDR) and Event Excel Table if available as well as mv104 Reports for all reportable accidents from 2015 through 2018 for the following links as shown on the attached maps.

- U.S. Route 6 from 250 feet southwest of its intersection with Jacobs Hill Road/Parkway Drive to 250 feet northeast of its intersection with the Bear Mountain Parkway SB On/Off Ramp.

If you have any questions on the above, please feel free to reach out to discuss at (914) 347-7500 x4813.

Very truly yours,

MASER CONSULTING P.A.

Nicholas Tortorella, I.E.

R:\Projects\2019\19003182A Traffic Feasibility Evaluation\Project Information\Accident\190304_NT_Accident Req.docx


Bear Mountain State Pkwy
Jacobs Hill Rd
Main St
6
Parkway Dr
© 2018 Google

NEW YORK
STATE OF
OPPORTUNITY.
Department of
Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

March 5, 2019

Nicholas Tortorella
Maser Consulting, P. A.
400 Columbus Avenue, Suite 180E
Valhalla, NY 10595

RE: Freedom of Information Law Request FMO-19-015843
ACCIDENT REPORTS
Route 6

VIA: E-Mail (No Hard Copy to Follow)

Dear Mr. Tortorella:

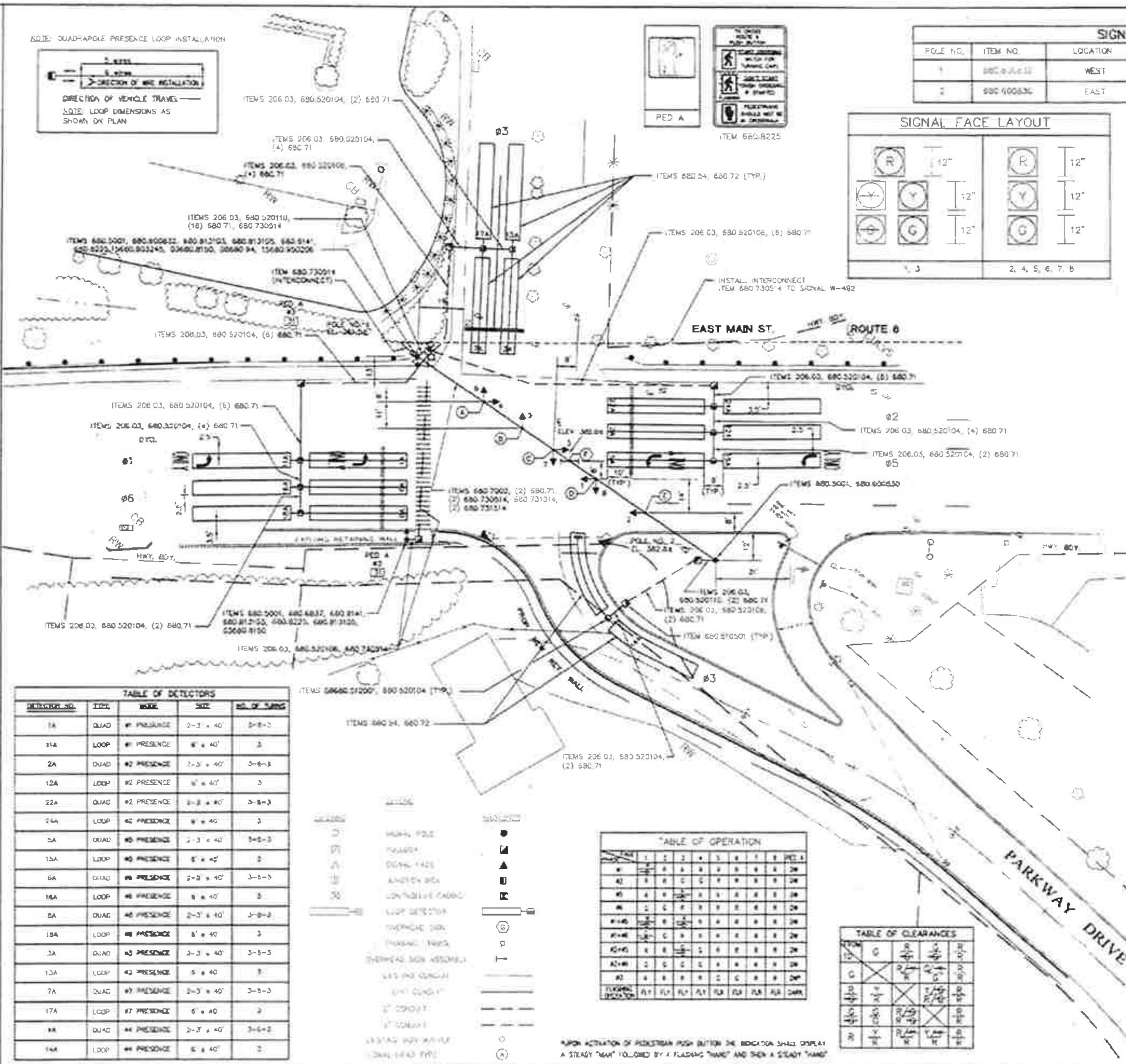
This correspondence will acknowledge receipt of your March 4, 2019 Freedom of Information Law (FOIL) request at the New York State Department of Transportation (NYSDOT) Records Access Office on this date.

I am researching your request and will notify you within the next twenty business days regarding the availability of the records you are seeking.

Please indicate the FOIL request number when corresponding on this subject.

Sincerely,

Jerry Morse
Records Access Officer



SIGNAL POLE DATA

POLE NO.	ITEM NO.	LOCATION	DESIGN LOAD (LBS)	FT. MOMENT (FT-K)	LENGTH (FT.)
1	680.600832	WEST	8,000 LB	244.0 FT-K	32
2	680.600830	EAST	8,000 LB	228.0 FT-K	30

SIGNAL FACE LAYOUT

1, 3	2, 4, 5, 6, 7, 8

TABLE OF SIGNS

HEAD	ITEMS	SIGN NO.	SIGN
F	680.8201	R3-27D (BACK TO BACK)	ONLY

SIGNAL PLAN ITEM LIST

ITEM NO.	DESCRIPTION
206.03	CONDUIT EXCAVATION AND BACKFILL
08680.512001	CAST ALUMINUM JUNCTION BOX
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION
680.510501	PULLBOX-RECTANGULAR, 26" x 18", REINFORCED CONCRETE
680.520104	CONDUIT, METAL STEEL, ZINC COATED, 1 1/4" DIA.
680.520106	CONDUIT, METAL STEEL, ZINC COATED, 2" DIA.
680.520110	CONDUIT, METAL STEEL, ZINC COATED, 4" DIA.
680.54	INDUCTANCE LOOP INSTALLATION
680.600830	TRAFFIC SIGNAL POLE – SPAN WIRE 8000 lb., 30' LENGTH
680.600832	TRAFFIC SIGNAL POLE – SPAN WIRE 8000 lb., 32' LENGTH
680.6837	TRAFFIC SIGNAL POLE – BRACKET MOUNT 3.7M (12') MTG. HGT.
680.7002	DUAL SIGNAL SPAN WIRE ASSEMBLY – WITH UPPER TETHER WIRE
680.71	SHIELDED LEAD-IN CABLE
680.72	INDUCTANCE LOOP WIRES
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG
680.731514	SIGNAL CABLE, 15 CONDUCTOR, 14 AWG
15680.803245	FURNISH & INSTALL MICROCOMPUTER (TYPE 170) COMPLETE WITH CABINET
680.810101	TRAFFIC SIGNAL MODULE, RED BALL LED 12"
680.810103	TRAFFIC SIGNAL MODULE, YELLOW BALL LED 12"
680.810104	TRAFFIC SIGNAL MODULE, YELLOW ARROW LED 12"
680.810105	TRAFFIC SIGNAL MODULE, GREEN BALL LED 12"
680.810106	TRAFFIC SIGNAL MODULE, GREEN ARROW LED 12"
680.810107	TRAFFIC SIGNAL SECTION, TYPE I 12"
680.813103	PED. SIGNAL SECTION TYPE I 12"
680.813105	PED. MODULE BI-MODAL MAN/HAND LED 12"
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY – 1 WAY
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY – 2 WAY
680.8141	PED. SIG. BRACKET MOUNT ASSEMBLY
03680.8150	PEDESTRIAN COUNT DOWN TIMER MODULE
680.8201	TRAFFIC SIGNAL SIGN ASSEMBLY – TYPE A
680.8225	PED. PUSH BUTTON & SIGN W/O POST
08680.94	TRAFFIC SIGNAL SERVICE ENTRANCE
15680.950206	SERVICE CABLE, 2 CONDUCTOR, 6 AWG

TABLE OF DETECTORS

DETECTOR NO.	TYPE	MODE	SIZE	NO. OF TURNS
1A	QUAD	#1 PRESENCE	2-3' x 40'	3-5-3
11A	LOOP	#1 PRESENCE	6' x 40'	3
2A	QUAD	#2 PRESENCE	2-3' x 40'	3-6-3
12A	LOOP	#2 PRESENCE	6' x 40'	3
22A	QUAD	#2 PRESENCE	2-3' x 40'	3-5-3
24A	LOOP	#2 PRESENCE	6' x 40	3
5A	QUAD	#5 PRESENCE	2-3' x 40'	3-5-3
15A	LOOP	#5 PRESENCE	6' x 40'	3
6A	QUAD	#6 PRESENCE	2-3' x 40'	3-5-3
16A	LOOP	#6 PRESENCE	6' x 40'	3
8A	QUAD	#8 PRESENCE	2-3' x 40'	3-8-3
18A	LOOP	#8 PRESENCE	6' x 40	3
3A	QUAD	#3 PRESENCE	2-3' x 40'	3-5-3
13A	LOOP	#3 PRESENCE	6' x 40	3
7A	QUAD	#7 PRESENCE	2-3' x 40'	3-5-3
17A	LOOP	#7 PRESENCE	6' x 40	3
4A	QUAD	#4 PRESENCE	2-3' x 40'	3-6-2
14A	LOOP	#4 PRESENCE	6' x 40'	3

TABLE OF OPERATION

TABLE OF CLEARANCES

*UPON ACTIVATION OF PEDESTRIAN PUSH BUTTON THE INDICATION SHALL DISPLAY A STEADY "MAN" FOLLOWED BY A FLASHING "HAND" AND THEN A STEADY "HAND"

TRAFFIC SIGNAL PLAN
EAST MAIN ST.-PARKWAY DRIVE
SIGNAL NO. W-585

PROJECT: JACOBS HILL CROSSING
CORTLANDT, N.Y.

JOHN COLLINS ENGINEERS, P.C.
11 BRADHURST AVENUE
HAWTHORNE N.Y. 10532

DRAWING NO. T-1
SHEET 1 OF 1
SCALE: 1"=20'
DATE: 7/29/04
DRAWN BY: ALN
CHECKED BY: APR

TE-26X

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract : D254934
PIN: 8390.44.321
File : 55.30-6

W - 492 (SIGNAL NO(S)) | WESTCHESTER (COUNTY) | OFFICE |

INTERSECTION ROUTE 6 AT BEAR MT. STATE PARKWAY RAMP

☐ CITY ☐ VILLAGE ☒ TOWN OF CORTLAND

Department Order filed _____ as Section 2055.30 Subdivision (m)

Prior specifications hereby superseded ☒ None ☐ _____

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D254934.

These specifications will be effective upon the ☒ Installation ☐ Modification of the necessary traffic control device(s) required by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- ☐ Pretimed Signal
- ☐ Semi-traffic actuated signal
- ☒ Full-traffic actuated signal
- ☐ Pedestrian actuated signal
- ☐ Other _____

B.
- ☒ Display vehicular indications
- ☒ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☒ Be equipped with Pedestrian pushbuttons

as shown in the ☒ schematic ☐ scaled drawing on page 3

C. Be equipped with ☐ pre-emption ☒ interconnection and / or coordination which are described as follows

FILE SHOP CABINET

FINAL COPY

7/11/96 (Date) WO Fitzpatrick (Signature) RTE/KRF (Title)

cc:
- (2) ☒ Main Office
- (1) ☒ Region 8 Traffic Engineer
- (1) ☒ E. CLARK
- (3) ☒ D. SYWYK

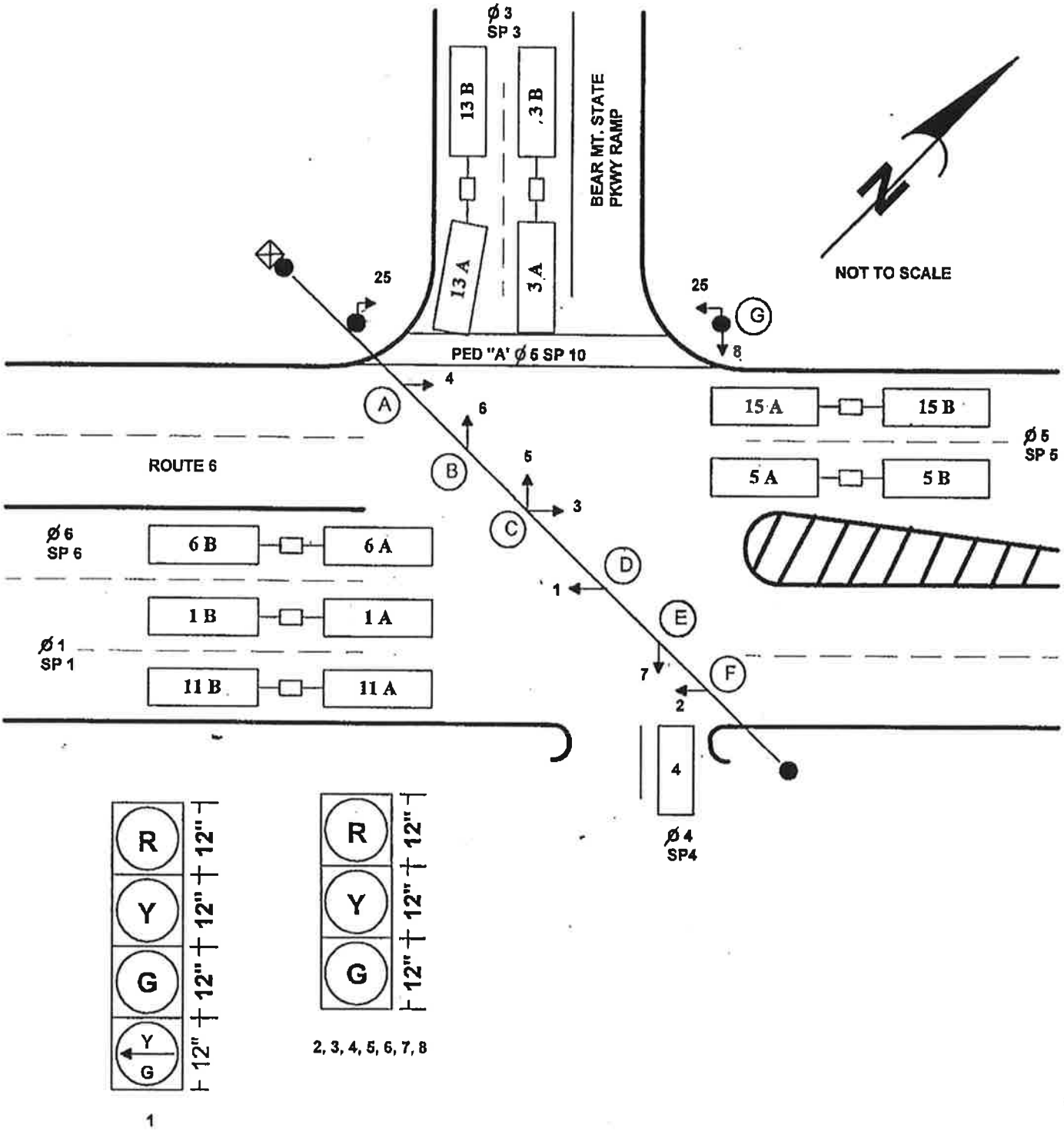
Installation Date 7-5-95

Modification Date 7/11/96

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS (CONTINUED)

STUDY:
CONTRACT: D254934
PIN: 8390.44.321
FILE: 55.30-6

492	WESTCHESTER	JUL 11 1996	PAGE 3 OF _____ PAGES
SIGNAL NO(S)	COUNTY	DATE	



TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 18 OF 20

SIGNAL # 992 COUNTY # WEST DATE JUL 11 1996

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CC
1	Ø1	RED YELLOW GREEN Ground Wire	1	SP 1 R SP 1 Y SP 1 G Gmd Bus	1A/10C-D-R 1A/10C-D-O 1A/10C-D-G 1A/10C-D-W	2	SP 1 R SP 1 Y SP 1 G Gmd Bus	1A/5C-F-R 1A/5C-F-O 1A/5C-F-G 1A/5C-F-W
2		Ground Wire		SP 2 R SP 2 Y SP 2 G Gmd Bus			SP 2 R SP 2 Y SP 2 G Gmd Bus	
3	Ø3	RED YELLOW GREEN Ground Wire	5	SP 3 R SP 3 Y SP 3 G Gmd Bus	1A/10C-C-R 1A/10C-C-O 1A/10C-C-G 1A/10C-C-W	6	SP 3 R SP 3 Y SP 3 G Gmd Bus	1A/5C-B-R 1A/5C-B-O 1A/5C-B-G 1A/5C-B-W
4	Ø4	RED YELLOW GREEN Ground Wire	7	SP 4 R SP 4 Y SP 4 G Gmd Bus	1A/5C-E-R 1A/5C-E-O 1A/5C-E-G 1A/5C-E-W	8	SP 4 R SP 4 Y SP 4 G Gmd Bus	1A/5C-G-R 1A/5C-G-O 1A/5C-G-G 1A/5C-G-W
5	Ø5	RED YELLOW GREEN Ground Wire	3	SP 5 R SP 5 Y SP 5 G Gmd Bus	1A/10C-C-R/B 1A/10C-C-O/B 1A/10C-C-G/B 1A/10C-C-W/B	4	SP 5 R SP 5 Y SP 5 G Gmd Bus	1A/5C-A-R 1A/5C-A-C 1A/5C-A-C 1A/5C-A-W
6	Ø6	 Ground Wire	1	SP 6 R SP 6 Y SP 6 G Gmd Bus	— 1A/10C-D-O/B 1A/10C-D-G/B 1A/10C-D-W/B		SP 6 R SP 6 Y SP 6 G Gmd Bus	
7		Ground Wire		SP 7 R SP 7 Y SP 7 G Gmd Bus			SP 7 R SP 7 Y SP 7 G Gmd Bus	
8		Ground Wire		SP 8 R SP 8 Y SP 8 G Gmd Bus			SP 8 R SP 8 Y SP 8 G Gmd Bus	
9		Ground Wire		SP 9 R SP 9 Y SP 9 G Gmd Bus			SP 9 R SP 9 Y SP 9 G Gmd Bus	
10	RED Ø5	W — W Ground Wire	25	SP 10 R SP 10 Y SP 10 G Gmd Bus	1A/5C-1P-R — 1A/5C-1P-G 1A/5C-1P-W		SP 10 R SP 10 Y SP 10 G Gmd Bus	
11		Ground Wire		SP 11 R SP 11 Y SP 11 G Gmd Bus			SP 11 R SP 11 Y SP 11 G Gmd Bus	
12		Ground Wire		SP 12 R SP 12 Y SP 12 G Gmd Bus			SP 12 R SP 12 Y SP 12 G Gmd Bus	
13		Ground Wire		SP 13 R SP 13 Y SP 13 G Gmd Bus			SP 13 R SP 13 Y SP 13 G Gmd Bus	
14		Ground Wire		SP 14 R SP 14 Y SP 14 G Gmd Bus			SP 14 R SP 14 Y SP 14 G Gmd Bus	

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS V 1.0
STUDY #
FILE #
PAGE 20 OF 20

SIGNAL # 492 COUNTY # WEST DATE JUL 11 1996

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A,1B	NORMAL		PRESENCE
2A, 2B					
3A, 3B	Ø3	3A,3B	NORMAL		PRESENCE
4A, 4B	Ø4	A	NORMAL		PRESENCE
5A, 5B	Ø5	5A,5B	NORMAL		PRESENCE
6A, 6B	Ø6	6A,6B	NORMAL		PRESENCE
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø1	11A,11B	NORMAL		PRESENCE
12A, 12B					
13A, 13B	Ø3	13A,13B	NORMAL		PRESENCE
14A, 14B					
15A, 15B	Ø5	15A,15B	NORMAL		PRESENCE
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B	PEDAØ5	25	PED BUTTON		
26A, 26B					
27A, 27B					
28A, 28B					

Phase Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	10		5	5	10	5		
Gap, Ext	2		2	2	2	2		
Max 1	35		25	10	35	10		
Max 2								
Yel Clearance	5		5	5	5	5		
Red Clearance	1.6		1	1	1	1		
Walk					8			
Ped Clearance					18			
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduc								
Cars B4 Reduc								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	1		1	1	1	1		
Min Recall	1				1			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Pas								
Rest In Walk								
Condlton Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Ye								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	0	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0
2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0
3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with t
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup

W-492

STD8

3-4-10

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	0
3	1	RED	1
4	1	RED	1
5	2	GREEN	1
6	2	RED	1
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]	
Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Split	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED
Auto Flash [1.4.1]	
Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2
Unit Params [1.2.1]	
Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	3
Yellow < 3"	OFF
Display Time	20
Red Revert	3
[illegible]	0
[illegible]	0
[illegible]	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Fault	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhi	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON

	Included∅	NORMAL			Included∅	NORMAL	
1	Modifier ∅	Grn		9	Modifier ∅	Grn	
	Conflict ∅	Yel	3.5		Conflict ∅	Yel	3.5
A	Conflict Olap	Red	1.5	I	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included∅	NORMAL			Included∅	NORMAL	
2	Modifier ∅	Grn		10	Modifier ∅	Grn	
	Conflict ∅	Yel	3.5		Conflict ∅	Yel	3.5
B	Conflict Olap	Red	1.5	J	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included∅	NORMAL			Included∅	NORMAL	
3	Modifier ∅	Grn		11	Modifier ∅	Grn	
	Conflict ∅	Yel	3.5		Conflict ∅	Yel	3.5
C	Conflict Olap	Red	1.5	K	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included∅	NORMAL			Included∅	NORMAL	
4	Modifier ∅	Grn		12	Modifier ∅	Grn	
	Conflict ∅	Yel	3.5		Conflict ∅	Yel	3.5
D	Conflict Olap	Red	1.5	L	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included∅	NORMAL			Included∅	NORMAL	
5	Modifier ∅	Grn		13	Modifier ∅	Grn	
	Conflict ∅	Yel	3.5		Conflict ∅	Yel	3.5
E	Conflict Olap	Red	1.5	M	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included∅	NORMAL			Included∅	NORMAL	
6	Modifier ∅	Grn		14	Modifier ∅	Grn	
	Conflict ∅	Yel	3.5		Conflict ∅	Yel	3.5
F	Conflict Olap	Red	1.5	N	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included∅	NORMAL			Included∅	NORMAL	
7	Modifier ∅	Grn		15	Modifier ∅	Grn	
	Conflict ∅	Yel	3.5		Conflict ∅	Yel	3.5
G	Conflict Olap	Red	1.5	O	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included∅	NORMAL			Included∅	NORMAL	
8	Modifier ∅	Grn		16	Modifier ∅	Grn	
	Conflict ∅	Yel	3.5		Conflict ∅	Yel	3.5
H	Conflict Olap	Red	1.5	P	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	

Channel Settings [1.8.1]

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3	4	5	6				5														
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								

Channel Params[1.8.3]	C1 IO Mode	USER	Single BIU Map	SINGLE	Invert Rail Input	OFF

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22				EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25	0	0				BegGRN				
26	0	0				BegGRN				
27	0	0				BegGRN				
28	0	0				BegGRN				
29	0	0				BegGRN				
30	0	0				BegGRN				
31	0	0				BegGRN				
32	0	0				BegGRN				
33	0	0				BegGRN				
34	0	0				BegGRN				
35	0	0				BegGRN				
36	0	0				BegGRN				
37	0	0				BegGRN				
38	0	0				BegGRN				
39	0	0				BegGRN				
40	0	0				BegGRN				
41	0	0				BegGRN				
42	0	0				BegGRN				
43	0	0				BegGRN				
44	0	0				BegGRN				
45	0	0				BegGRN				
46	0	0				BegGRN				
47	0	0				BegGRN				
48	0	0				BegGRN				

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Tim
1	1						45	50	23
2							45	50	
3	3						45	50	17
4	4		5				45	50	7
5	5						45	50	23
6	6		5				45	50	7
7							45	50	
8							45	50	
9							45	50	
10							45	50	
11	1						45	50	23
12							45	50	
13	3		5				45	50	17
14							45	50	
15	5						45	50	23
16							45	50	
17							45	50	
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Tim
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Ini	Rec Lock	Yel Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Addli	Rec Lock	Yel Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

Det #	occ G	occ Y	occ R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Gm	occ Yel	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	5	0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedCl	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track G	Min Dwe	Ext Dwe	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwe	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	ON	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1]

Column#.....	->1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#.....	->1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#.....	->1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column #	->1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Entry								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act	1							
Red Rest								
Max2								
Ped Delay								
Conflicting Ø	1							

Annual Schedule [4] Month of Year | Day of Week | Date

	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Day Plan	Link To
1																																																				1	
2																																																				1	
3																																																				1	
4																																																				1	
5																																																				1	
6																																																				1	
7																																																				1	
8																																																				1	
9																																																				1	
10																																																				1	
11																																																				1	
12																																																				1	
13																																																				1	
14																																																				1	
15																																																				1	
16																																																				1	
17																																																				1	
18																																																				1	
19																																																				1	
20																																																				1	
21																																																				1	
22																																																				1	
23																																																				1	
24																																																				1	

Day Plans [4.4]

Day Plan 1

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 2

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 3

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 4

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 5

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 6

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 7

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 8

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 9

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 10

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 11

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 12

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 13

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 14

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Day Plan 15

	Hou	Min	Act
1			9
2			10
3			11
4			12
5			13
6			14
7			15
8			16

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOp	ØTime	DetG	Call In	CIC	CNA	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	15	Veh Call 15
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connecto	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	129	Ped Call 1
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		FcnTimer		
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6

Station ID	7492
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-00
Alt:	0,0-000-000-00

2070 Port Parms [6

Port	Baud Ra	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	Shell	NONE
Loop Det	NONE		
GPS	NONE		

#	Event / Alarm	Ev	Al
1	Power Up Alarm.	1	1
2	Stop Timing	1	1
3	TS1 Cabinet Door		
4	Coordination Failure	1	1
5	External Alarm # 1	1	1
6	External Alarm # 2	1	1
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	1	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	1	1
13	Coord Free Input		
14	Local Flash Input	1	1
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	1	
18	Cycle Failure	1	
19	Coordination Fault	1	
20	Controller Fault	1	1
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	1	1
26	Detector Diagnostic F		
27	BIU Detector Failure	1	1
28	Queue detector alarm	1	
29	Ped Detector Fault	1	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active	1	
48	Preempt Active		
49	Preempt 1 Input	1	
50	Preempt 2 Input	1	
51	Preempt 3 Input	1	
52	Preempt 4 Input	1	
53	Preempt 5 Input	1	
54	Preempt 6 Input	1	
55	Preempt 7 Input	1	
56	Preempt 8 Input	1	
57	Preempt 9 Input	1	
58	Preempt 10 Input	1	
61	In Transition	1	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

Ø	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By	Ø	From	To	From	To	From	To	From	To
1			1								
2			2								
3			3								
4			4								
5			5								
6			6								
7			7								
8			8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By	Ø	From	To	From	To	From	To	From	To
1			1								
2			2								
3			3								
4			4								
5			5								
6			6								
7			7								
8			8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Time	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract :
PIN:
File :

W -585 SIGNAL NO(S)

Westchester COUNTY

OFFICE

INTERSECTION Rte. 6 @ Jacobs Plaza/Parkway Drive

☐ CITY ☐ VILLAGE ☒ TOWN OF Cortlandt

Department Order filed _____ as Section _____ Subdivision _____

Prior specifications hereby superseded ☐ None ☐ _____

Purpose : Installaton of New Traffic Signal

These specifications will be effective upon the ☒ Installation ☐ Modification of the necessary traffic control device(s) reguired by and conforming to the State Manual of Uniform Traffic Control Devices

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 2 as a :

- ☐ Pretimed Signal
- ☐ Semi-traffic actuated signal
- ☒ Full-traffic actuated signal
- ☒ Pedestrian actuated signal
- ☐ Other _____

B.

- ☒ Display vehicular indications
- ☒ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☒ Be equipped with Pedestrian pushbuttons

as shown in the ☒ schematic ☐ scaled drawing on page 2.

Be equipped with ☐ pre-emption ☒ interconnection and / or coordination which are described as follows

cc: ( ) ☐ Main Office
(1) ☐ Region 8 Traffic Engineer
(2) ☐ Ray Novak
( ) ☐ _____

_____ _____ RTE
Date Signature Title

Installation Date 01/31/06

Modification Date _____

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	5	10	5		5	10		
Gap, Ext	3	2	2		2	2		
Max 1	25	40	28		25	40		
Max 2								
Yel Clearance	4	4	4		4	4		
Red Clearance	1	1	1		1	1		
Walk			7					
Ped Clearance			19					
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	On	On	On		On	On		
Min Recall		On				On		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		On		On		On		On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Gm/Ped Delay								

ID: 7585 ROUTE 6 @ JACOBS HILL PLAZA

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	90	8	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	70	8	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3			3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4			4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5			5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6			6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7			7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8			8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9			9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10			10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11			11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12			12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	15	45	30		15	45	30		13	Coor								
	2		MAX				MAX												
2	Coor	15	35	20		15	35	20		14	Coor								
	2		MAX				MAX												
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	On
2	1	GREEN	On
3	1	RED	On
4	1	RED	Off
5	2	RED	On
6	2	GREEN	On
7	2	RED	Off
8	2	RED	Off

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	45
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Fish Start	ON
Start Flash(s)	0
Start AllRed(s)	3
Yellow < 3*	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

Overlap	Parameter	Clearance	Value	Overlap	Parameter	Clearance	Value
	Included Ø	NORMAL			Included Ø	NORMAL	
1	Modifier Ø	Grn		9	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
A	Conflict Olap	Red	1.5	I	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
2	Modifier Ø	Grn		10	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
B	Conflict Olap	Red	1.5	J	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
3	Modifier Ø	Grn		11	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
C	Conflict Olap	Red	1.5	K	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
4	Modifier Ø	Grn		12	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
D	Conflict Olap	Red	1.5	L	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
5	Modifier Ø	Grn		13	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
E	Conflict Olap	Red	1.5	M	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
6	Modifier Ø	Grn		14	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
F	Conflict Olap	Red	1.5	N	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
7	Modifier Ø	Grn		15	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
G	Conflict Olap	Red	1.5	O	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
8	Modifier Ø	Grn		16	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
H	Conflict Olap	Red	1.5	P	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	

Channel Settings [1.8.1]

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3		5	6			3				3											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd																								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22				EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25						BegGRN				
26						BegGRN				
27						BegGRN				
28						BegGRN				
29						BegGRN				
30						BegGRN				
31						BegGRN				
32						BegGRN				
33						BegGRN				
34						BegGRN				
35						BegGRN				
36						BegGRN				
37						BegGRN				
38						BegGRN				
39						BegGRN				
40						BegGRN				
41						BegGRN				
42						BegGRN				
43						BegGRN				
44						BegGRN				
45						BegGRN				
46						BegGRN				
47						BegGRN				
48						BegGRN				

Channel Params[1.8.3]

C1 IO Mode USER　　BIU Map SINGLE　　Invert Rail Input OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1	6	3				45	50	5
2	2						45	50	25
3	3						45	50	18
4	3						45	50	18
5	5	2	3				45	50	16
6	6						45	50	25
7	3		5				45	50	18
8	6						45	50	25
9									
10									
11	1	6	3				45	50	5
12	2						45	50	25
13	3						45	50	18
14	3						45	50	18
15	5	2	3				45	50	5
16	6						45	50	25
17	3						45	50	18
18	6						45	50	25
19									
20									
21									
22	2						45	50	
23									
24	2						45	50	
25									
26									
27									
28									
29									
30									
31									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Addln	Red Lock	Yell Lock	occ	vol
33	On	On		On				
34	On	On		On				
35	On	On		On				
36	On	On		On				
37	On	On		On				
38	On	On		On				
39	On	On		On				
40	On	On		On				
41	On	On		On				
42	On	On		On				
43	On	On		On				
44	On	On		On				
45	On	On		On				
46	On	On		On				
47	On	On		On				
48	On	On		On				
49	On	On		On				
50	On	On		On				
51	On	On		On				
52	On	On		On				
53	On	On		On				
54	On	On		On				
55	On	On		On				
56	On	On		On				
57	On	On		On				
58	On	On		On				
59	On	On		On				
60	On	On		On				
61	On	On		On				
62	On	On		On				
63	On	On		On				
64	On	On		On				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	3		15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	15
Vol/Occ Period Minutes	0

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3	45			7	ON
4	45			7	ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		15	3		4
4		15	3		4
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3	4		OFF
4	4		OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max		
7	OFF				
8	OFF				
9	OFF				
10	OFF				

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwel	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Gm								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Gm								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1.3]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Gm								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2.1]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Entry								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 1 Veh Parameters [5.5.1.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 1 Veh Options [5.5.1.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 1 Veh Parameters+ [5.5.1.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 1 Ped Parameters+ [5.5.1.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Alt# 2 Options Table [1.1.6.2.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Entry								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 3 Options Table [1.1.6.2.3]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Entry								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 4 Options Table [1.1.6.2.4]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual Entry								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 2 Veh Parameters [5.5.2.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 2 Veh Options [5.5.2.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 2 Veh Parameters+ [5.5.2.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 2 Ped Parameters+ [5.5.2.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

	Annual Schedule [4.3] Month of Year												Day of Week							Date																															DayLink Plan To
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
1	On	On	On	On	On	On	On	On	On	On	On	On		On	On	On	On	On		On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	1
2	On	On	On	On	On	On	On	On	On	On	On	On	On						On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	2
3																																																			1
4																																																			1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
10																																																			1
11																																																			1
12																																																			1
13																																																			1
14																																																			1
15																																																			1
16																																																			1
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1
23																																																			1
24																																																			1

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	6	0	2	9			
2	7	30	1	10			
3	9	0	2	11			
4	14	0	1	12			
5	19	0	2	13			
6	22	0	99	14			
7	0	0	99	15			
8				16			

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	7	0	2	9			
2	10	0	1	10			
3	18	0	2	11			
4	22	0	99	12			
5				13			
6				14			
7				15			
8				16			

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1				9			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 4

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 5

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 6

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 7

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 8

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 9

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 10

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 11

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 12

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 13

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 14

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 15

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call int	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

ID: 7585 ROUTE 6 @ JACOBS HILL

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	15	Veh Call 15
I2-8	16	Veh Call 16
I3-1	17	Veh Call 17
I3-2	18	Veh Call 18
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	22	Veh Call 22
I3-7	189	Unused
I3-8	24	Veh Call 24
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	129	Ped Call 1
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		Fcn Timer		
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6.1]

Station ID	7585
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel	#N/A
Alt	#N/A

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	MODE 6
SP2	9600	MODE 6
SP3	19200	MODE 6
SP4	38400	MODE 6
SP5	1200	AUTO
SP6	1200	AUTO
SP7	1200	AUTO
SP8	1200	AUTO

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	OFF	0
ASYNC2	SP2	OFF	0
ASYNC3	SP3	OFF	0
ASYNC4	SP4	OFF	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	Shell	NONE
Loop Det	NONE		
GPS	NONE		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm	On	On
2	Stop Timing	On	On
3	TS1 Cabinet Door		
4	Coordination Failure	On	On
5	External Alarm # 1	On	On
6	External Alarm # 2	On	On
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled		On
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	On	On
13	Coord Free Input		
14	Local Flash Input	On	On
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault		On
18	Cycle Failure		On
19	Coordination Fault		On
20	Controller Fault	On	On
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	On	On
26	Detector Diagnostic Failur		
27	BIU Detector Failure	On	On
28	Queue detector alarm		On
29	Ped Detector Fault		On
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active		On
49	Preempt 1 Input		On
50	Preempt 2 Input		On
51	Preempt 3 Input		On
52	Preempt 4 Input		On
53	Preempt 5 Input		On
54	Preempt 6 Input		On
55	Preempt 7 Input		On
56	Preempt 8 Input		On
57	Preempt 9 Input		On
58	Preempt 10 Input		On
61	In Transition		On
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø						From	To	From	To	From	To	From	To
1							1								
2							2								
3							3								
4							4								
5							5								
6							6								
7							7								
8							8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø						From	To	From	To	From	To	From	To
1							1								
2							2								
3							3								
4							4								
5							5								
6							6								
7							7								
8							8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

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MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

SIGNAL # W-585 COUNTY # Westchester DATE 11/05

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	- - - - -	1	SP 1 R	- - - - - - - - -		SP 1 R	
		⇐		SP 1 Y	14 / 15C - D - BL / W		SP 1 Y	
		←		SP 1 G	- G / W		SP 1 G	
		Ground Wire		Grnd Bus	- B / W		Grnd Bus	
2	Ø2	Red	3	SP 2 R	14 / 15C - C - R	4	SP 2 R	14 / 10C - A - R
		Yellow		SP 2 Y	- O		SP 2 Y	- O
		Green		SP 2 G	- G		SP 2 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
3	Ø3	Red	5	SP 3 R	14 / 5C - B - R	6	SP 3 R	14 / 10C - A - R / B
		Yellow		SP 3 Y	- O		SP 3 Y	- O / B
		Green		SP 3 G	- G		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W / B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø5	- - - - -	3	SP 5 R	- - - - - - - - - -		SP 6 R	
		⇐		SP 5 Y	14 / 15C - C - O / B		SP 6 Y	
		←		SP 5 G	- G / B		SP 6 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
6	Ø6	Red	1	SP 6 R	14 / 15C - D - R	2	SP 5 R	14 / 5C - E - R
		Yellow		SP 6 R	- O		SP 5 Y	- O
		Green		SP 6 R	- G		SP 5 G	- G
		Ground Wire		Ground Wire	- W		Grnd Bus	- W
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8		Red		SP 8 R			SP 8 R	
		Yellow		SP 8 Y			SP 8 Y	
		Green		SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9	PED A Ø3	DON'T WALK	9,10	SP 9 R	14 / 5C - 1P - R		SP 9 R	
		- - - - - - -		SP 9 Y	- - - - -		SP 9 Y	
		WALK		SP 9 G	14 / 5C - 1P - G		SP 9 G	
		Ground Wire		Grnd Bus	14 / 5C - 1P - W		Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	Ø3	Red	7	SP 13 R	14 / 15C - C - R / B	8	SP 13 R	14 / 15C - D - R / B
		Yellow		SP 13 Y	- O / B		SP 13 Y	- O / B
		Green		SP 13 G	- G / B		SP 13 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

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MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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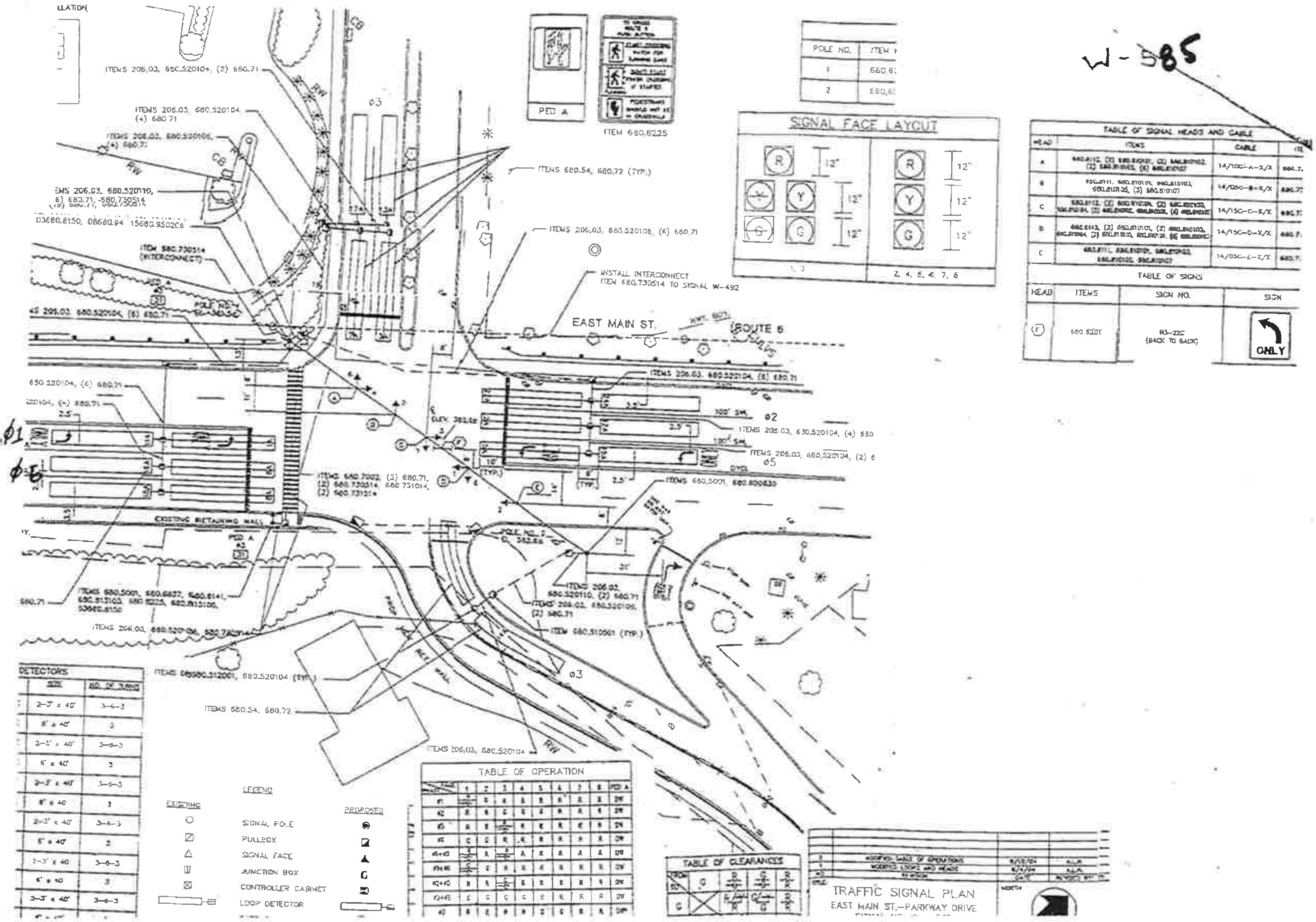
SIGNAL # W-585 COUNTY Westchester DATE 11/05

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. YPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A	QUAD		PRESENCE
2A, 2B	Ø2	2A	QUAD		PRESENCE
3A, 3B	Ø3	3A	QUAD		PRSENCE
4A, 4B	Ø3	4A	QUAD		PRESENCE
5A, 5B	Ø5		QUAD		Presence
6A, 6B	Ø6	6A	QUAD		PRESENCE
7A, 7B	Ø3	7A	QUAD		PRESENCE
8A, 8B	Ø6	8A	QUAD		PRESENCE
9A, 9B					
10A, 10B					
11A, 11B	Ø1	11A	NORMAL		PRESENCE
12A, 12B	Ø2	12A	NORMAL		PRESENCE
13A, 13B	Ø3	13A	NORMAL		PRESENCE
14A, 14B	Ø3	14A	NORMAL		PRESENCE
15A, 15B	Ø5		Normal		Presence
16A, 16B	Ø6	16A	NORMAL		PRESENCE
17A, 17B	Ø3	17A	NORMAL		PRESENCE
18A, 18B	Ø6	18A	NORMAL		PRESENCE
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B	Ø2	22A	QUAD		PRESENCE
23A, 23B	~~Ø3 PEDA~~	~~22A~~	~~PED DETECTOR~~		~~PED DETECTOR~~
24A, 24B	Ø2	24A	NORMAL		PRESENCE
25A, 25B	Ø3 PED A	25	PED DETECTOR		PED
26A, 26B					
27A, 27B					
28A, 28B					


W-585
TRAFFIC SIGNAL PLAN
EAST MAIN ST.–PARKWAY DRIVE
EAST MAIN ST.
ROUTE 5
SIGNAL FACE LAYOUT
1, 3
2, 4, 5, 6, 7, 8
POLE NO.
TABLE OF SIGNAL HEADS AND CABLE
TABLE OF SIGNS
HEAD
ITEMS
SIGN NO.
SIGN
R3-22C (BACK TO BACK)
ONLY
PED A
ITEM 680.6225
TABLE OF OPERATION
TABLE OF CLEARANCES
DETECTORS
LEGEND
EXISTING
PROPOSED
SIGNAL POLE
PULLBOX
SIGNAL FACE
JUNCTION BOX
CONTROLLER CABINET
LOOP DETECTOR
INSTALL INTERCONNECT ITEM 680.730514 TO SIGNAL W-492
ITEMS 680.54, 680.72 (TYP.)
ITEMS 206.03, 680.520106, (6) 680.71
ITEMS 206.03, 680.520104, (2) 680.71
ITEM 680.730514 (INTERCONNECT)
EXISTING RETAINING WALL
ITEMS 680.5001, 680.600830
ITEM 680.510001 (TYP.)
ITEMS 680.54, 680.72
ITEMS 206.03, 680.520104