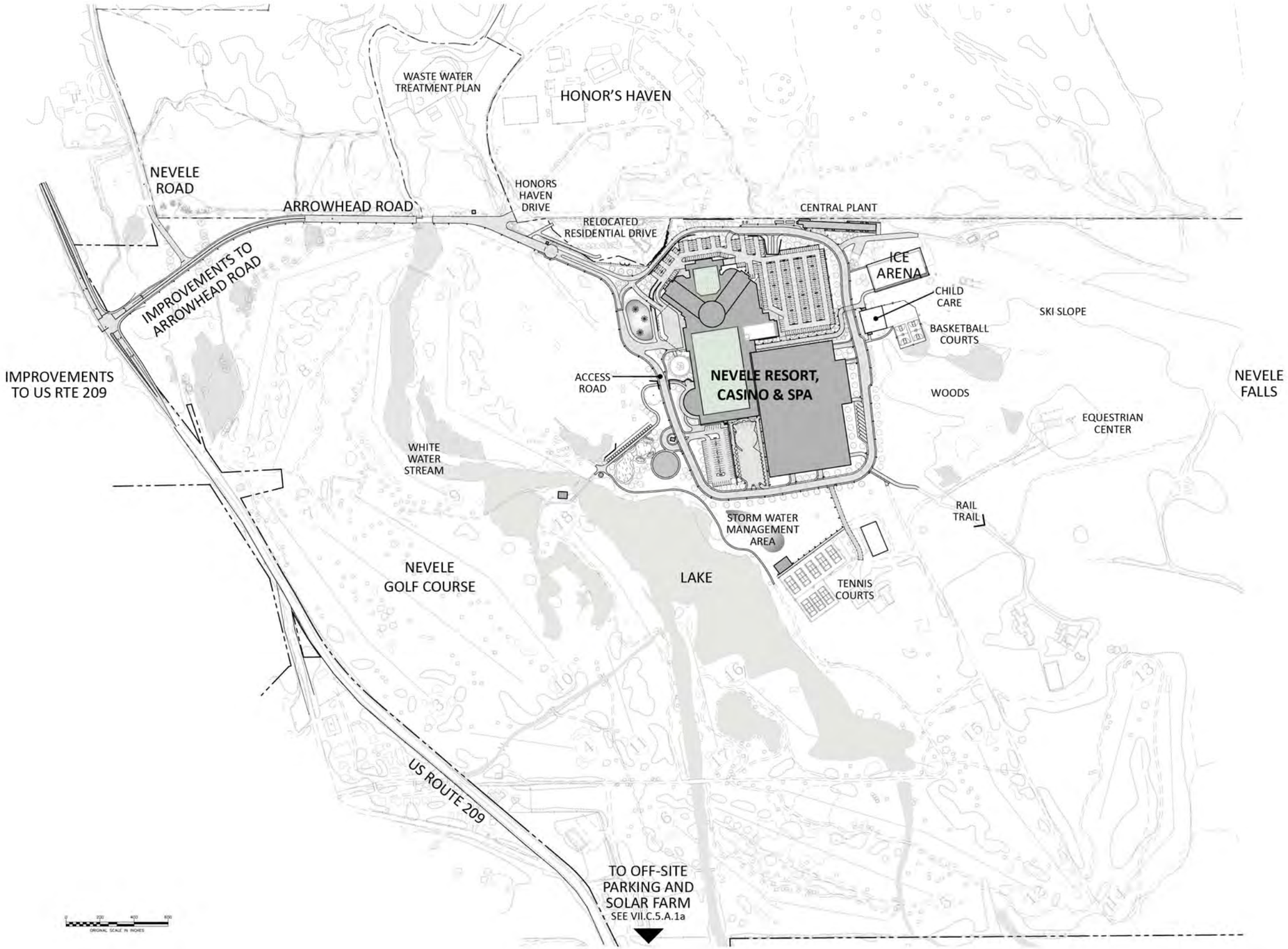
Appendix A

Concept Plan

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York



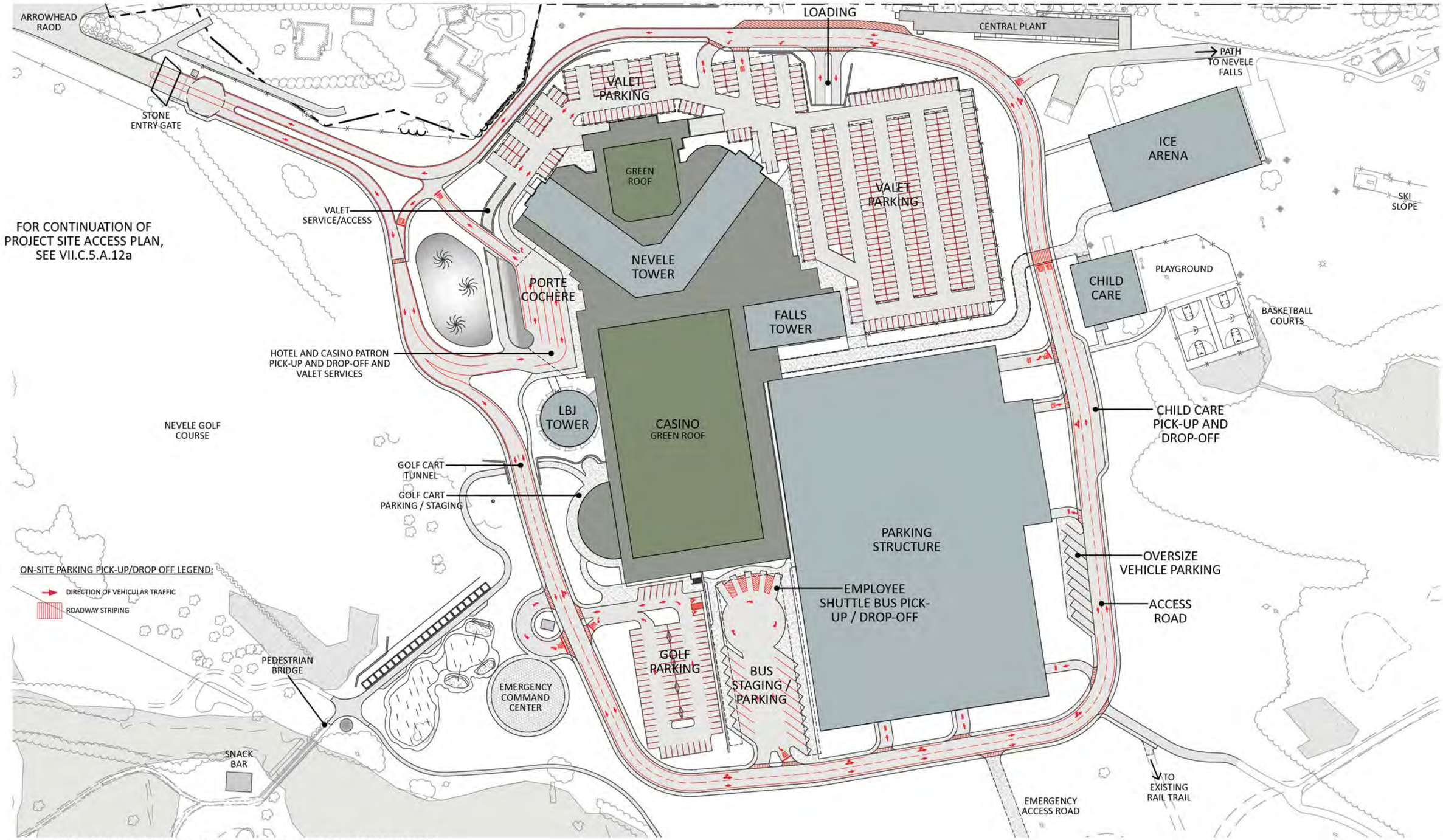
PROJECT SITE ACCESS PLAN A - NEARBY INFRASTRUCTURE IMPROVEMENTS

TRUE NORTH

VIII.C.5.a.12a PROJECT SITE ACCESS PLAN A - NEARBY INFRASTRUCTURE IMPROVEMENTS

06.30.2014

NEVELE RESORT CASINO SPA



* SEE VIII.C.5.A.1a FOR OFF-SITE EMPLOYEE PARKING AREA WITH SHUTTLE PICK-UP / DROP-OFF AREAS

ON-SITE PARKING PICK-UP / DROP-OFF PLAN

TRUE NORTH

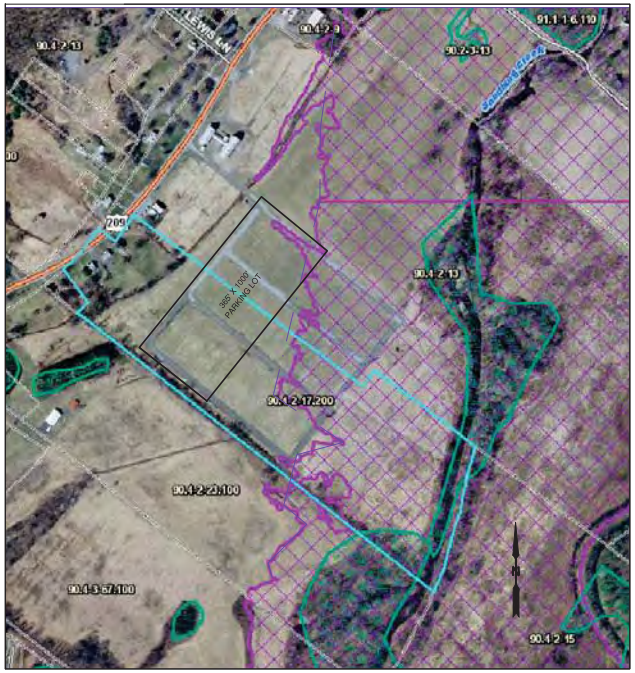
VIII.C.5.a. **8b** ON-SITE PARKING PICK-UP / DROP-OFF

06.30.2014

PROJECT NORTH

NEVELE

RESORT CASINO SPA



LOCATION MAP

CONCEPT PLAN

FOR

OFFSITE PARKING

AT THE

NEVELE RESORTS, CASINO & SPA

50 0 50 100 150

Scale: 1" = 50'

MAY 09, 2014

MEDENBACH & EGGERS
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STONE RIDGE, NEW YORK
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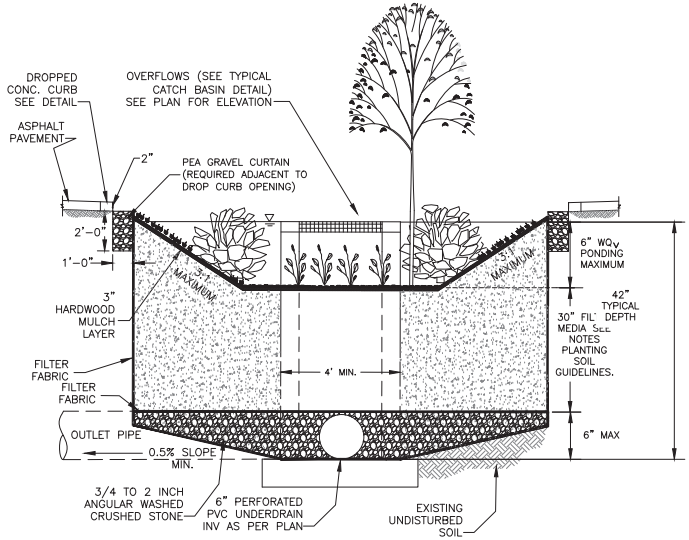
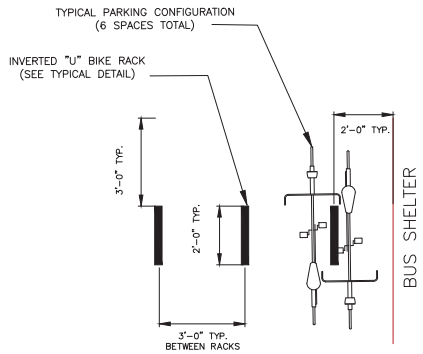
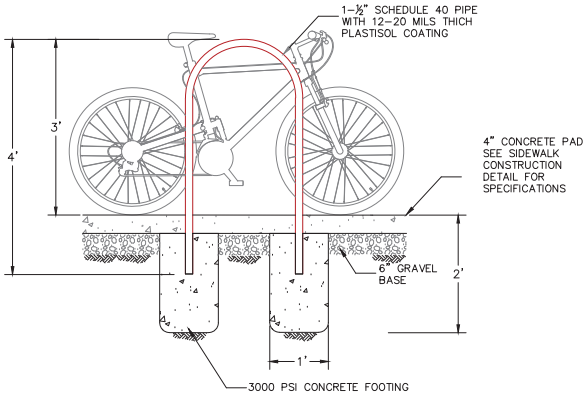
Z:\CLIENTS ACTIVE\ENGINEERING\E14 012 NEVELE OFFSITE PARKING\2014 05 09 NEVELE.dwg



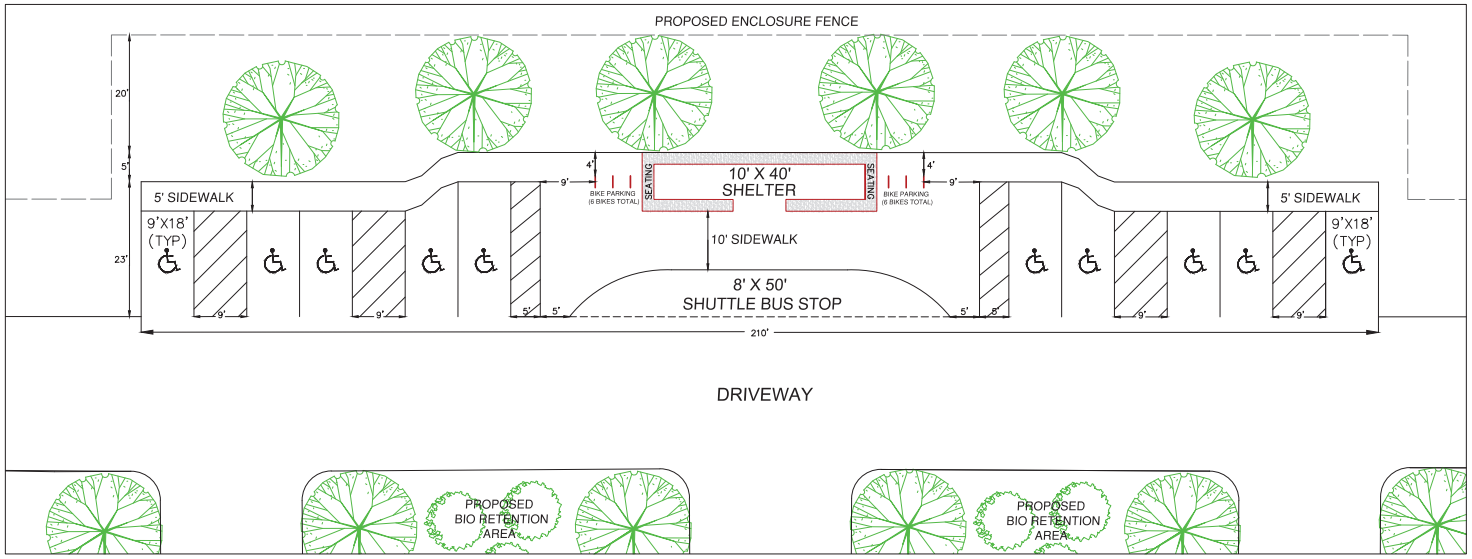
TYPICAL BIORETENTION ISLAND CROSS-SECTION
NOT TO SCALE



BIKE PARKING LAYOUT
NOT TO SCALE



INVERTED "U" BIKE RACK DETAIL
NOT TO SCALE



BUS SHELTER DETAIL
SCALE 1"=10'

CONCEPT DETAIL
FOR
OFFSITE PARKING
AT THE
NEVELE RESORT, CASINO & SPA

MAY 9, 2014

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D1

Appendix B

Traffic Volume Data

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York

Project: 112-068
Counted By: DDD
Location: Wawarsing, NY
Other:

File Name : tm12068f10
Site Code : 12068-10
Start Date : 10/19/2012
Page No : 1

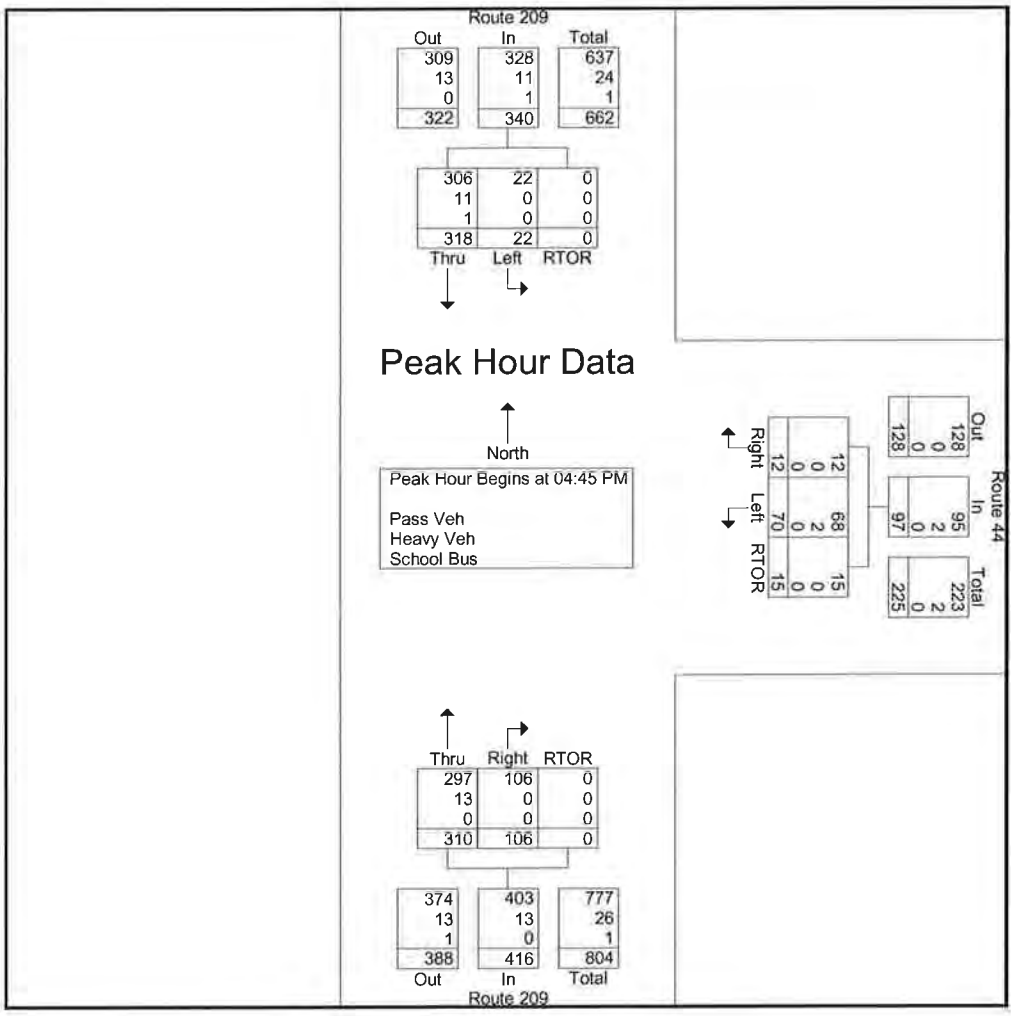
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Route 209 Northbound				Route 44 Westbound				Route 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:30 PM	89	18	0	107	11	2	3	16	3	71	0	74	197
04:45 PM	62	36	0	98	21	8	5	34	4	81	0	85	217
Total	151	54	0	205	32	10	8	50	7	152	0	159	414
05:00 PM	90	25	0	115	21	1	5	27	6	72	0	78	220
05:15 PM	89	19	0	108	14	2	3	19	5	80	0	85	212
05:30 PM	69	26	0	95	14	1	2	17	7	85	0	92	204
05:45 PM	75	17	0	92	13	3	3	19	4	80	0	84	195
Total	323	87	0	410	62	7	13	82	22	317	0	339	831
06:00 PM	106	21	0	127	13	3	3	19	5	74	0	79	225
06:15 PM	79	16	0	95	12	3	1	16	6	54	0	60	171
Grand Total	659	178	0	837	119	23	25	167	40	597	0	637	1641
Apprch %	78.7	21.3	0		71.3	13.8	15		6.3	93.7	0		
Total %	40.2	10.8	0	51	7.3	1.4	1.5	10.2	2.4	36.4	0	38.8	
Pass Veh	639	177	0	816	117	22	25	164	38	580	0	618	1598
% Pass Veh	97	99.4	0	97.5	98.3	95.7	100	98.2	95	97.2	0	97	97.4
Heavy Veh	19	1	0	20	2	1	0	3	2	16	0	18	41
% Heavy Veh	2.9	0.6	0	2.4	1.7	4.3	0	1.8	5	2.7	0	2.8	2.5
School Bus	1	0	0	1	0	0	0	0	0	1	0	1	2
% School Bus	0.2	0	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1

Project: 112-068
Counted By: DDD
Location: Wawarsing, NY
Other:

File Name : tm12068f10
Site Code : 12068-10
Start Date : 10/19/2012
Page No : 2

	Route 209 Northbound				Route 44 Westbound				Route 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:45:00 PM													
4:45:00 PM	62	**36**	0	98	**21**	**8**	**5**	**34**	4	81	0	85	217
5:00:00 PM	**90**	25	0	**115**	21	1	5	27	6	72	0	78	**220**
5:15:00 PM	89	19	0	108	14	2	3	19	5	80	0	85	212
5:30:00 PM	69	26	0	95	14	1	2	17	**7**	**85**	0	**92**	204
Total Volume	310	106	0	416	70	12	15	97	22	318	0	340	853
% App. Total	74.5	25.5	0		72.2	12.4	15.5		6.5	93.5	0		
PHF	.861	.736	.000	.904	.833	.375	.750	.713	.786	.935	.000	.924	.969
Pass Veh	297	106	0	403	68	12	15	95	22	306	0	328	826
% Pass Veh	95.8	100	0	96.9	97.1	100	100	97.9	100	96.2	0	96.5	96.8
Heavy Veh	13	0	0	13	2	0	0	2	0	11	0	11	26
% Heavy Veh	4.2	0	0	3.1	2.9	0	0	2.1	0	3.5	0	3.2	3.0
School Bus	0	0	0	0	0	0	0	0	0	1	0	1	1
% School Bus	0	0	0	0	0	0	0	0	0	0.3	0	0.3	0.1



Project: 112-068
Counted By: DDD
Location: Wawarsing, NY
Other:

File Name : tm12068s10
Site Code : 12068-10
Start Date : 10/21/2012
Page No : 1

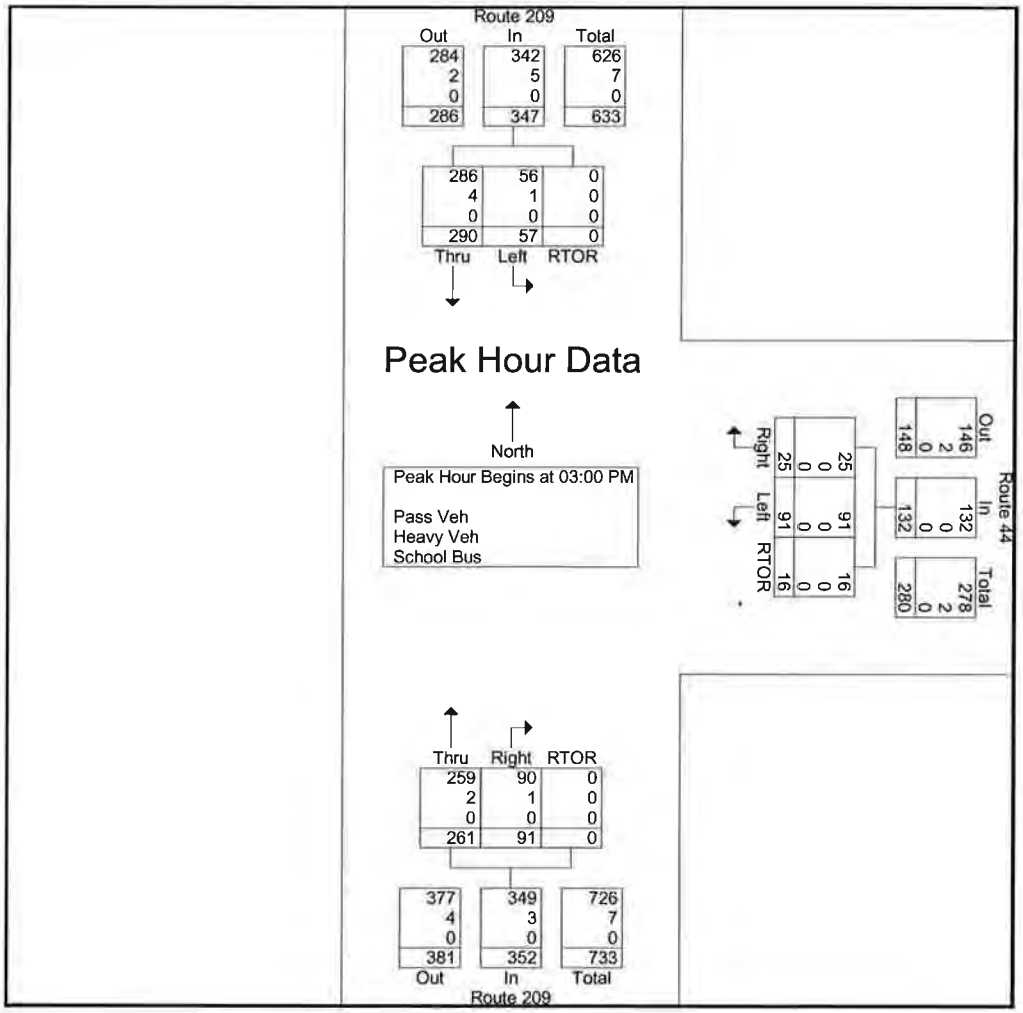
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Route 209 Southbound				Route 44 Westbound				Route 209 Northbound				
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:00 PM	17	84	0	101	24	3	4	31	78	22	0	100	232
03:15 PM	13	87	0	100	19	12	5	36	55	23	0	78	214
03:30 PM	17	66	0	83	21	5	6	32	69	24	0	93	208
03:45 PM	10	53	0	63	27	5	1	33	59	22	0	81	177
Total	57	290	0	347	91	25	16	132	261	91	0	352	831
04:00 PM	6	50	0	56	15	7	6	28	67	33	0	100	184
04:15 PM	10	80	0	90	21	7	3	31	54	16	0	70	191
04:30 PM	8	66	0	74	22	6	3	31	44	17	0	61	166
04:45 PM	3	56	0	59	19	0	1	20	56	23	0	79	158
Total	27	252	0	279	77	20	13	110	221	89	0	310	699
Grand Total	84	542	0	626	168	45	29	242	482	180	0	662	1530
Apprch %	13.4	86.6	0		69.4	18.6	12		72.8	27.2	0		
Total %	5.5	35.4	0	40.9	11	2.9	1.9	15.8	31.5	11.8	0	43.3	
Pass Veh	82	534	0	616	168	44	29	241	477	178	0	655	1512
% Pass Veh	97.6	98.5	0	98.4	100	97.8	100	99.6	99	98.9	0	98.9	98.8
Heavy Veh	2	8	0	10	0	1	0	1	5	2	0	7	18
% Heavy Veh	2.4	1.5	0	1.6	0	2.2	0	0.4	1	1.1	0	1.1	1.2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: DDD
Location: Wawarsing, NY
Other:

File Name : tm12068s10
Site Code : 12068-10
Start Date : 10/21/2012
Page No : 2

	Route 209 Southbound				Route 44 Westbound				Route 209 Northbound				
Start Time	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 3:00:00 PM													
3:00:00 PM	**17**	84	0	**101**	24	3	4	31	**78**	22	0	**100**	**232**
3:15:00 PM	13	**87**	0	100	19	**12**	5	**36**	55	23	0	78	214
3:30:00 PM	17	66	0	83	21	5	**6**	32	69	**24**	0	93	208
3:45:00 PM	10	53	0	63	**27**	5	1	33	59	22	0	81	177
Total Volume	57	290	0	347	91	25	16	132	261	91	0	352	831
% App. Total	16.4	83.6	0		68.9	18.9	12.1		74.1	25.9	0		
PHF	.838	.833	.000	.859	.843	.521	.667	.917	.837	.948	.000	.880	.895
Pass Veh	56	286	0	342	91	25	16	132	259	90	0	349	823
% Pass Veh	98.2	98.6	0	98.6	100	100	100	100	99.2	98.9	0	99.1	99.0
Heavy Veh	1	4	0	5	0	0	0	0	2	1	0	3	8
% Heavy Veh	1.8	1.4	0	1.4	0	0	0	0	0.8	1.1	0	0.9	1.0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0



Project: 112-068
Counted By: DDD
Location: Wawarsing, NY
Other:

File Name : tm12068f9
Site Code : 12-068-9
Start Date : 10/12/2012
Page No : 1

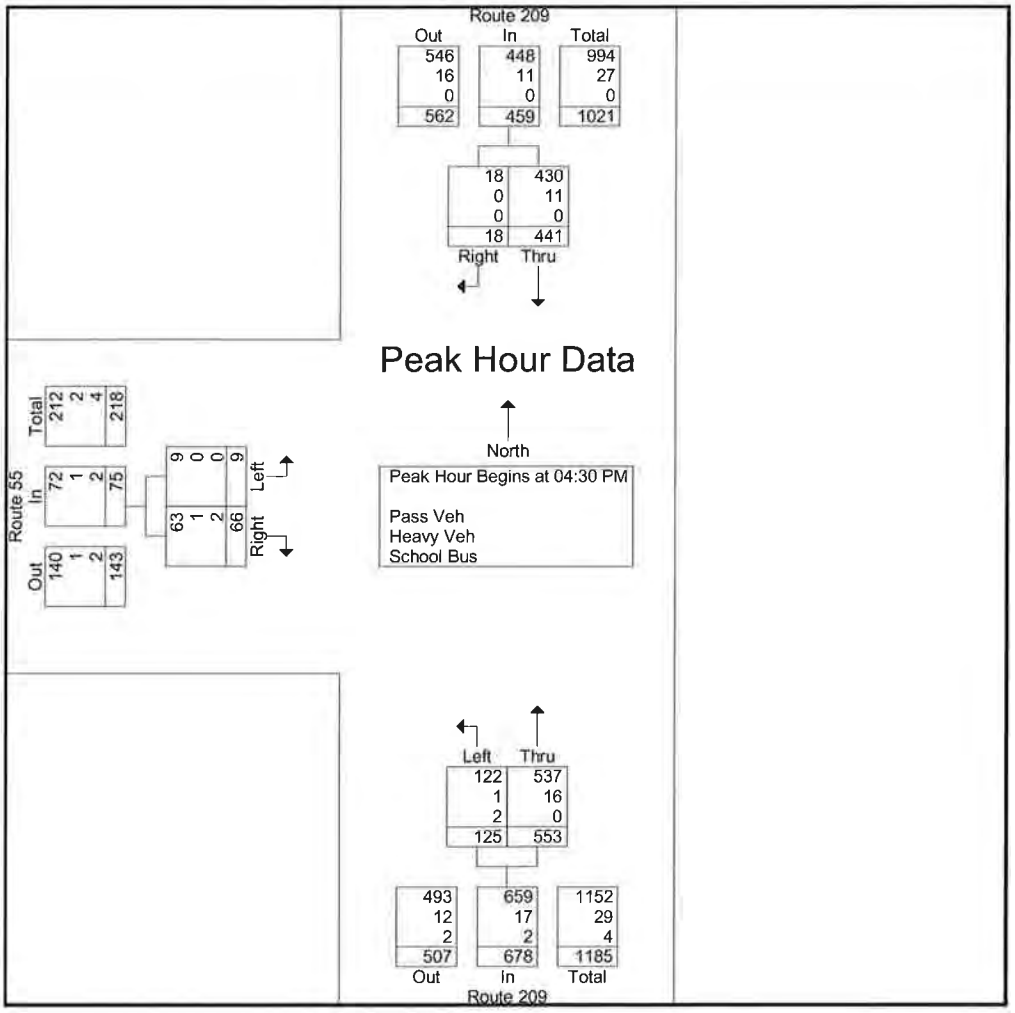
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Route 55 Eastbound			Route 209 Northbound			Route 209 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:30 PM	1	8	9	43	128	171	132	6	138	318
04:45 PM	2	18	20	21	145	166	106	3	109	295
Total	3	26	29	64	273	337	238	9	247	613
05:00 PM	2	17	19	29	145	174	95	6	101	294
05:15 PM	4	23	27	32	135	167	108	3	111	305
05:30 PM	5	22	27	23	114	137	115	3	118	282
05:45 PM	2	22	24	27	123	150	118	1	119	293
Total	13	84	97	111	517	628	436	13	449	1174
06:00 PM	3	21	24	29	107	136	100	3	103	263
06:15 PM	1	17	18	19	110	129	88	4	92	239
Grand Total	20	148	168	223	1007	1230	862	29	891	2289
Apprch %	11.9	88.1		18.1	81.9		96.7	3.3		
Total %	0.9	6.5	7.3	9.7	44	53.7	37.7	1.3	38.9	
Pass Veh	20	145	165	215	976	1191	835	28	863	2219
% Pass Veh	100	98	98.2	96.4	96.9	96.8	96.9	96.6	96.9	96.9
Heavy Veh	0	1	1	6	31	37	27	1	28	66
% Heavy Veh	0	0.7	0.6	2.7	3.1	3	3.1	3.4	3.1	2.9
School Bus	0	2	2	2	0	2	0	0	0	4
% School Bus	0	1.4	1.2	0.9	0	0.2	0	0	0	0.2

Project: 112-068
Counted By: DDD
Location: Wawarsing, NY
Other:

File Name : tm12068f9
Site Code : 12-068-9
Start Date : 10/12/2012
Page No : 2

	Route 55 Eastbound			Route 209 Northbound			Route 209 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 4:30:00 PM										
4:30:00 PM	1	8	9	**43**	128	171	**132**	**6**	**138**	**318**
4:45:00 PM	2	18	20	21	**145**	166	106	3	109	295
5:00:00 PM	2	17	19	29	145	**174**	95	6	101	294
5:15:00 PM	**4**	**23**	**27**	32	135	167	108	3	111	305
Total Volume	9	66	75	125	553	678	441	18	459	1212
% App. Total	12	88		18.4	81.6		96.1	3.9		
PHF	.563	.717	.694	.727	.953	.974	.835	.750	.832	.953
Pass Veh	9	63	72	122	537	659	430	18	448	1179
% Pass Veh	100	95.5	96.0	97.6	97.1	97.2	97.5	100	97.6	97.3
Heavy Veh	0	1	1	1	16	17	11	0	11	29
% Heavy Veh	0	1.5	1.3	0.8	2.9	2.5	2.5	0	2.4	2.4
School Bus	0	2	2	2	0	2	0	0	0	4
% School Bus	0	3.0	2.7	1.6	0	0.3	0	0	0	0.3



Project: 112-068
Counted By: CS
Location: Wawarsing, NY
Other:

File Name : tm12068s9
Site Code : 12-068-9
Start Date : 10/21/2012
Page No : 1

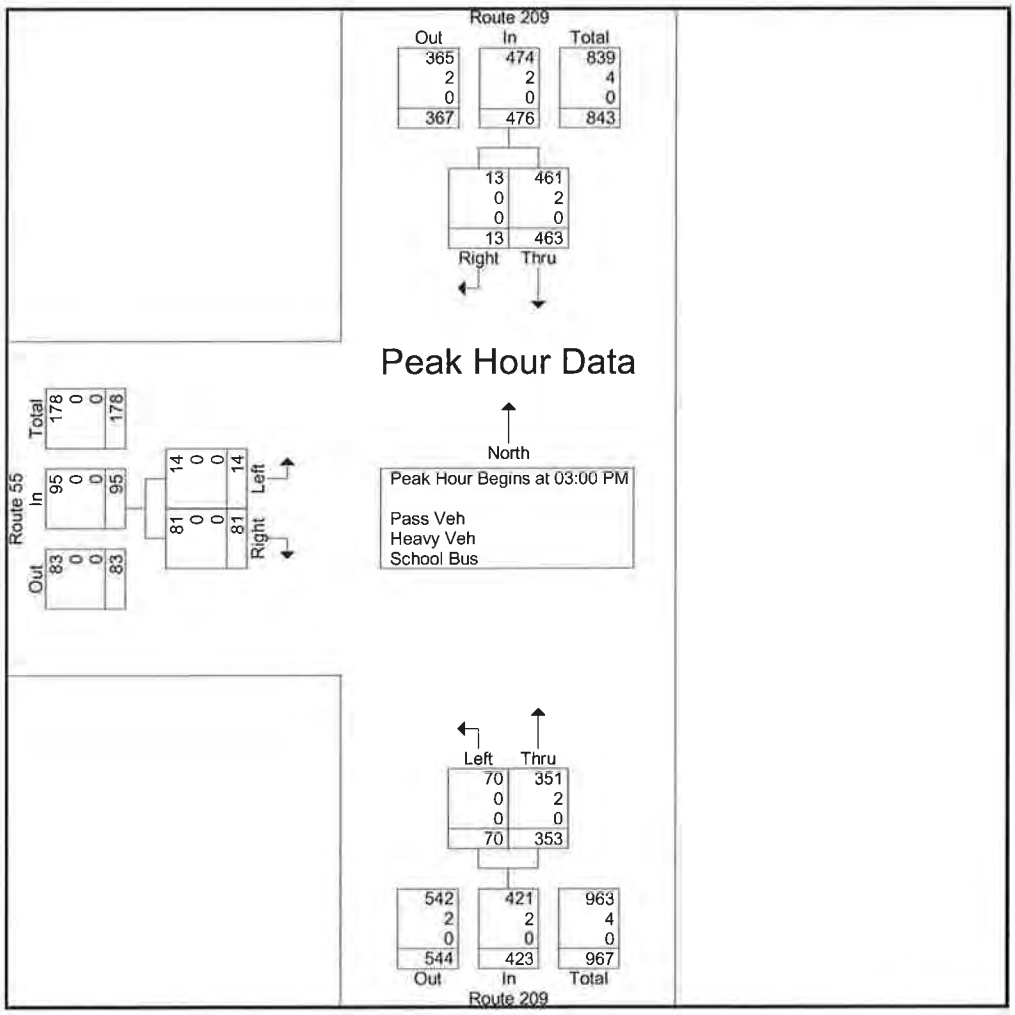
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Route 55 Eastbound			Route 209 Northbound			Route 209 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
03:00 PM	1	21	22	14	81	95	133	2	135	252
03:15 PM	2	19	21	19	82	101	124	6	130	252
03:30 PM	3	20	23	18	87	105	112	2	114	242
03:45 PM	8	21	29	19	103	122	94	3	97	248
Total	14	81	95	70	353	423	463	13	476	994
04:00 PM	3	19	22	12	72	84	88	3	91	197
04:15 PM	1	19	20	18	76	94	99	2	101	215
04:30 PM	4	17	21	12	78	90	79	3	82	193
04:45 PM	3	19	22	11	79	90	96	3	99	211
Total	11	74	85	53	305	358	362	11	373	816
Grand Total	25	155	180	123	658	781	825	24	849	1810
Apprch %	13.9	86.1		15.7	84.3		97.2	2.8		
Total %	1.4	8.6	9.9	6.8	36.4	43.1	45.6	1.3	46.9	
Pass Veh	25	155	180	123	655	778	822	24	846	1804
% Pass Veh	100	100	100	100	99.5	99.6	99.6	100	99.6	99.7
Heavy Veh	0	0	0	0	3	3	3	0	3	6
% Heavy Veh	0	0	0	0	0.5	0.4	0.4	0	0.4	0.3
School Bus	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: CS
Location: Wawarsing, NY
Other:

File Name : tm12068s9
Site Code : 12-068-9
Start Date : 10/21/2012
Page No : 2

	Route 55 Eastbound			Route 209 Northbound			Route 209 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 3:00:00 PM										
3:00:00 PM	1	**21**	22	14	81	95	**133**	2	**135**	**252**
3:15:00 PM	2	19	21	**19**	82	101	124	**6**	130	252
3:30:00 PM	3	20	23	18	87	105	112	2	114	242
3:45:00 PM	**8**	21	**29**	19	**103**	**122**	94	3	97	248
Total Volume	14	81	95	70	353	423	463	13	476	994
% App. Total	14.7	85.3		16.5	83.5		97.3	2.7		
PHF	.438	.964	.819	.921	.857	.867	.870	.542	.881	.986
Pass Veh	14	81	95	70	351	421	461	13	474	990
% Pass Veh	100	100	100	100	99.4	99.5	99.6	100	99.6	99.6
Heavy Veh	0	0	0	0	2	2	2	0	2	4
% Heavy Veh	0	0	0	0	0.6	0.5	0.4	0	0.4	0.4
School Bus	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0



Project: 112-068
Counted By: PS
Location: Wawarsing, NY
Other:

File Name : tm12068f8
Site Code : 12-068-8
Start Date : 10/26/2012
Page No : 1

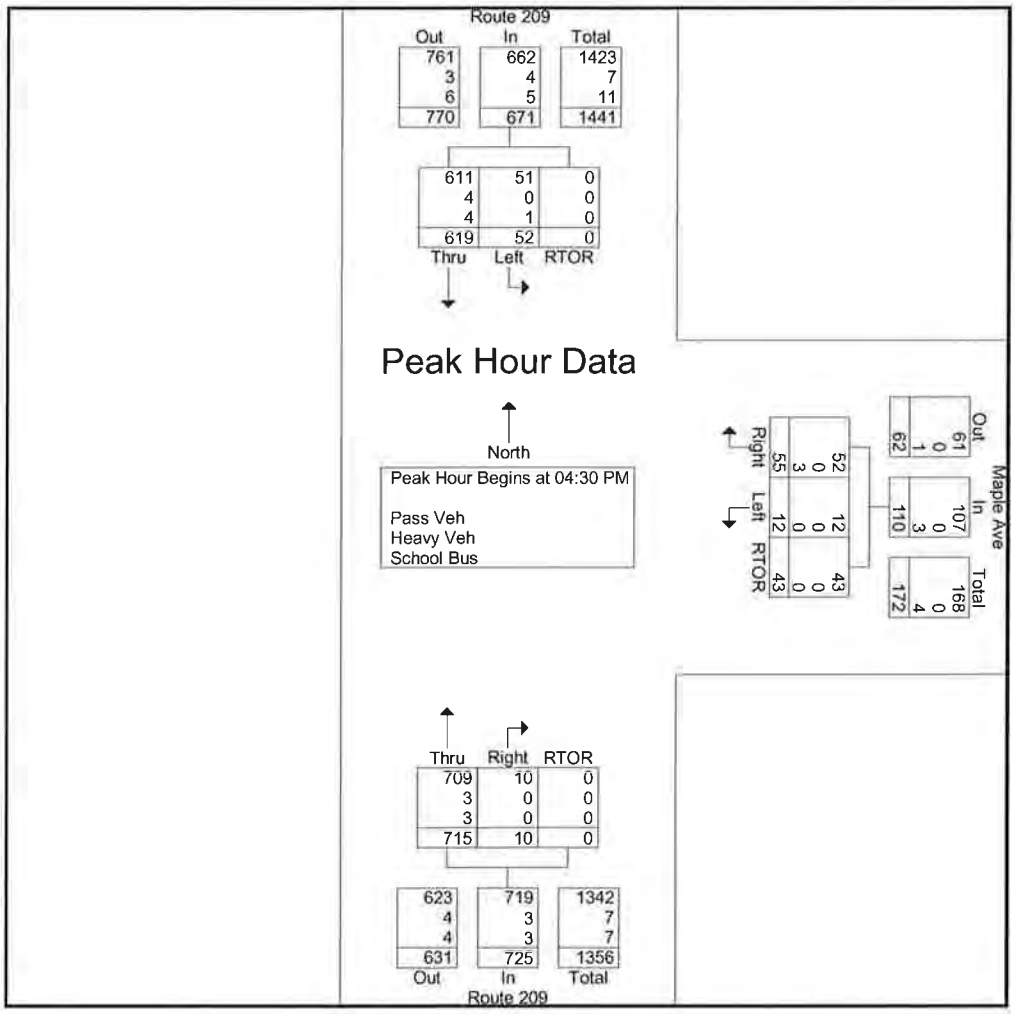
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Route 209 Northbound				Maple Ave Westbound				Route 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:30 PM	181	1	0	182	1	9	13	23	14	151	0	165	370
04:45 PM	176	1	0	177	3	12	6	21	14	165	0	179	377
Total	357	2	0	359	4	21	19	44	28	316	0	344	747
05:00 PM	199	2	0	201	5	27	7	39	15	156	0	171	411
05:15 PM	159	6	0	165	3	7	17	27	9	147	0	156	348
05:30 PM	151	1	0	152	3	14	9	26	7	144	0	151	329
05:45 PM	154	5	1	160	5	11	3	19	12	146	0	158	337
Total	663	14	1	678	16	59	36	111	43	593	0	636	1425
06:00 PM	130	4	0	134	5	10	11	26	11	149	0	160	320
06:15 PM	119	6	0	125	1	3	9	13	14	121	0	135	273
Grand Total	1269	26	1	1296	26	93	75	194	96	1179	0	1275	2765
Apprch %	97.9	2	0.1		13.4	47.9	38.7		7.5	92.5	0		
Total %	45.9	0.9	0	46.9	0.9	3.4	2.7	7	3.5	42.6	0	46.1	
Pass Veh	1258	26	1	1285	26	90	75	191	95	1166	0	1261	2737
% Pass Veh	99.1	100	100	99.2	100	96.8	100	98.5	99	98.9	0	98.9	99
Heavy Veh	6	0	0	6	0	0	0	0	0	6	0	6	12
% Heavy Veh	0.5	0	0	0.5	0	0	0	0	0	0.5	0	0.5	0.4
School Bus	5	0	0	5	0	3	0	3	1	7	0	8	16
% School Bus	0.4	0	0	0.4	0	3.2	0	1.5	1	0.6	0	0.6	0.6

Project: 112-068
Counted By: PS
Location: Wawarsing, NY
Other:

File Name : tm12068f8
Site Code : 12-068-8
Start Date : 10/26/2012
Page No : 2

	Route 209 Northbound				Maple Ave Westbound				Route 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:30:00 PM													
4:30:00 PM	181	1	0	182	1	9	13	23	14	151	0	165	370
4:45:00 PM	176	1	0	177	3	12	6	21	14	**165**	0	**179**	377
5:00:00 PM	**199**	2	0	**201**	**5**	**27**	7	**39**	**15**	156	0	171	**411**
5:15:00 PM	159	**6**	0	165	3	7	**17**	27	9	147	0	156	348
Total Volume	715	10	0	725	12	55	43	110	52	619	0	671	1506
% App. Total	98.6	1.4	0		10.9	50	39.1		7.7	92.3	0		
PHF	.898	.417	.000	.902	.600	.509	.632	.705	.867	.938	.000	.937	.916
Pass Veh	709	10	0	719	12	52	43	107	51	611	0	662	1488
% Pass Veh	99.2	100	0	99.2	100	94.5	100	97.3	98.1	98.7	0	98.7	98.8
Heavy Veh	3	0	0	3	0	0	0	0	0	4	0	4	7
% Heavy Veh	0.4	0	0	0.4	0	0	0	0	0	0.6	0	0.6	0.5
School Bus	3	0	0	3	0	3	0	3	1	4	0	5	11
% School Bus	0.4	0	0	0.4	0	5.5	0	2.7	1.9	0.6	0	0.7	0.7



Project: 112-068
Counted By: DDD
Location: Wawarsing, NY
Other:

File Name : tm12068s8
Site Code : 12-068-8
Start Date : 10/14/2012
Page No : 1

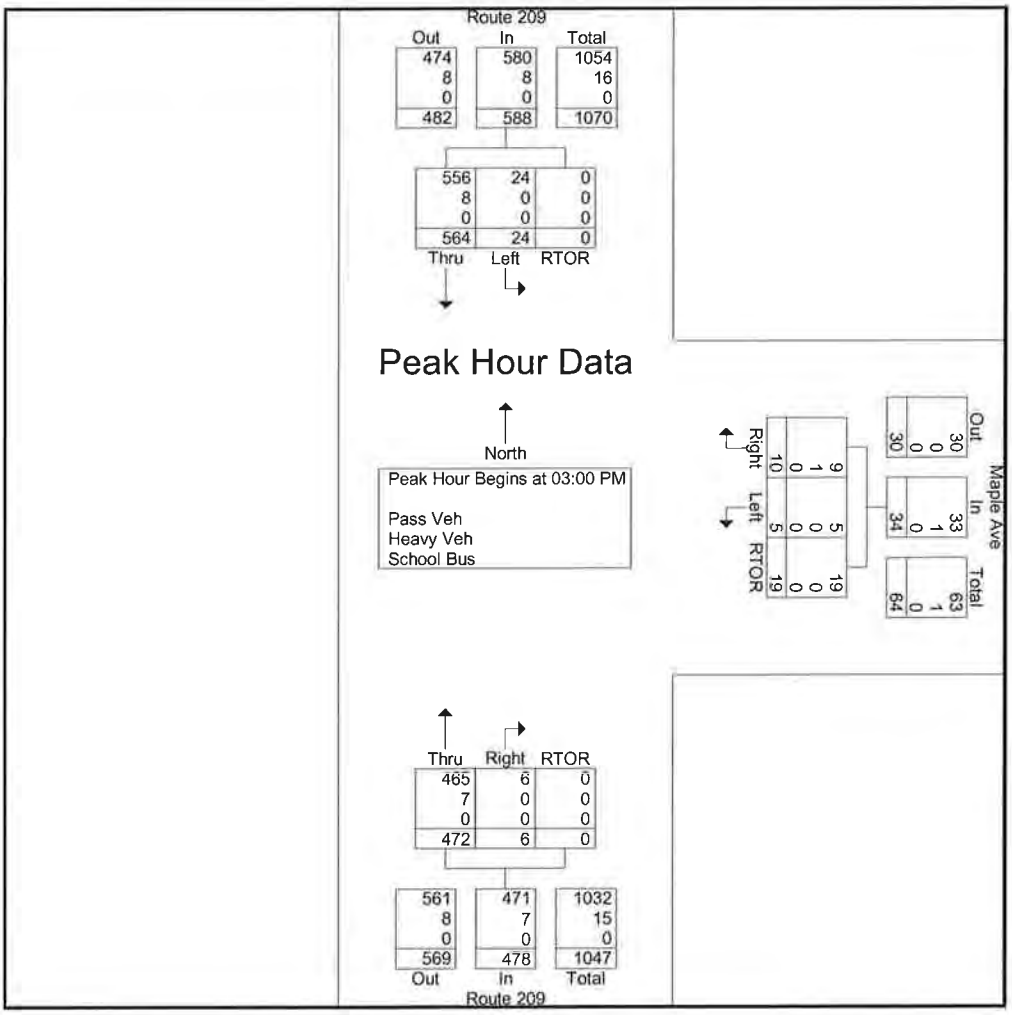
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Route 209 Northbound				Maple Ave Westbound				Route 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:00 PM	134	3	0	137	0	5	3	8	3	153	0	156	301
03:15 PM	118	0	0	118	2	0	3	5	5	136	0	141	264
03:30 PM	102	1	0	103	2	2	9	13	8	160	0	168	284
03:45 PM	118	2	0	120	1	3	4	8	8	115	0	123	251
Total	472	6	0	478	5	10	19	34	24	564	0	588	1100
04:00 PM	115	1	0	116	0	4	2	6	8	147	0	155	277
04:15 PM	103	1	0	104	0	2	3	5	9	134	0	143	252
04:30 PM	138	2	0	140	1	3	9	13	3	131	0	134	287
04:45 PM	99	2	0	101	1	0	2	3	5	116	0	121	225
Total	455	6	0	461	2	9	16	27	25	528	0	553	1041
Grand Total	927	12	0	939	7	19	35	61	49	1092	0	1141	2141
Apprch %	98.7	1.3	0		11.5	31.1	57.4		4.3	95.7	0		
Total %	43.3	0.6	0	43.9	0.3	0.9	1.6	2.8	2.3	51	0	53.3	
Pass Veh	919	12	0	931	7	18	35	60	48	1074	0	1122	2113
% Pass Veh	99.1	100	0	99.1	100	94.7	100	98.4	98	98.4	0	98.3	98.7
Heavy Veh	8	0	0	8	0	1	0	1	1	18	0	19	28
% Heavy Veh	0.9	0	0	0.9	0	5.3	0	1.6	2	1.6	0	1.7	1.3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: DDD
Location: Wawarsing, NY
Other:

File Name : tm12068s8
Site Code : 12-068-8
Start Date : 10/14/2012
Page No : 2

	Route 209 Northbound				Maple Ave Westbound				Route 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 3:00:00 PM													
3:00:00 PM	**134**	**3**	0	**137**	0	**5**	3	8	3	153	0	156	**301**
3:15:00 PM	118	0	0	118	**2**	0	3	5	5	136	0	141	264
3:30:00 PM	102	1	0	103	2	2	**9**	**13**	**8**	**160**	0	**168**	284
3:45:00 PM	118	2	0	120	**1**	3	4	8	8	115	0	123	251
Total Volume	472	6	0	478	5	10	19	34	24	564	0	588	1100
% App. Total	98.7	1.3	0		14.7	29.4	55.9		4.1	95.9	0		
PHF	.881	.500	.000	.872	.625	.500	.528	.654	.750	.881	.000	.875	.914
Pass Veh	465	6	0	471	5	9	19	33	24	556	0	580	1084
% Pass Veh	98.5	100	0	98.5	100	90.0	100	97.1	100	98.6	0	98.6	98.5
Heavy Veh	7	0	0	7	0	1	0	1	0	8	0	8	16
% Heavy Veh	1.5	0	0	1.5	0	10.0	0	2.9	0	1.4	0	1.4	1.5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0



Creighton Manning

Project: 112-068
Counted By: DDD
Location: Ellenville, NY
Other:

File Name : tm12068f1
Site Code : 12-068-1
Start Date : 8/17/2012
Page No : 1

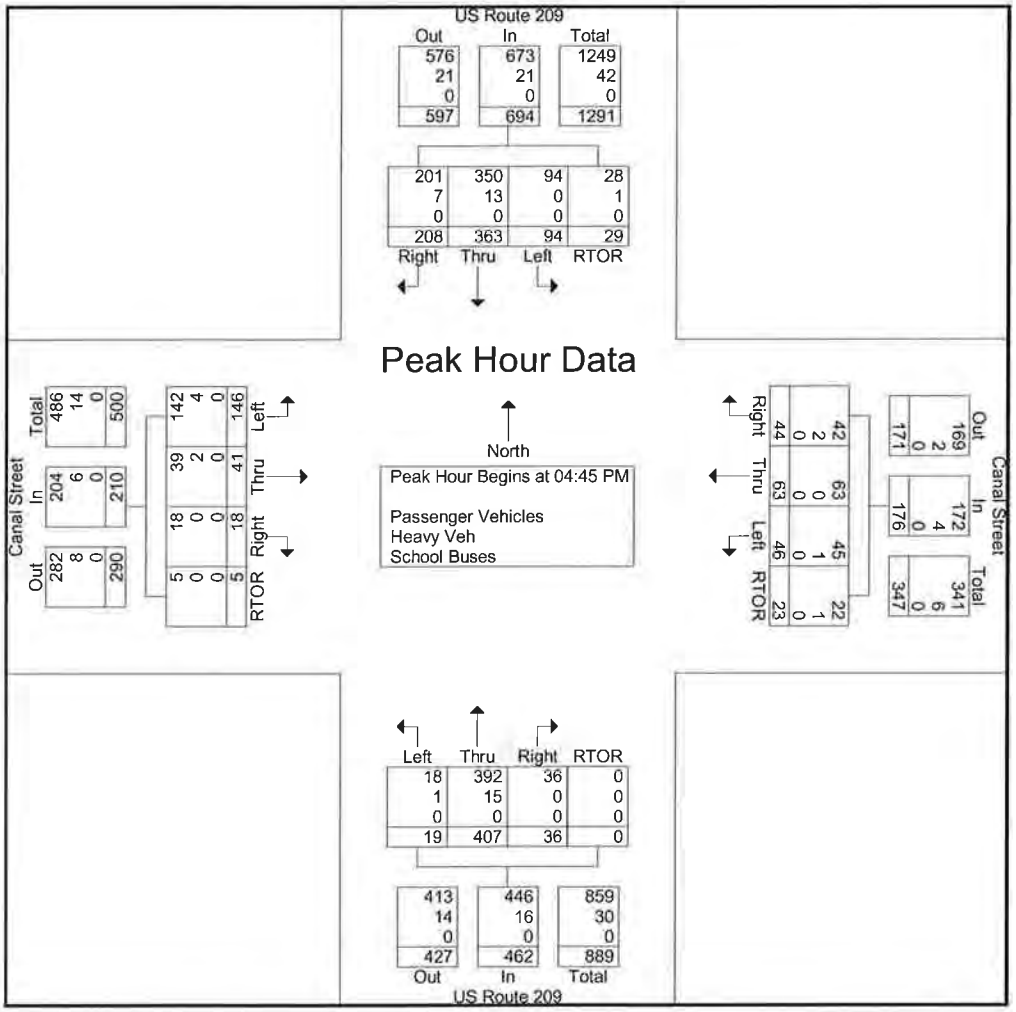
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	Canal Street Eastbound					US Route 209 Northbound					Canal Street Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	36	11	3	2	52	7	119	6	0	132	9	14	8	3	34	22	80	45	14	161	379
04:45 PM	40	13	4	2	59	9	103	11	0	123	9	17	9	7	42	20	76	49	3	148	372
Total	76	24	7	4	111	16	222	17	0	255	18	31	17	10	76	42	156	94	17	309	751
05:00 PM	41	9	6	1	57	3	110	6	0	119	13	17	13	8	51	27	99	61	11	198	425
05:15 PM	27	7	5	2	41	3	104	12	0	119	13	11	13	6	43	18	83	56	4	161	364
05:30 PM	38	12	3	0	53	4	90	7	0	101	11	18	9	2	40	29	105	42	11	187	381
05:45 PM	27	10	4	4	45	4	91	7	0	102	8	11	1	2	22	16	83	31	9	139	308
Total	133	38	18	7	196	14	395	32	0	441	45	57	36	18	156	90	370	190	35	685	1478
06:00 PM	30	8	2	2	42	4	94	9	0	107	13	11	5	3	32	27	76	42	9	154	335
06:15 PM	17	5	1	1	24	2	75	8	0	85	5	14	7	3	29	20	70	50	3	143	281
Grand Total	256	75	28	14	373	36	786	66	0	888	81	113	65	34	293	179	672	376	64	1291	2845
Apprch %	68.6	20.1	7.5	3.8		4.1	88.5	7.4	0		27.6	38.6	22.2	11.6		13.9	52.1	29.1	5		
Total %	9	2.6	1	0.5	13.1	1.3	27.6	2.3	0	31.2	2.8	4	2.3	1.2	10.3	6.3	23.6	13.2	2.2	45.4	
Passenger Vehicles	252	71	28	13	364	35	759	66	0	860	80	112	63	33	288	177	645	368	63	1253	2765
% Passenger Vehicles	98.4	94.7	100	92.9	97.6	97.2	96.6	100	0	96.8	98.8	99.1	96.9	97.1	98.3	98.9	96	97.9	98.4	97.1	97.2
Heavy Veh	4	4	0	1	9	1	27	0	0	28	1	1	2	1	5	2	27	8	1	38	80
% Heavy Veh	1.6	5.3	0	7.1	2.4	2.8	3.4	0	0	3.2	1.2	0.9	3.1	2.9	1.7	1.1	4	2.1	1.6	2.9	2.8
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: DDD
Location: Ellenville, NY
Other:

File Name : tm12068f1
Site Code : 12-068-1
Start Date : 8/17/2012
Page No : 2

	Canal Street Eastbound					US Route 209 Northbound					Canal Street Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:45:00 PM																					
4:45:00 PM	40	**13**	4	**2**	**59**	**9**	103	11	0	**123**	9	17	9	7	42	20	76	49	3	148	372
5:00:00 PM	**41**	9	**6**	1	57	3	**110**	6	0	119	**13**	17	**13**	**8**	**51**	27	99	**61**	**11**	**198**	**425**
5:15:00 PM	27	7	5	2	41	3	104	**12**	0	119	13	11	13	6	43	18	83	56	4	161	364
5:30:00 PM	38	12	3	0	53	4	90	7	0	101	11	**18**	9	**2**	**40**	**29**	**105**	42	11	187	381
Total Volume	146	41	18	5	210	19	407	36	0	462	46	63	44	23	176	94	363	208	29	694	1542
% App. Total	69.5	19.5	8.6	2.4		4.1	88.1	7.8	0		26.1	35.8	25	13.1		13.5	52.3	30	4.2		
PHF	.890	.788	.750	.625	.890	.528	.925	.750	.000	.939	.885	.875	.846	.719	.863	.810	.864	.852	.659	.876	.907
Passenger Vehicles	142	39	18	5	204	18	392	36	0	446	45	63	42	22	172	94	350	201	28	673	1495
% Passenger Vehicles	97.3	95.1	100	100	97.1	94.7	96.3	100	0	96.5	97.8	100	95.5	95.7	97.7	100	96.4	96.6	96.6	97.0	97.0
Heavy Veh	4	2	0	0	6	1	15	0	0	16	1	0	2	1	4	0	13	7	1	21	47
% Heavy Veh	2.7	4.9	0	0	2.9	5.3	3.7	0	0	3.5	2.2	0	4.5	4.3	2.3	0	3.6	3.4	3.4	3.0	3.0
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Project: 112-068
Counted By: DDD
Location: Ellenville, NY
Other:

File Name : tm12068s1
Site Code : 12-068-1
Start Date : 8/19/2012
Page No : 1

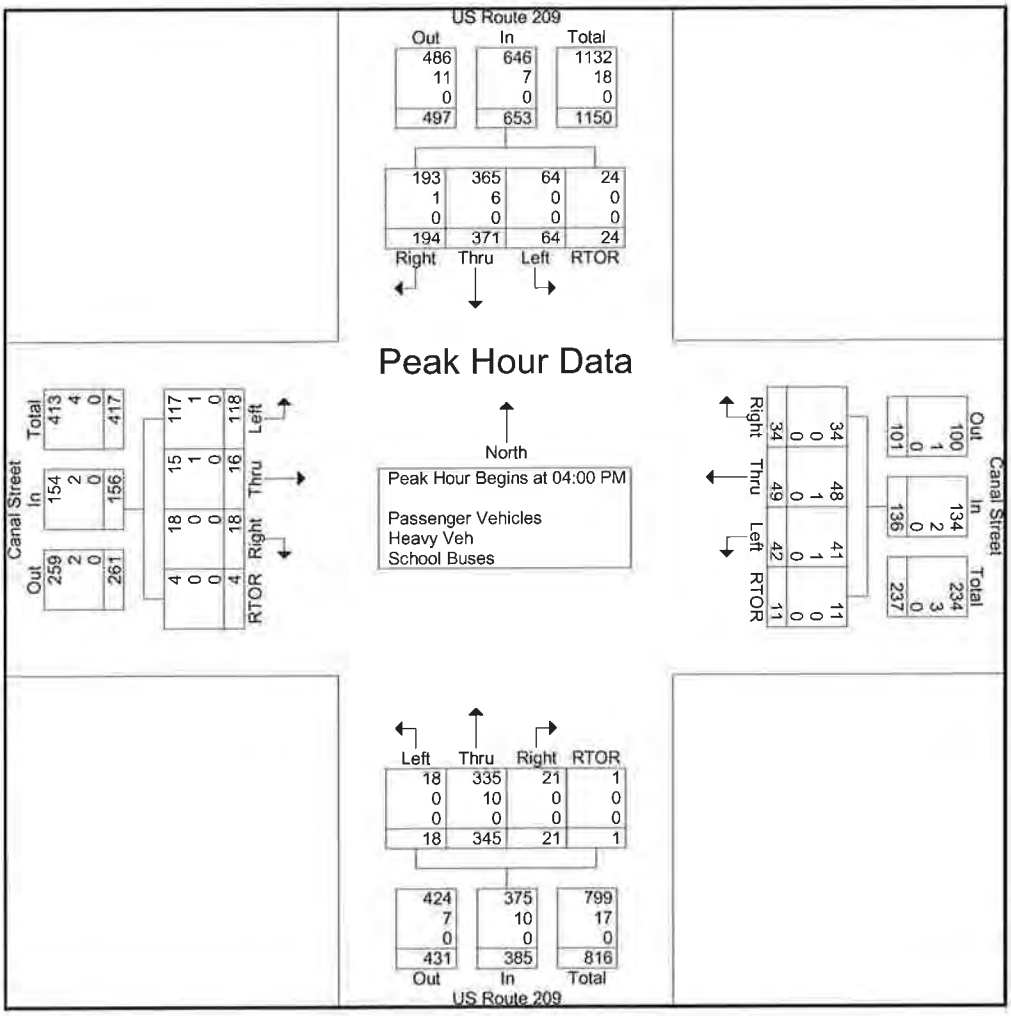
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	Canal Street Eastbound					US Route 209 Northbound					Canal Street Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	25	4	0	2	31	6	125	4	0	135	10	6	9	4	29	12	112	41	3	168	363
03:15 PM	27	4	1	0	32	0	99	2	0	101	4	3	2	8	17	23	99	47	2	171	321
03:30 PM	27	2	0	0	29	3	112	2	0	117	3	8	6	5	22	23	95	36	1	155	323
03:45 PM	14	5	3	0	22	6	82	2	0	90	7	10	8	5	30	9	102	45	0	156	298
Total	93	15	4	2	114	15	418	10	0	443	24	27	25	22	98	67	408	169	6	650	1305
04:00 PM	30	2	2	0	34	2	91	6	0	99	17	20	11	4	52	14	96	40	6	156	341
04:15 PM	35	3	4	1	43	5	81	3	0	89	6	11	7	2	26	22	99	50	10	181	339
04:30 PM	21	6	6	1	34	4	89	4	1	98	11	9	7	3	30	13	76	44	7	140	302
04:45 PM	32	5	6	2	45	7	84	8	0	99	8	9	9	2	28	15	100	60	1	176	348
Total	118	16	18	4	156	18	345	21	1	385	42	49	34	11	136	64	371	194	24	653	1330
Grand Total	211	31	22	6	270	33	763	31	1	828	66	76	59	33	234	131	779	363	30	1303	2635
Apprch %	78.1	11.5	8.1	2.2		4	92.1	3.7	0.1		28.2	32.5	25.2	14.1		10.1	59.8	27.9	2.3		
Total %	8	1.2	0.8	0.2	10.2	1.3	29	1.2	0	31.4	2.5	2.9	2.2	1.3	8.9	5	29.6	13.8	1.1	49.4	
Passenger Vehicles	209	30	22	6	267	33	745	31	1	810	65	75	58	33	231	131	764	362	30	1287	2595
% Passenger Vehicles	99.1	96.8	100	100	98.9	100	97.6	100	100	97.8	98.5	98.7	98.3	100	98.7	100	98.1	99.7	100	98.8	98.5
Heavy Veh	2	1	0	0	3	0	18	0	0	18	1	1	1	0	3	0	15	1	0	16	40
% Heavy Veh	0.9	3.2	0	0	1.1	0	2.4	0	0	2.2	1.5	1.3	1.7	0	1.3	0	1.9	0.3	0	1.2	1.5
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: DDD
Location: Ellenville, NY
Other:

File Name : tm12068s1
Site Code : 12-068-1
Start Date : 8/19/2012
Page No : 2

	Canal Street Eastbound					US Route 209 Northbound					Canal Street Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:00:00 PM																					
4:00:00 PM	30	2	2	0	34	2	**91**	6	0	**99**	**17**	**20**	**11**	**4**	**52**	14	96	40	6	156	341
4:15:00 PM	**35**	3	4	1	43	5	81	3	0	89	6	11	7	2	26	**22**	99	50	**10**	**181**	339
4:30:00 PM	21	**6**	**6**	1	34	4	89	4	**1**	98	11	9	7	3	30	13	76	44	7	140	302
4:45:00 PM	32	5	6	**2**	**45**	**7**	84	**8**	0	99	8	9	9	2	28	15	**100**	**60**	1	176	**348**
Total Volume	118	16	18	4	156	18	345	21	1	385	42	49	34	11	136	64	371	194	24	653	1330
% App. Total	75.6	10.3	11.5	2.6		4.7	89.6	5.5	0.3		30.9	36	25	8.1		9.8	56.8	29.7	3.7		
PHF	.843	.667	.750	.500	.867	.643	.948	.656	.250	.972	.618	.613	.773	.688	.654	.727	.928	.808	.600	.902	.955
Passenger Vehicles	117	15	18	4	154	18	335	21	1	375	41	48	34	11	134	64	365	193	24	646	1309
% Passenger Vehicles	99.2	93.8	100	100	98.7	100	97.1	100	100	97.4	97.6	98.0	100	100	98.5	100	98.4	99.5	100	98.9	98.4
Heavy Veh	1	1	0	0	2	0	10	0	0	10	1	1	0	0	2	0	6	1	0	7	21
% Heavy Veh	0.8	6.3	0	0	1.3	0	2.9	0	0	2.6	2.4	2.0	0	0	1.5	0	1.6	0.5	0	1.1	1.6
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Creighton Manning

Project: 112-068
Counted By: TR
Location: Ellenville, NY
Other:

File Name : tm12068f2
Site Code : 12-068-2
Start Date : 8/17/2012
Page No : 1

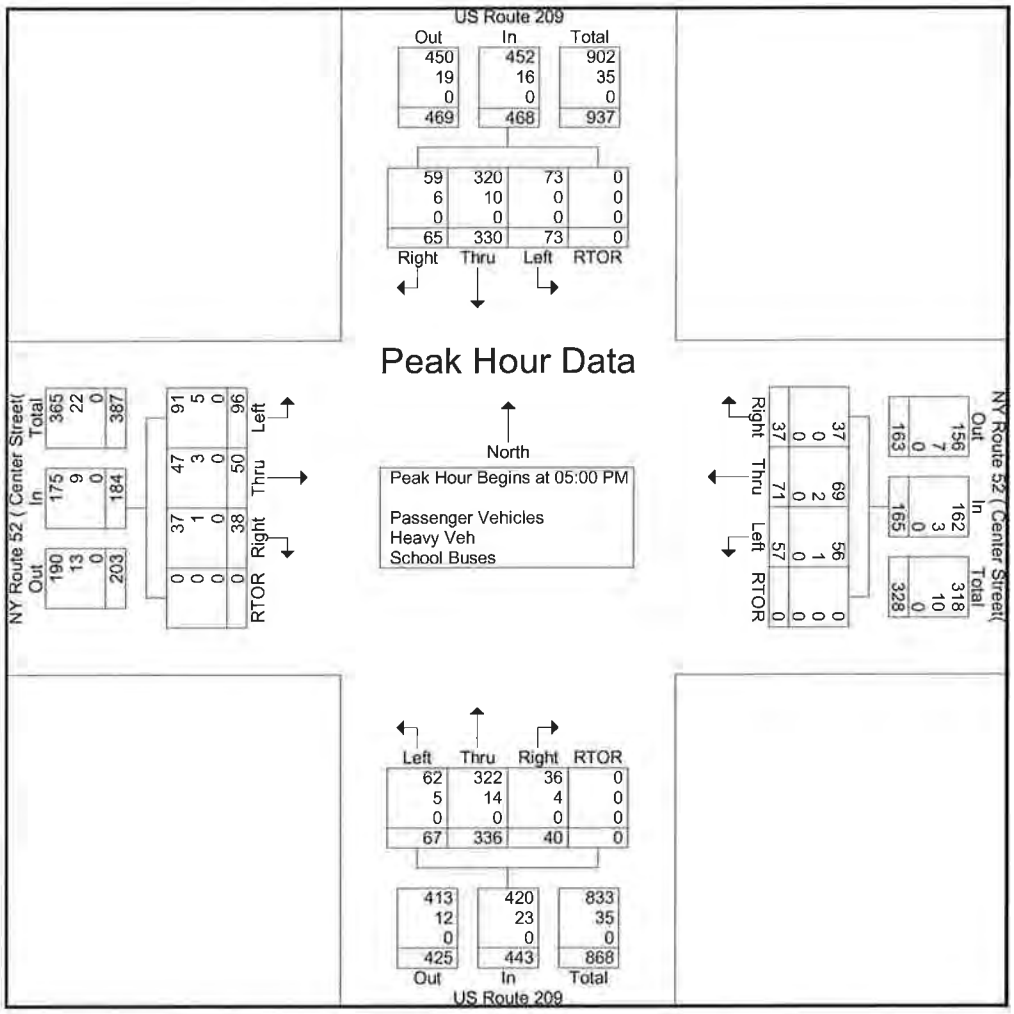
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	NY Route 52 (Center Street(Eastbound					US Route 209 Northbound					NY Route 52 (Center Street(Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	25	18	10	0	53	21	94	10	0	125	8	22	16	1	47	14	75	4	0	93	318
04:45 PM	30	10	9	0	49	5	81	13	0	99	7	15	9	0	31	15	72	16	0	103	282
Total	55	28	19	0	102	26	175	23	0	224	15	37	25	1	78	29	147	20	0	196	600
05:00 PM	24	13	10	0	47	27	81	9	0	117	15	11	10	0	36	14	84	20	0	118	318
05:15 PM	19	16	8	0	43	8	88	19	0	115	11	17	11	0	39	13	83	19	0	115	312
05:30 PM	29	11	10	0	50	19	81	4	0	104	16	22	7	0	45	26	86	12	0	124	323
05:45 PM	24	10	10	0	44	13	86	8	0	107	15	21	9	0	45	20	77	14	0	111	307
Total	96	50	38	0	184	67	336	40	0	443	57	71	37	0	165	73	330	65	0	468	1260
06:00 PM	23	9	12	0	44	16	74	10	0	100	4	20	10	0	34	13	76	7	0	96	274
06:15 PM	16	14	8	0	38	8	60	5	0	73	9	8	10	0	27	17	61	7	0	85	223
Grand Total	190	101	77	0	368	117	645	78	0	840	85	136	82	1	304	132	614	99	0	845	2357
Apprch %	51.6	27.4	20.9	0		13.9	76.8	9.3	0		28	44.7	27	0.3		15.6	72.7	11.7	0		
Total %	8.1	4.3	3.3	0	15.6	5	27.4	3.3	0	35.6	3.6	5.8	3.5	0	12.9	5.6	26.1	4.2	0	35.9	
Passenger Vehicles	178	98	74	0	350	109	622	74	0	805	83	134	81	1	299	129	596	87	0	812	2266
% Passenger Vehicles	93.7	97	96.1	0	95.1	93.2	96.4	94.9	0	95.8	97.6	98.5	98.8	100	98.4	97.7	97.1	87.9	0	96.1	96.1
Heavy Veh	12	3	3	0	18	8	23	4	0	35	2	2	1	0	5	3	18	12	0	33	91
% Heavy Veh	6.3	3	3.9	0	4.9	6.8	3.6	5.1	0	4.2	2.4	1.5	1.2	0	1.6	2.3	2.9	12.1	0	3.9	3.9
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: TR
Location: Ellenville, NY
Other:

File Name : tm12068f2
Site Code : 12-068-2
Start Date : 8/17/2012
Page No : 2

	NY Route 52 (Center Street(Eastbound					US Route 209 Northbound					NY Route 52 (Center Street(Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 5:00:00 PM																					
5:00:00 PM	24	13	**10**	0	47	**27**	81	9	0	**117**	15	11	10	0	36	14	84	**20**	0	118	318
5:15:00 PM	19	**16**	8	0	43	8	**88**	**19**	0	115	11	17	**11**	0	39	13	83	19	0	115	312
5:30:00 PM	**29**	11	10	0	**50**	19	81	4	0	104	**16**	**22**	7	0	**45**	**26**	**86**	12	0	**124**	**323**
5:45:00 PM	24	10	10	0	44	13	86	8	0	107	15	21	9	0	45	20	77	14	0	111	307
Total Volume	96	50	38	0	184	67	336	40	0	443	57	71	37	0	165	73	330	65	0	468	1260
% App. Total	52.2	27.2	20.7	0		15.1	75.8	9	0		34.5	43	22.4	0		15.6	70.5	13.9	0		
PHF	.828	.781	.950	.000	.920	.620	.955	.526	.000	.947	.891	.807	.841	.000	.917	.702	.959	.813	.000	.944	.975
Passenger Vehicles	91	47	37	0	175	62	322	36	0	420	56	69	37	0	162	73	320	59	0	452	1209
% Passenger Vehicles	94.8	94.0	97.4	0	95.1	92.5	95.8	90.0	0	94.8	98.2	97.2	100	0	98.2	100	97.0	90.8	0	96.6	96.0
Heavy Veh	5	3	1	0	9	5	14	4	0	23	1	2	0	0	3	0	10	6	0	16	51
% Heavy Veh	5.2	6.0	2.6	0	4.9	7.5	4.2	10.0	0	5.2	1.8	2.8	0	0	1.8	0	3.0	9.2	0	3.4	4.0
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Project: 112-068
Counted By: ZS
Location: Ellenville, NY
Other:

File Name : tm12068s2
Site Code : 12-068-2
Start Date : 8/19/2012
Page No : 1

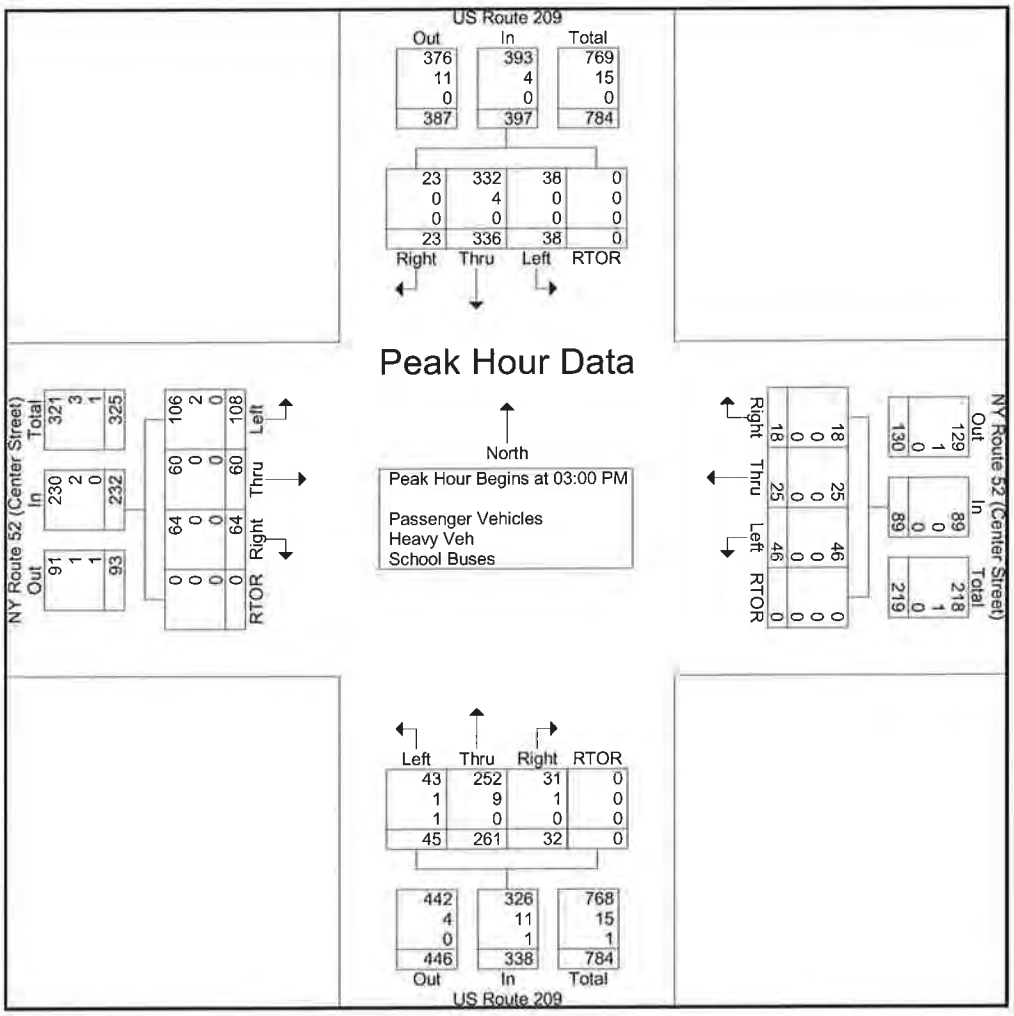
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	NY Route 52 (Center Street) Eastbound					US Route 209 Northbound					NY Route 52 (Center Street) Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	30	20	16	0	66	8	73	6	0	87	16	9	6	0	31	10	96	8	0	114	298
03:15 PM	20	16	16	0	52	17	84	8	0	109	13	9	4	0	26	6	76	5	0	87	274
03:30 PM	33	12	15	0	60	9	46	10	0	65	8	5	4	0	17	12	86	4	0	102	244
03:45 PM	25	12	17	0	54	11	58	8	0	77	9	2	4	0	15	10	78	6	0	94	240
Total	108	60	64	0	232	45	261	32	0	338	46	25	18	0	89	38	336	23	0	397	1056
04:00 PM	27	20	3	0	50	9	68	5	0	82	12	5	2	0	19	10	103	6	0	119	270
04:15 PM	26	17	10	0	53	9	50	11	0	70	3	9	8	0	20	8	82	13	1	104	247
04:30 PM	18	8	13	0	39	10	69	7	0	86	11	11	5	1	28	11	72	9	0	92	245
04:45 PM	23	14	17	0	54	7	61	4	0	72	8	6	5	3	22	18	89	12	0	119	267
Total	94	59	43	0	196	35	248	27	0	310	34	31	20	4	89	47	346	40	1	434	1029
Grand Total	202	119	107	0	428	80	509	59	0	648	80	56	38	4	178	85	682	63	1	831	2085
Apprch %	47.2	27.8	25	0		12.3	78.5	9.1	0		44.9	31.5	21.3	2.2		10.2	82.1	7.6	0.1		
Total %	9.7	5.7	5.1	0	20.5	3.8	24.4	2.8	0	31.1	3.8	2.7	1.8	0.2	8.5	4.1	32.7	3	0	39.9	
Passenger Vehicles	199	119	106	0	424	77	496	58	0	631	80	56	38	4	178	85	675	63	1	824	2057
% Passenger Vehicles	98.5	100	99.1	0	99.1	96.2	97.4	98.3	0	97.4	100	100	100	100	100	100	99	100	100	99.2	98.7
Heavy Veh	2	0	0	0	2	2	13	1	0	16	0	0	0	0	0	0	6	0	0	6	24
% Heavy Veh	1	0	0	0	0.5	2.5	2.6	1.7	0	2.5	0	0	0	0	0	0	0.9	0	0	0.7	1.2
School Buses	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
% School Buses	0.5	0	0.9	0	0.5	1.2	0	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0.2

Project: 112-068
Counted By: ZS
Location: Ellenville, NY
Other:

File Name : tm12068s2
Site Code : 12-068-2
Start Date : 8/19/2012
Page No : 2

	NY Route 52 (Center Street) Eastbound					US Route 209 Northbound					NY Route 52 (Center Street) Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App Total	Left	Thru	Right	RTOR	App Total	Left	Thru	Right	RTOR	App Total	Left	Thru	Right	RTOR	App Total	Int Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:00:00 PM																					
3:00:00 PM	30	**20**	16	0	**66**	8	73	6	0	87	**16**	**9**	**6**	0	**31**	10	**96**	**8**	0	**114**	**298**
3:15:00 PM	20	16	16	0	52	**17**	**84**	8	0	**109**	13	9	4	0	26	6	76	5	0	87	274
3:30:00 PM	**33**	12	15	0	60	9	46	**10**	0	65	8	5	4	0	17	**12**	86	4	0	102	244
3:45:00 PM	25	12	**17**	0	54	11	58	8	0	77	9	2	4	0	15	10	78	6	0	94	240
Total Volume	108	60	64	0	232	45	261	32	0	338	46	25	18	0	89	38	336	23	0	397	1056
% App. Total	46.6	25.9	27.6	0		13.3	77.2	9.5	0		51.7	28.1	20.2	0		9.6	84.6	5.8	0		
PHF	.818	.750	.941	.000	.879	.662	.777	.800	.000	.775	.719	.694	.750	.000	.718	.792	.875	.719	.000	.871	.886
Passenger Vehicles	106	60	64	0	230	43	252	31	0	326	46	25	18	0	89	38	332	23	0	393	1038
% Passenger Vehicles	98.1	100	100	0	99.1	95.6	96.6	96.9	0	96.4	100	100	100	0	100	100	98.8	100	0	99.0	98.3
Heavy Veh	2	0	0	0	2	1	9	1	0	11	0	0	0	0	0	0	4	0	0	4	17
% Heavy Veh	1.9	0	0	0	0.9	2.2	3.4	3.1	0	3.3	0	0	0	0	0	0	1.2	0	0	1.0	1.6
School Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% School Buses	0	0	0	0	0	2.2	0	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1



Project: 112-068
Counted By: RP
Location: Wawarsing, NY
Other:

File Name : tm12068f7
Site Code : 12-068-7
Start Date : 10/26/2012
Page No : 1

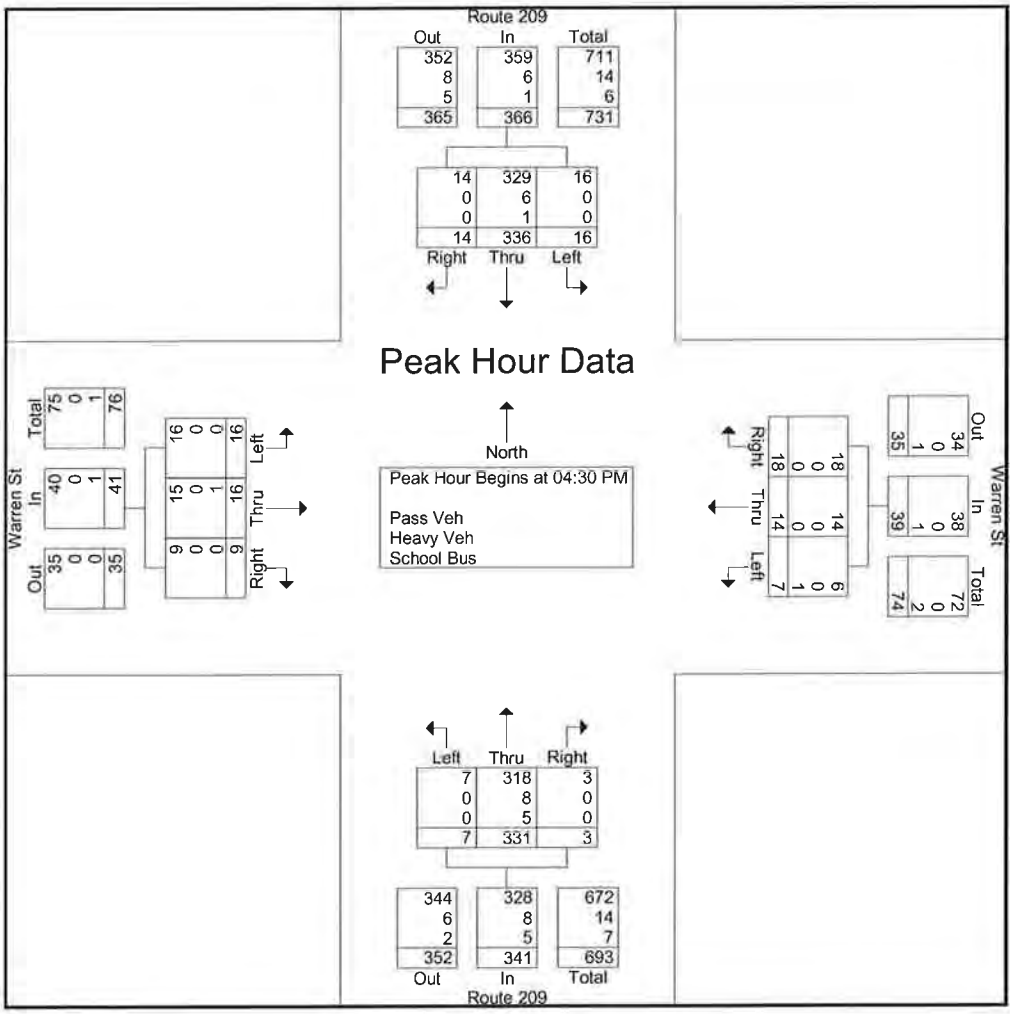
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Warren St Eastbound				Route 209 Northbound				Warren St Westbound				Route 209 Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:30 PM	1	4	3	8	3	85	1	89	0	5	5	10	6	84	2	92	199
04:45 PM	4	5	4	13	0	85	1	86	2	2	5	9	5	81	5	91	199
Total	5	9	7	21	3	170	2	175	2	7	10	19	11	165	7	183	398
05:00 PM	4	5	2	11	3	81	1	85	3	6	5	14	3	87	5	95	205
05:15 PM	7	2	0	9	1	80	0	81	2	1	3	6	2	84	2	88	184
05:30 PM	2	1	1	4	1	85	0	86	1	3	3	7	8	63	8	79	176
05:45 PM	7	3	3	13	2	86	0	88	0	1	7	8	7	60	7	74	183
Total	20	11	6	37	7	332	1	340	6	11	18	35	20	294	22	336	748
06:00 PM	1	4	2	7	0	64	1	65	2	6	2	10	8	76	4	88	170
06:15 PM	3	2	2	7	4	68	1	73	1	4	6	11	4	63	3	70	161
Grand Total	29	26	17	72	14	634	5	653	11	28	36	75	43	598	36	677	1477
Apprch %	40.3	36.1	23.6		2.1	97.1	0.8		14.7	37.3	48		6.4	88.3	5.3		
Total %	2	1.8	1.2	4.9	0.9	42.9	0.3	44.2	0.7	1.9	2.4	5.1	2.9	40.5	2.4	45.8	
Pass Veh	29	25	17	71	14	618	5	637	10	28	36	74	43	585	36	664	1446
% Pass Veh	100	96.2	100	98.6	100	97.5	100	97.5	90.9	100	100	98.7	100	97.8	100	98.1	97.9
Heavy Veh	0	0	0	0	0	10	0	10	0	0	0	0	0	10	0	10	20
% Heavy Veh	0	0	0	0	0	1.6	0	1.5	0	0	0	0	0	1.7	0	1.5	1.4
School Bus	0	1	0	1	0	6	0	6	1	0	0	1	0	3	0	3	11
% School Bus	0	3.8	0	1.4	0	0.9	0	0.9	9.1	0	0	1.3	0	0.5	0	0.4	0.7

Project: 112-068
Counted By: RP
Location: Wawarsing, NY
Other:

File Name : tm12068f7
Site Code : 12-068-7
Start Date : 10/26/2012
Page No : 2

	Warren St Eastbound				Route 209 Northbound				Warren St Westbound				Route 209 Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 4:30:00 PM																	
4:30:00 PM	1	4	3	8	**3**	**85**	**1**	**89**	0	5	**5**	10	**6**	84	2	92	199
4:45:00 PM	4	**5**	**4**	**13**	0	85	1	86	2	2	5	9	5	81	**5**	91	199
5:00:00 PM	4	5	2	11	3	81	1	85	**3**	**6**	5	**14**	3	**87**	5	**95**	**205**
5:15:00 PM	**7**	2	0	9	1	80	0	81	2	1	3	6	2	84	2	88	184
Total Volume	16	16	9	41	7	331	3	341	7	14	18	39	16	336	14	366	787
% App. Total	39	39	22		2.1	97.1	0.9		17.9	35.9	46.2		4.4	91.8	3.8		
PHF	.571	.800	.563	.788	.583	.974	.750	.958	.583	.583	.900	.696	.667	.966	.700	.963	.960
Pass Veh	16	15	9	40	7	318	3	328	6	14	18	38	16	329	14	359	765
% Pass Veh	100	93.8	100	97.6	100	96.1	100	96.2	85.7	100	100	97.4	100	97.9	100	98.1	97.2
Heavy Veh	0	0	0	0	0	8	0	8	0	0	0	0	0	6	0	6	14
% Heavy Veh	0	0	0	0	0	2.4	0	2.3	0	0	0	0	0	1.8	0	1.6	1.8
School Bus	0	1	0	1	0	5	0	5	1	0	0	1	0	1	0	1	8
% School Bus	0	6.3	0	2.4	0	1.5	0	1.5	14.3	0	0	2.6	0	0.3	0	0.3	1.0



Project: 112-068
Counted By: CS
Location: Wawarsing, NY
Other:

File Name : tm12068s7
Site Code : 12-068-7
Start Date : 10/14/2012
Page No : 1

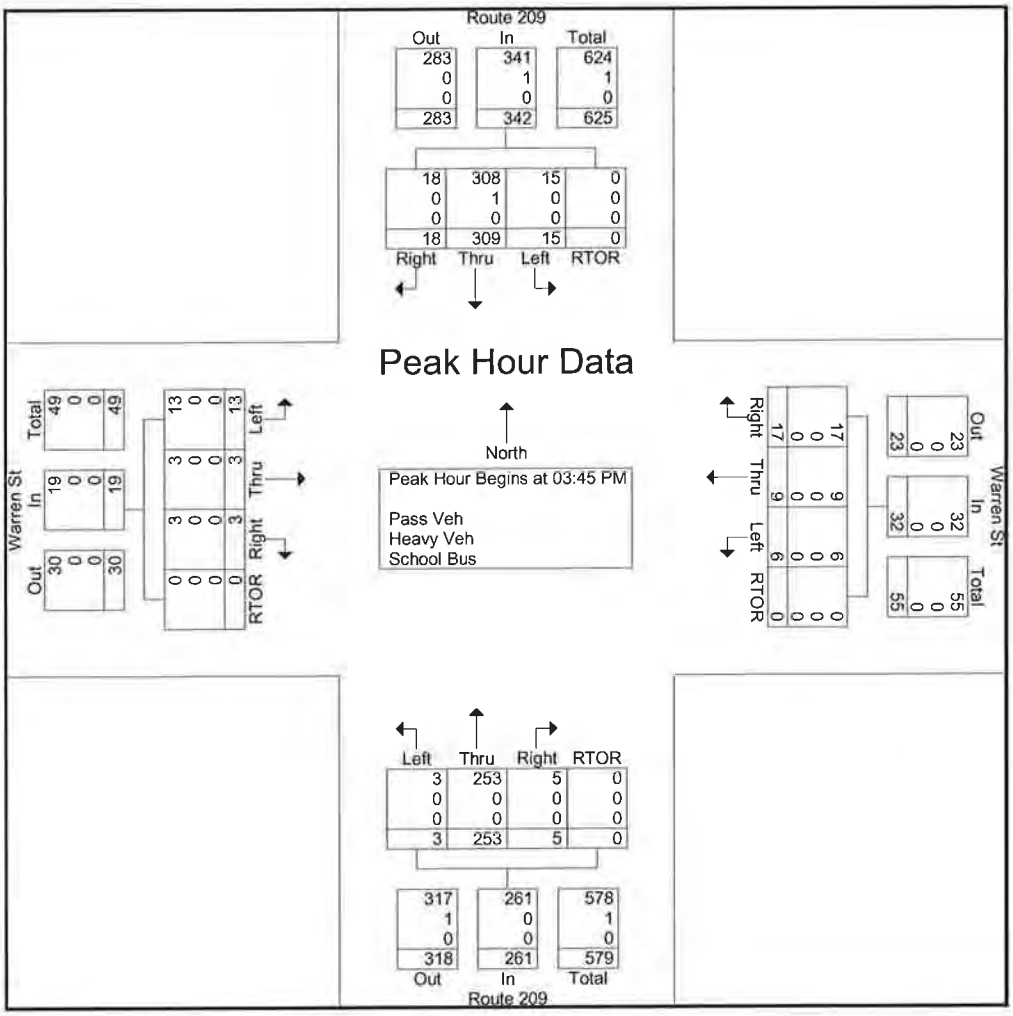
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Warren St Eastbound					Route 209 Northbound					Warren St Westbound					Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	3	6	4	0	13	0	58	0	0	58	2	0	3	0	5	5	90	9	1	105	181
03:15 PM	4	3	1	0	8	2	55	0	0	57	0	2	3	0	5	3	79	3	0	85	155
03:30 PM	2	0	1	0	3	1	49	0	0	50	1	2	4	0	7	4	86	4	0	94	154
03:45 PM	0	1	1	0	2	2	79	2	0	83	3	1	3	0	7	5	60	6	0	71	163
Total	9	10	7	0	26	5	241	2	0	248	6	5	13	0	24	17	315	22	1	355	653
04:00 PM	6	0	0	0	6	1	54	0	0	55	2	2	9	0	13	2	90	2	0	94	168
04:15 PM	6	1	2	0	9	0	53	0	0	53	0	2	2	0	4	4	89	4	0	97	163
04:30 PM	1	1	0	0	2	0	67	3	0	70	1	4	3	0	8	4	70	6	0	80	160
04:45 PM	3	2	1	0	6	2	58	0	0	60	1	2	4	0	7	3	56	2	0	61	134
Total	16	4	3	0	23	3	232	3	0	238	4	10	18	0	32	13	305	14	0	332	625
Grand Total	25	14	10	0	49	8	473	5	0	486	10	15	31	0	56	30	620	36	1	687	1278
Apprch %	51	28.6	20.4	0		1.6	97.3	1	0		17.9	26.8	55.4	0		4.4	90.2	5.2	0.1		
Total %	2	1.1	0.8	0	3.8	0.6	37	0.4	0	38	0.8	1.2	2.4	0	4.4	2.3	48.5	2.8	0.1	53.8	
Pass Veh	25	14	10	0	49	8	473	5	0	486	10	15	31	0	56	30	616	36	1	683	1274
% Pass Veh	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	99.4	100	100	99.4	99.7
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.6	0.3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: CS
Location: Wawarsing, NY
Other:

File Name : tm12068s7
Site Code : 12-068-7
Start Date : 10/14/2012
Page No : 2

	Warren St Eastbound					Route 209 Northbound					Warren St Westbound					Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:45:00 PM																					
3:45:00 PM	0	1	1	0	2	2	79	2	0	83	3	1	3	0	7	5	60	6	0	71	163
4:00:00 PM	6	0	0	0	6	1	54	0	0	55	2	2	9	0	13	2	90	2	0	94	168
4:15:00 PM	6	1	2	0	9	0	53	0	0	53	0	2	2	0	4	4	89	4	0	97	163
4:30:00 PM	1	1	0	0	2	0	67	3	0	70	1	4	3	0	8	4	70	6	0	80	160
Total Volume	13	3	3	0	19	3	253	5	0	261	6	9	17	0	32	15	309	18	0	342	654
% App. Total	68.4	15.8	15.8	0		1.1	96.9	1.9	0		18.8	28.1	53.1	0		4.4	90.4	5.3	0		
PHF	.542	.750	.375	.000	.528	.375	.801	.417	.000	.786	.500	.563	.472	.000	.615	.750	.858	.750	.000	.881	.973
Pass Veh	13	3	3	0	19	3	253	5	0	261	6	9	17	0	32	15	308	18	0	341	653
% Pass Veh	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	99.7	100	0	99.7	99.8
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Project No.:112-068
Counted By:AL
Location:Ellenville, NY
Comments:

File Name : tm12068f12
Site Code : 12-06812
Start Date : 5/30/2014
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh - School Buses

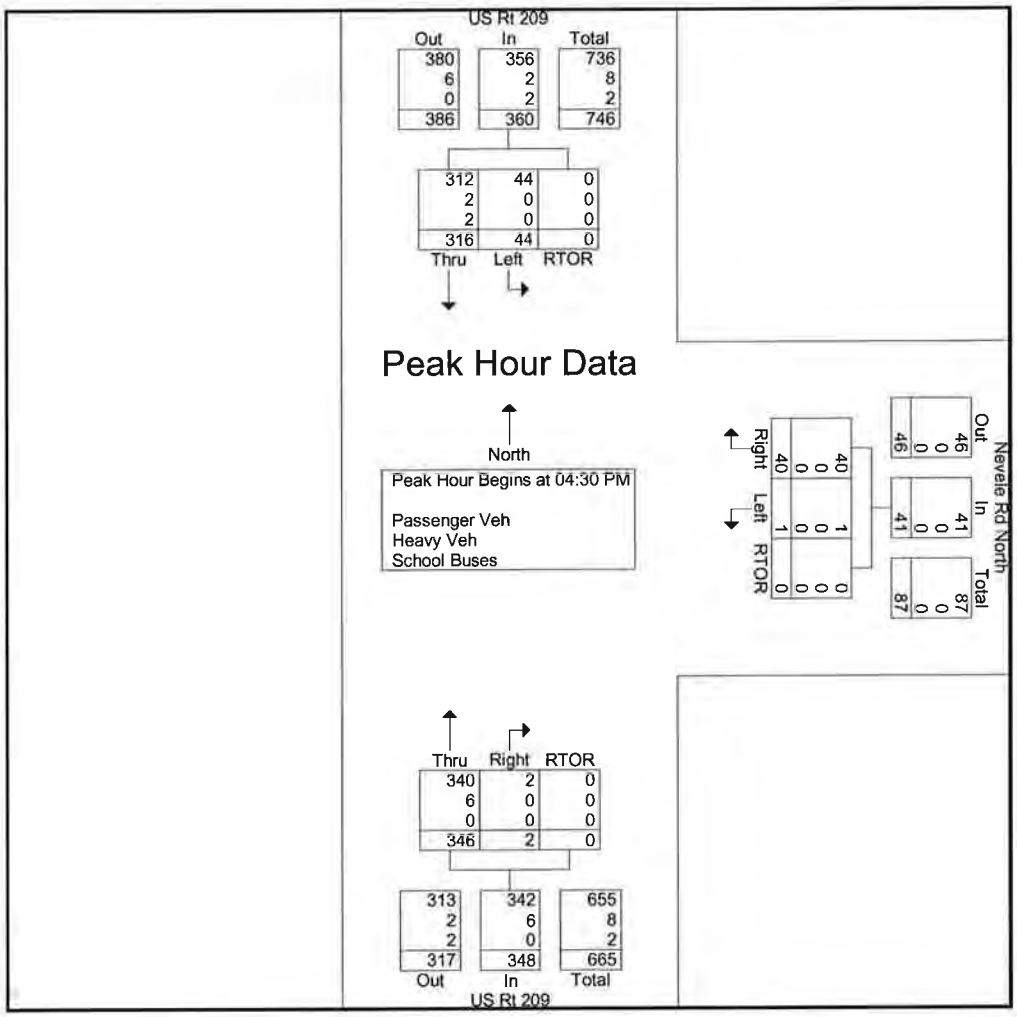
	US Rt 209 Northbound				Nevele Rd North Westbound				US Rt 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:30 PM	87	1	0	88	11	68	0	79	0	12	0	12	179
04:45 PM	89	0	0	89	12	76	0	88	0	6	0	6	183
Total	176	1	0	177	23	144	0	167	0	18	0	18	362
05:00 PM	73	1	0	74	15	102	0	117	1	10	0	11	202
05:15 PM	97	0	0	97	6	70	0	76	0	12	0	12	185
05:30 PM	70	0	0	70	7	51	0	58	0	5	0	5	133
05:45 PM	103	0	0	103	5	64	0	69	0	3	0	3	175
Total	343	1	0	344	33	287	0	320	1	30	0	31	695
Grand Total	519	2	0	521	56	431	0	487	1	48	0	49	1057
Apprch %	99.6	0.4	0		11.5	88.5	0		2	98	0		
Total %	49.1	0.2	0	49.3	5.3	40.8	0	46.1	0.1	4.5	0	4.6	
Passenger Veh	509	2	0	511	56	424	0	480	1	48	0	49	1040
% Passenger Veh	98.1	100	0	98.1	100	98.4	0	98.6	100	100	0	100	98.4
Heavy Veh	10	0	0	10	0	5	0	5	0	0	0	0	15
% Heavy Veh	1.9	0	0	1.9	0	1.2	0	1	0	0	0	0	1.4
School Buses	0	0	0	0	0	2	0	2	0	0	0	0	2
% School Buses	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.2

Creighton Manning

Project No.:112-068
Counted By:AL
Location:Ellenville, NY
Comments:

File Name : tm12068f12
Site Code : 12-06812
Start Date : 5/30/2014
Page No : 2

	US Rt 209 Northbound				Nevele Rd North Westbound				US Rt 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Left	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 5:45:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:30:00 PM													
4:30:00 PM	87	**1**	0	88	11	68	0	79	0	**12**	0	**12**	179
4:45:00 PM	89	0	0	89	12	76	0	88	0	6	0	6	183
5:00:00 PM	73	1	0	74	**15**	**102**	0	**117**	1	10	0	11	**202**
5:15:00 PM	**97**	0	0	**97**	6	70	0	76	0	12	0	12	185
Total Volume	346	2	0	348	44	316	0	360	1	40	0	41	749
% App. Total	99.4	0.6	0		12.2	87.8	0		2.4	97.6	0		
PHF	.892	.500	.000	.897	.733	.775	.000	.769	.250	.833	.000	.854	.927
Passenger Veh	340	2	0	342	44	312	0	356	1	40	0	41	739
% Passenger Veh	98.3	100	0	98.3	100	98.7	0	98.9	100	100	0	100	98.7
Heavy Veh	6	0	0	6	0	2	0	2	0	0	0	0	8
% Heavy Veh	1.7	0	0	1.7	0	0.6	0	0.6	0	0	0	0	1.1
School Buses	0	0	0	0	0	2	0	2	0	0	0	0	2
% School Buses	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.3



Project No.:112-068
Counted By:AL
Location:Ellenville, NY
Comments:

File Name : tm12068s12
Site Code : 12-06812
Start Date : 6/1/2014
Page No : 1

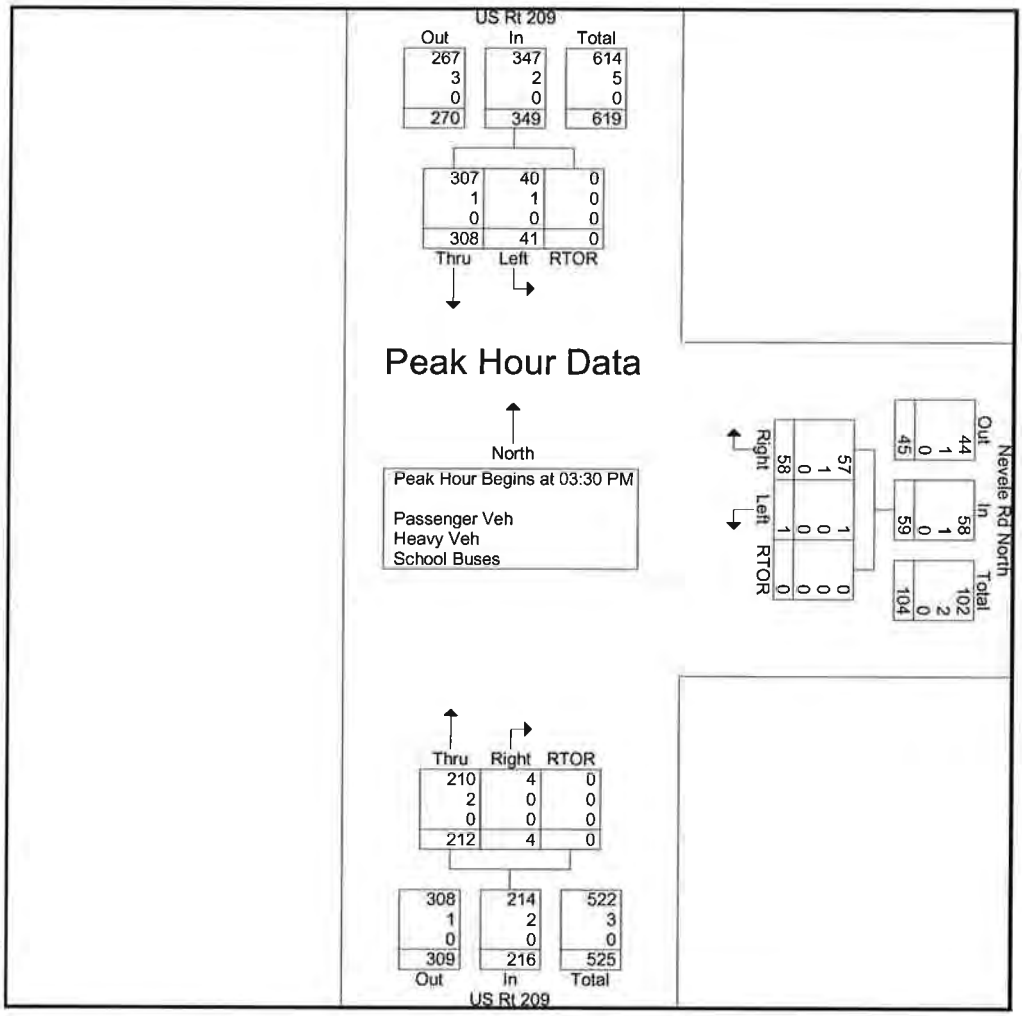
Groups Printed- Passenger Veh - Heavy Veh - School Buses

	US Rt 209 Northbound				Nevele Rd North Westbound				US Rt 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:15 PM	46	1	0	47	1	7	0	8	10	88	0	98	153
03:30 PM	48	1	0	49	1	9	0	10	12	76	0	88	147
03:45 PM	58	1	0	59	0	15	0	15	8	64	0	72	146
Total	152	3	0	155	2	31	0	33	30	228	0	258	446
04:00 PM	50	1	0	51	0	14	0	14	10	75	0	85	150
04:15 PM	56	1	0	57	0	20	0	20	11	93	0	104	181
04:30 PM	49	0	0	49	1	16	0	17	9	74	0	83	149
Grand Total	307	5	0	312	3	81	0	84	60	470	0	530	926
Apprch %	98.4	1.6	0		3.6	96.4	0		11.3	88.7	0		
Total %	33.2	0.5	0	33.7	0.3	8.7	0	9.1	6.5	50.8	0	57.2	
Passenger Veh	304	5	0	309	3	80	0	83	59	468	0	527	919
% Passenger Veh	99	100	0	99	100	98.8	0	98.8	98.3	99.6	0	99.4	99.2
Heavy Veh	3	0	0	3	0	1	0	1	1	2	0	3	7
% Heavy Veh	1	0	0	1	0	1.2	0	1.2	1.7	0.4	0	0.6	0.8
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

Project No.:112-068
Counted By:AL
Location:Ellenville, NY
Comments:

File Name : tm12068s12
Site Code : 12-06812
Start Date : 6/1/2014
Page No : 2

	US Rt 209 Northbound				Nevele Rd North Westbound				US Rt 209 Southbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:15:00 PM to 4:15:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 3:30:00 PM													
3:30:00 PM	48	1	0	49	1	9	0	10	12	76	0	88	147
3:45:00 PM	58	1	0	59	0	15	0	15	8	64	0	72	146
4:00:00 PM	50	1	0	51	0	14	0	14	10	75	0	85	150
4:15:00 PM	56	1	0	57	0	20	0	20	11	93	0	104	181
Total Volume	212	4	0	216	1	58	0	59	41	308	0	349	624
% App. Total	98.1	1.9	0		1.7	98.3	0		11.7	88.3	0		
PHF	.914	1.00	.000	.915	.250	.725	.000	.738	.854	.828	.000	.839	.862
Passenger Veh	210	4	0	214	1	57	0	58	40	307	0	347	619
% Passenger Veh	99.1	100	0	99.1	100	98.3	0	98.3	97.6	99.7	0	99.4	99.2
Heavy Veh	2	0	0	2	0	1	0	1	1	1	0	2	5
% Heavy Veh	0.9	0	0	0.9	0	1.7	0	1.7	2.4	0.3	0	0.6	0.8
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0



Project No.:112-068
Counted By:AL
Location:Ellenville, NY
Comments:

File Name : tm12068f12
Site Code : 12-06812
Start Date : 5/30/2014
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh - School Buses

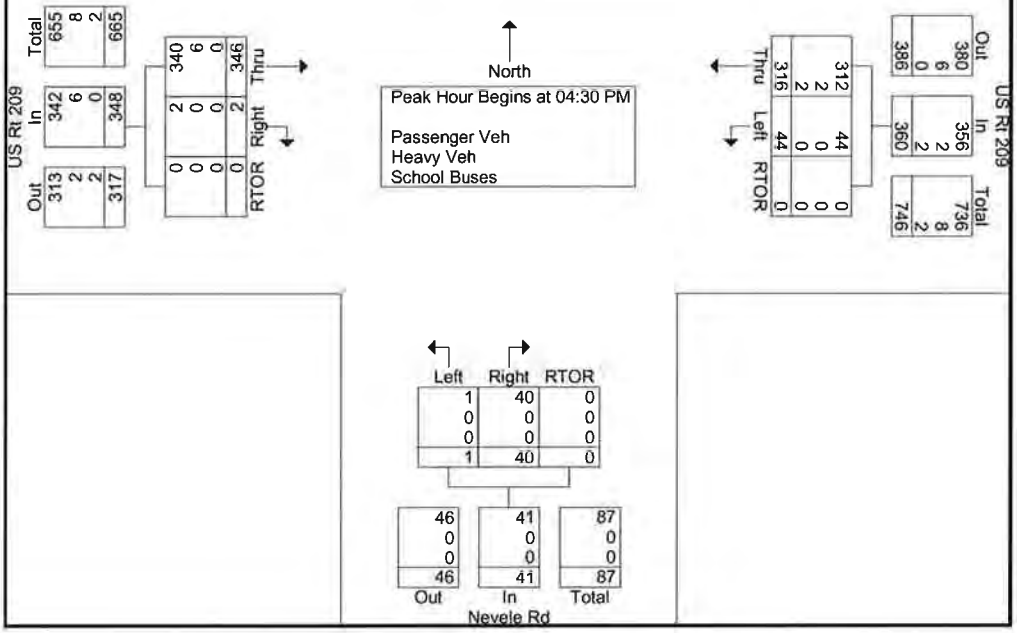
	US Rt 209 Eastbound				Nevele Rd Northbound				US Rt 209 Westbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:30 PM	87	1	0	88	0	12	0	12	11	68	0	79	179
04:45 PM	89	0	0	89	0	6	0	6	12	76	0	88	183
Total	176	1	0	177	0	18	0	18	23	144	0	167	362
05:00 PM	73	1	0	74	1	10	0	11	15	102	0	117	202
05:15 PM	97	0	0	97	0	12	0	12	6	70	0	76	185
05:30 PM	70	0	0	70	0	5	0	5	7	51	0	58	133
05:45 PM	103	0	0	103	0	3	0	3	5	64	0	69	175
Total	343	1	0	344	1	30	0	31	33	287	0	320	695
Grand Total	519	2	0	521	1	48	0	49	56	431	0	487	1057
Apprch %	99.6	0.4	0		2	98	0		11.5	88.5	0		
Total %	49.1	0.2	0	49.3	0.1	4.5	0	4.6	5.3	40.8	0	46.1	
Passenger Veh	509	2	0	511	1	48	0	49	56	424	0	480	1040
% Passenger Veh	98.1	100	0	98.1	100	100	0	100	100	98.4	0	98.6	98.4
Heavy Veh	10	0	0	10	0	0	0	0	0	5	0	5	15
% Heavy Veh	1.9	0	0	1.9	0	0	0	0	0	1.2	0	1	1.4
School Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
% School Buses	0	0	0	0	0	0	0	0	0	0.5	0	0.4	0.2

Project No.:112-068
Counted By:AL
Location:Ellenville, NY
Comments:

File Name : tm12068f12
Site Code : 12-06812
Start Date : 5/30/2014
Page No : 2

	US Rt 209 Eastbound				Nevele Rd Northbound				US Rt 209 Westbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 5:45:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 4:30:00 PM													
4:30:00 PM	87	**1**	0	88	0	**12**	0	**12**	11	68	0	79	179
4:45:00 PM	89	0	0	89	0	6	0	6	12	76	0	88	183
5:00:00 PM	73	1	0	74	**1**	10	0	11	**15**	**102**	0	**117**	**202**
5:15:00 PM	**97**	0	0	**97**	0	12	0	12	6	70	0	76	185
Total Volume	346	2	0	348	1	40	0	41	44	316	0	360	749
% App. Total	99.4	0.6	0		2.4	97.6	0		12.2	87.8	0		
PHF	.892	.500	.000	.897	.250	.833	.000	.854	.733	.775	.000	.769	.927
Passenger Veh	340	2	0	342	1	40	0	41	44	312	0	356	739
% Passenger Veh	98.3	100	0	98.3	100	100	0	100	100	98.7	0	98.9	98.7
Heavy Veh	6	0	0	6	0	0	0	0	0	2	0	2	8
% Heavy Veh	1.7	0	0	1.7	0	0	0	0	0	0.6	0	0.6	1.1
School Buses	0	0	0	0	0	0	0	0	0	2	0	2	2
% School Buses	0	0	0	0	0	0	0	0	0	0.6	0	0.6	0.3

Peak Hour Data



Project No.:112-068
Counted By:AL
Location:Ellenville, NY
Comments:

File Name : tm12068s12
Site Code : 12-06812
Start Date : 6/1/2014
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh - School Buses

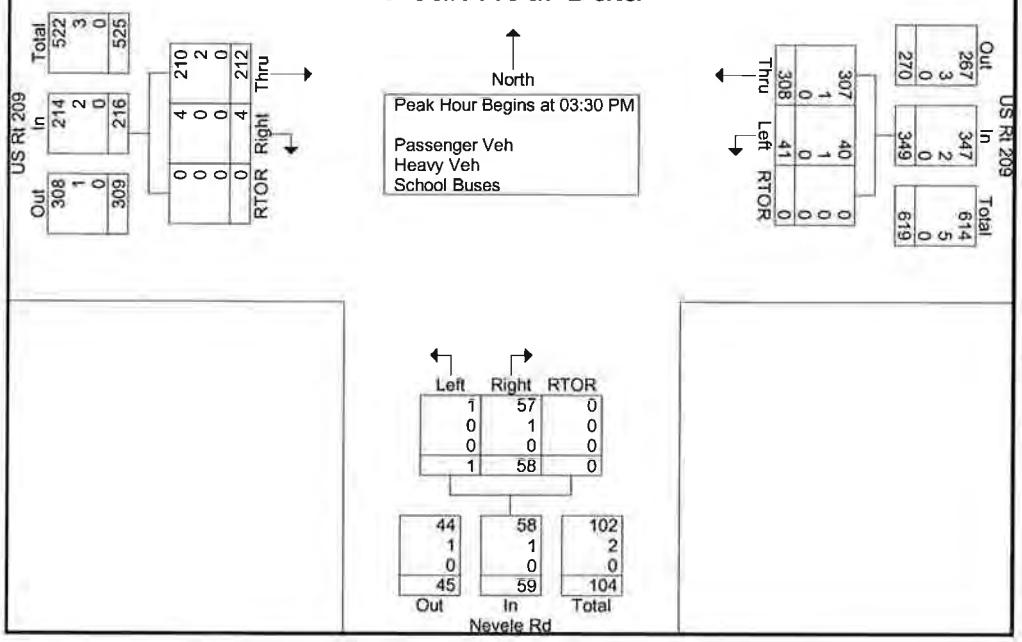
	US Rt 209 Eastbound				Nevele Rd Northbound				US Rt 209 Westbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:15 PM	46	1	0	47	1	7	0	8	10	88	0	98	153
03:30 PM	48	1	0	49	1	9	0	10	12	76	0	88	147
03:45 PM	58	1	0	59	0	15	0	15	8	64	0	72	146
Total	152	3	0	155	2	31	0	33	30	228	0	258	446
04:00 PM	50	1	0	51	0	14	0	14	10	75	0	85	150
04:15 PM	56	1	0	57	0	20	0	20	11	93	0	104	181
04:30 PM	49	0	0	49	1	16	0	17	9	74	0	83	149
Grand Total	307	5	0	312	3	81	0	84	60	470	0	530	926
Apprch %	98.4	1.6	0		3.6	96.4	0		11.3	88.7	0		
Total %	33.2	0.5	0	33.7	0.3	8.7	0	9.1	6.5	50.8	0	57.2	
Passenger Veh	304	5	0	309	3	80	0	83	59	468	0	527	919
% Passenger Veh	99	100	0	99	100	98.8	0	98.8	98.3	99.6	0	99.4	99.2
Heavy Veh	3	0	0	3	0	1	0	1	1	2	0	3	7
% Heavy Veh	1	0	0	1	0	1.2	0	1.2	1.7	0.4	0	0.6	0.8
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

Project No.:112-068
Counted By:AL
Location:Ellenville, NY
Comments:

File Name : tm12068s12
Site Code : 12-06812
Start Date : 6/1/2014
Page No : 2

	US Rt 209 Eastbound				Nevele Rd Northbound				US Rt 209 Westbound				
Start Time	Thru	Right	RTOR	App. Total	Left	Right	RTOR	App. Total	Left	Thru	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:15:00 PM to 4:30:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 3:30:00 PM													
3:30:00 PM	48	**1**	0	49	**1**	9	0	10	**12**	76	0	88	147
3:45:00 PM	**58**	1	0	**59**	0	15	0	15	8	64	0	72	146
4:00:00 PM	50	1	0	51	0	14	0	14	10	75	0	85	150
4:15:00 PM	56	1	0	57	0	**20**	0	**20**	11	**93**	0	**104**	**181**
Total Volume	212	4	0	216	1	58	0	59	41	308	0	349	624
% App. Total	98.1	1.9	0		1.7	98.3	0		11.7	88.3	0		
PHF	.914	1.00	.000	.915	.250	.725	.000	.738	.854	.828	.000	.839	.862
Passenger Veh	210	4	0	214	1	57	0	58	40	307	0	347	619
% Passenger Veh	99.1	100	0	99.1	100	98.3	0	98.3	97.6	99.7	0	99.4	99.2
Heavy Veh	2	0	0	2	0	1	0	1	1	1	0	2	5
% Heavy Veh	0.9	0	0	0.9	0	1.7	0	1.7	2.4	0.3	0	0.6	0.8
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Data



Project: 112-068
Counted By: PS
Location: Ellenville, NY
Other:

File Name : tm12068f6
Site Code : 12-068-6
Start Date : 8/17/2012
Page No : 1

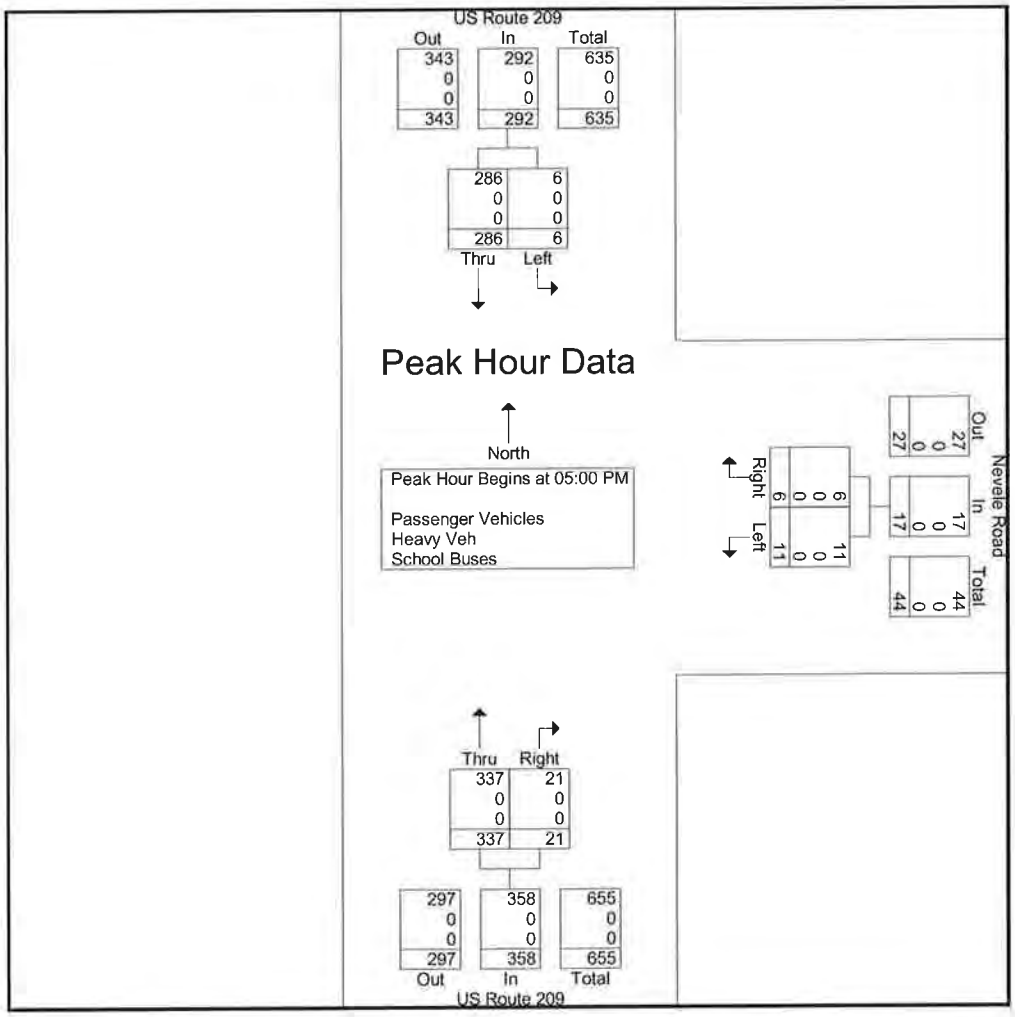
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	US Route 209 Northbound			Nevele Road Westbound			US Route 209 Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:30 PM	87	2	89	1	1	2	0	59	59	150
04:45 PM	78	4	82	2	0	2	2	51	53	137
Total	165	6	171	3	1	4	2	110	112	287
05:00 PM	79	3	82	4	1	5	3	79	82	169
05:15 PM	78	9	87	3	3	6	2	59	61	154
05:30 PM	95	5	100	3	1	4	0	70	70	174
05:45 PM	85	4	89	1	1	2	1	78	79	170
Total	337	21	358	11	6	17	6	286	292	667
06:00 PM	66	3	69	5	0	5	0	62	62	136
06:15 PM	67	8	75	5	1	6	1	48	49	130
Grand Total	635	38	673	24	8	32	9	506	515	1220
Apprch %	94.4	5.6		75	25		1.7	98.3		
Total %	52	3.1	55.2	2	0.7	2.6	0.7	41.5	42.2	
Passenger Vehicles	635	38	673	24	8	32	9	506	515	1220
% Passenger Vehicles	100	100	100	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Buses	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: PS
Location: Ellenville, NY
Other:

File Name : tm12068f6
Site Code : 12-068-6
Start Date : 8/17/2012
Page No : 2

	US Route 209 Northbound			Nevele Road Westbound			US Route 209 Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 5:00:00 PM										
5:00:00 PM	79	3	82	**4**	1	5	**3**	**79**	**82**	169
5:15:00 PM	78	**9**	87	3	**3**	**6**	2	59	61	154
5:30:00 PM	**95**	5	**100**	3	1	4	0	70	70	**174**
5:45:00 PM	85	4	89	1	1	2	1	78	79	170
Total Volume	337	21	358	11	6	17	6	286	292	667
% App. Total	94.1	5.9		64.7	35.3		2.1	97.9		
PHF	.887	.583	.895	.688	.500	.708	.500	.905	.890	.958
Passenger Vehicles	337	21	358	11	6	17	6	286	292	667
% Passenger Vehicles	100	100	100	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Buses	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0



Project: 112-068
Counted By: PS
Location: Ellenville, NY
Other:

File Name : tm12068s6
Site Code : 12-068-6
Start Date : 8/19/2012
Page No : 1

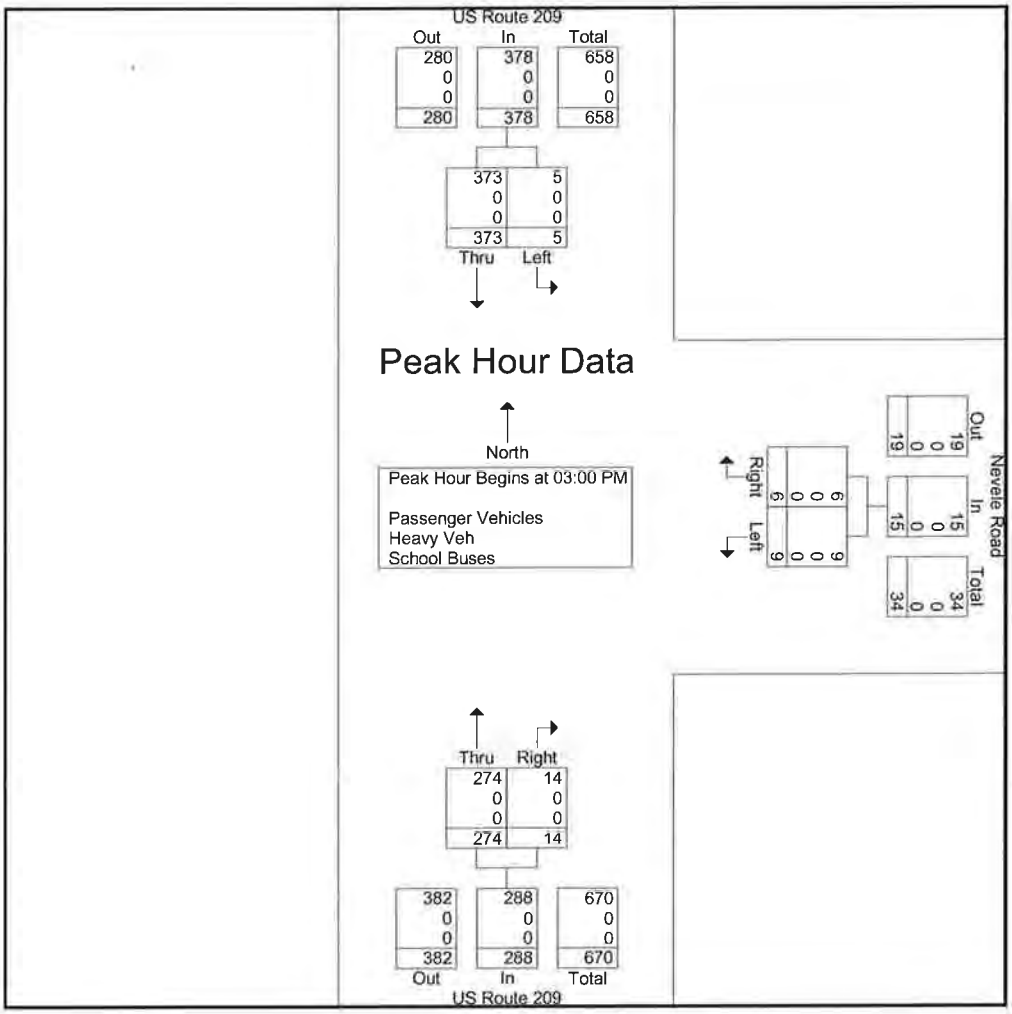
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	US Route 209 Northbound			Nevele Road Westbound			US Route 209 Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
03:00 PM	57	2	59	2	1	3	2	112	114	176
03:15 PM	88	5	93	4	2	6	0	97	97	196
03:30 PM	61	4	65	3	1	4	1	87	88	157
03:45 PM	68	3	71	0	2	2	2	77	79	152
Total	274	14	288	9	6	15	5	373	378	681
04:00 PM	58	4	62	4	0	4	1	94	95	161
04:15 PM	54	4	58	2	0	2	1	74	75	135
04:30 PM	63	11	74	1	2	3	0	70	70	147
04:45 PM	61	2	63	0	1	1	0	85	85	149
Total	236	21	257	7	3	10	2	323	325	592
Grand Total	510	35	545	16	9	25	7	696	703	1273
Apprch %	93.6	6.4		64	36		1	99		
Total %	40.1	2.7	42.8	1.3	0.7	2	0.5	54.7	55.2	
Passenger Vehicles	510	35	545	16	9	25	7	696	703	1273
% Passenger Vehicles	100	100	100	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Buses	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: PS
Location: Ellenville, NY
Other:

File Name : tm12068s6
Site Code : 12-068-6
Start Date : 8/19/2012
Page No : 2

	US Route 209 Northbound			Nevele Road Westbound			US Route 209 Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 3:00:00 PM										
3:00:00 PM	57	2	59	2	1	3	**2**	**112**	**114**	176
3:15:00 PM	**88**	**5**	**93**	**4**	**2**	**6**	0	97	97	**196**
3:30:00 PM	61	4	65	3	1	4	1	87	88	157
3:45:00 PM	68	3	71	0	2	2	2	77	79	152
Total Volume	274	14	288	9	6	15	5	373	378	681
% App. Total	95.1	4.9		60	40		1.3	98.7		
PHF	.778	.700	.774	.563	.750	.625	.625	.833	.829	.869
Passenger Vehicles	274	14	288	9	6	15	5	373	378	681
% Passenger Vehicles	100	100	100	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Buses	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0



Creighton Manning

Project No.:112-068
Counted By:JG
Location:Wurtsboro, NY
Comments:

File Name : tm12068f13
Site Code : 12-06813
Start Date : 5/30/2014
Page No : 1

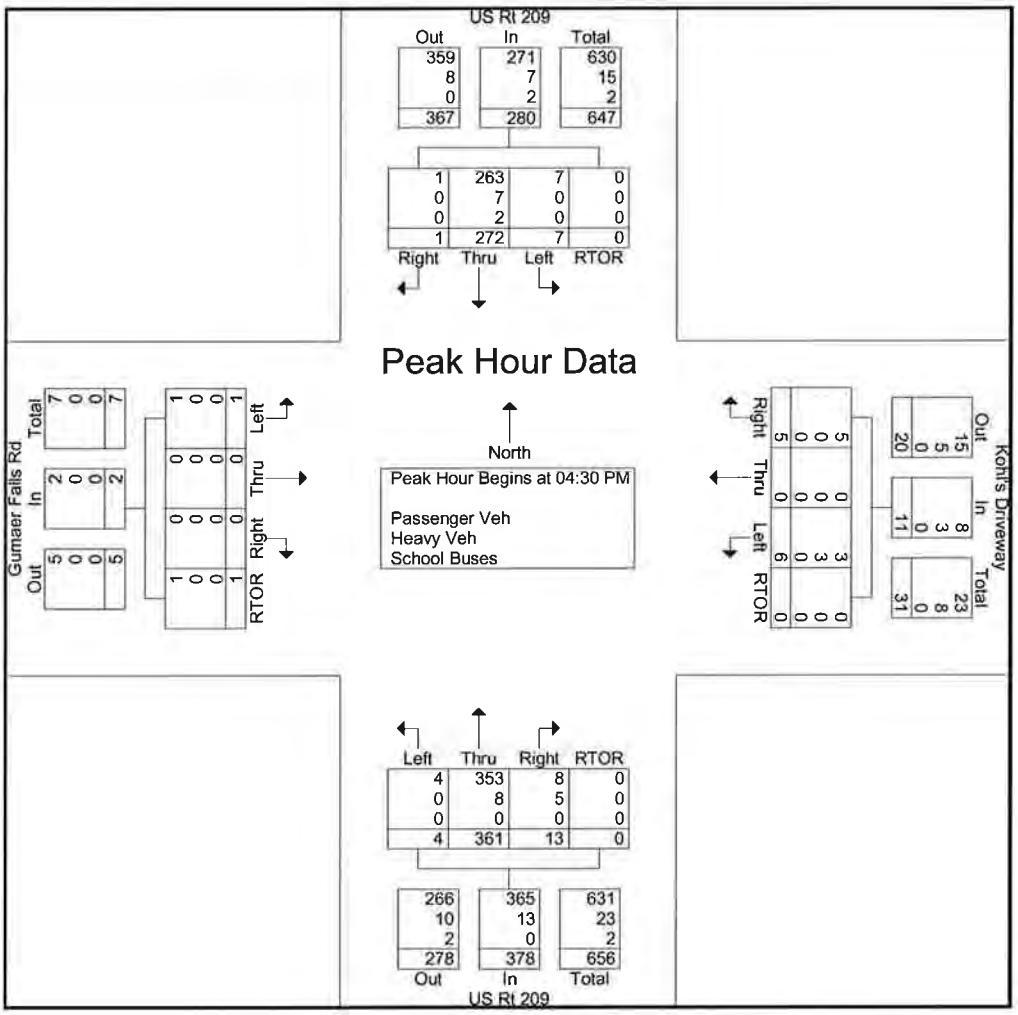
Groups Printed- Passenger Veh - Heavy Veh - School Buses

	Gumaer Falls Rd Eastbound					US Rt 209 Northbound					Kohl's Driveway Westbound					US Rt 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	0	0	0	0	0	0	95	4	0	99	0	0	0	0	0	0	72	0	0	72	171
04:45 PM	0	0	0	0	0	1	84	2	0	87	2	0	0	0	2	0	52	0	0	52	141
Total	0	0	0	0	0	1	179	6	0	186	2	0	0	0	2	0	124	0	0	124	312
05:00 PM	1	0	0	0	1	3	79	2	0	84	3	0	5	0	8	6	64	0	0	70	163
05:15 PM	0	0	0	1	1	0	103	5	0	108	1	0	0	0	1	1	84	1	0	86	196
05:30 PM	0	0	0	1	1	0	103	2	0	105	1	0	0	0	1	0	57	1	0	58	165
05:45 PM	1	0	0	1	2	0	95	1	1	97	0	0	0	1	1	1	46	0	0	47	147
Total	2	0	0	3	5	3	380	10	1	394	5	0	5	1	11	8	251	2	0	261	671
Grand Total	2	0	0	3	5	4	559	16	1	580	7	0	5	1	13	8	375	2	0	385	983
Apprch %	40	0	0	60		0.7	96.4	2.8	0.2		53.8	0	38.5	7.7		2.1	97.4	0.5	0		
Total %	0.2	0	0	0.3	0.5	0.4	56.9	1.6	0.1	59	0.7	0	0.5	0.1	1.3	0.8	38.1	0.2	0	39.2	
Passenger Veh	2	0	0	3	5	4	544	9	1	558	4	0	5	0	9	8	364	2	0	374	946
% Passenger Veh	100	0	0	100	100	100	97.3	56.2	100	96.2	57.1	0	100	0	69.2	100	97.1	100	0	97.1	96.2
Heavy Veh	0	0	0	0	0	0	15	7	0	22	3	0	0	1	4	0	9	0	0	9	35
% Heavy Veh	0	0	0	0	0	0	2.7	43.8	0	3.8	42.9	0	0	100	30.8	0	2.4	0	0	2.3	3.6
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0.2

Project No.:112-068
Counted By:JG
Location:Wurtsboro, NY
Comments:

File Name : tm12068f13
Site Code : 12-06813
Start Date : 5/30/2014
Page No : 2

	Gumaer Falls Rd Eastbound					US Rt 209 Northbound					Kohl's Driveway Westbound					US Rt 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 5:45:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	0	0	0	0	0	0	95	4	0	99	0	0	0	0	0	0	72	0	0	72	171
4:45:00 PM	0	0	0	0	0	1	84	2	0	87	2	0	0	0	2	0	52	0	0	52	141
5:00:00 PM	**1**	0	0	0	**1**	**3**	79	2	0	84	**3**	0	**5**	0	**8**	**6**	64	0	0	70	163
5:15:00 PM	0	0	0	**1**	**1**	0	**103**	**5**	0	**108**	1	0	0	0	**1**	**1**	**84**	**1**	0	**86**	**196**
Total Volume	1	0	0	1	2	4	361	13	0	378	6	0	5	0	11	7	272	1	0	280	671
% App. Total	50	0	0	50		1.1	95.5	3.4	0		54.5	0	45.5	0		2.5	97.1	0.4	0		
PHF	.250	.000	.000	.250	.500	.333	.876	.650	.000	.875	.500	.000	.250	.000	.344	.292	.810	.250	.000	.814	.856
Passenger Veh	1	0	0	1	2	4	353	8	0	365	3	0	5	0	8	7	263	1	0	271	646
% Passenger Veh	100	0	0	100	100	100	97.8	61.5	0	96.6	50.0	0	100	0	72.7	100	96.7	100	0	96.8	96.3
Heavy Veh	0	0	0	0	0	0	8	5	0	13	3	0	0	0	3	0	7	0	0	7	23
% Heavy Veh	0	0	0	0	0	0	2.2	38.5	0	3.4	50.0	0	0	0	27.3	0	2.6	0	0	2.5	3.4
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.7	0.3



Project No.:112-068
Counted By:DQ
Location:Wurtsboro, NY
Comments:

File Name : tm12068s13
Site Code : 12-06813
Start Date : 6/1/2014
Page No : 1

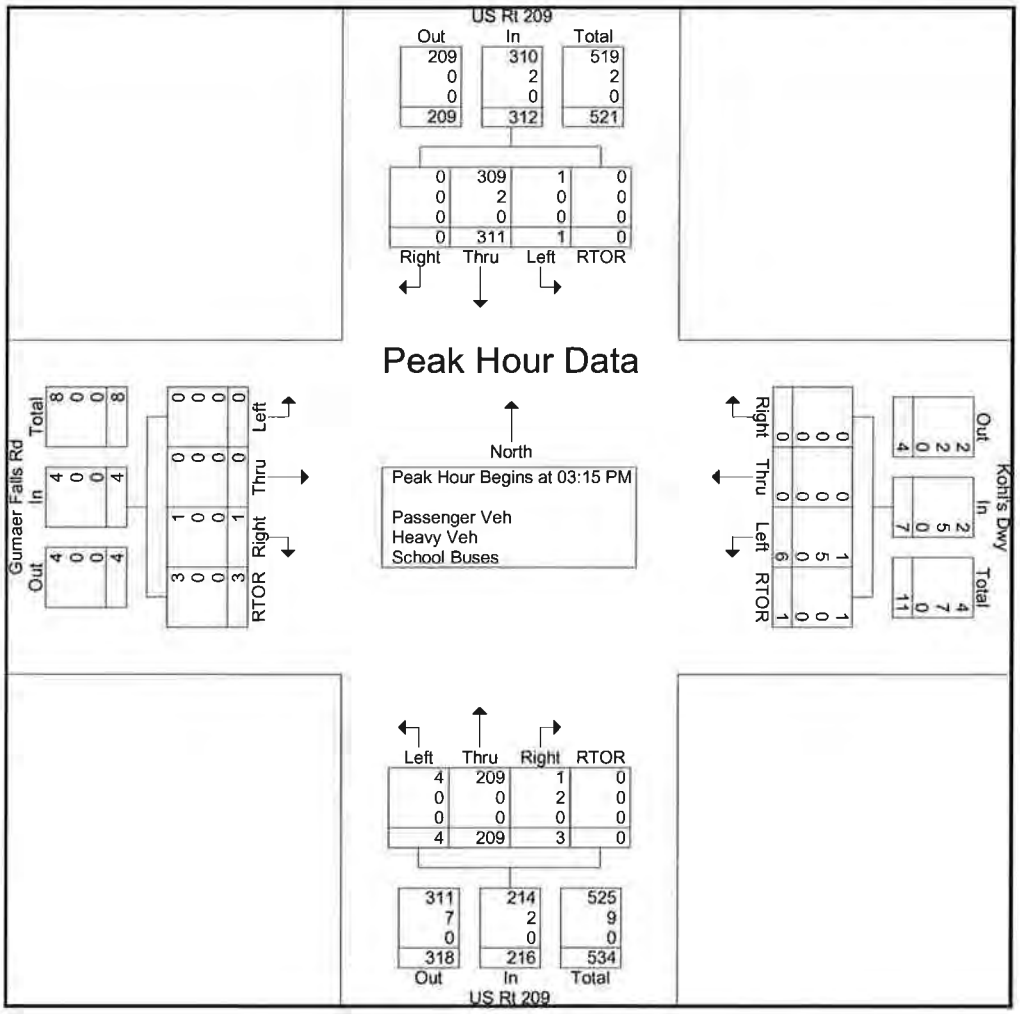
Groups Printed- Passenger Veh - Heavy Veh - School Buses

	Gumaer Falls Rd Eastbound					US Rt 209 Northbound					Kohl's Dwy Westbound					US Rt 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	0	0	0	0	0	1	40	1	0	42	0	0	0	0	0	0	77	0	0	77	119
03:15 PM	0	0	0	2	2	1	46	1	0	48	1	0	0	1	2	1	82	0	0	83	135
03:30 PM	0	0	1	0	1	0	61	1	0	62	2	0	0	0	2	0	91	0	0	91	156
03:45 PM	0	0	0	1	1	3	43	0	0	46	2	0	0	0	2	0	69	0	0	69	118
Total	0	0	1	3	4	5	190	3	0	198	5	0	0	1	6	1	319	0	0	320	528
04:00 PM	0	0	0	0	0	0	59	1	0	60	1	0	0	0	1	0	69	0	0	69	130
04:15 PM	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	41	0	0	41	72
Grand Total	0	0	1	3	4	5	279	5	0	289	6	0	0	1	7	1	429	0	0	430	730
Apprch %	0	0	25	75		1.7	96.5	1.7	0		85.7	0	0	14.3		0.2	99.8	0	0		
Total %	0	0	0.1	0.4	0.5	0.7	38.2	0.7	0	39.6	0.8	0	0	0.1	1	0.1	58.8	0	0	58.9	
Passenger Veh	0	0	1	3	4	5	279	1	0	285	1	0	0	1	2	1	427	0	0	428	719
% Passenger Veh	0	0	100	100	100	100	100	20	0	98.6	16.7	0	0	100	28.6	100	99.5	0	0	99.5	98.5
Heavy Veh	0	0	0	0	0	0	0	4	0	4	5	0	0	0	5	0	2	0	0	2	11
% Heavy Veh	0	0	0	0	0	0	0	80	0	1.4	83.3	0	0	0	71.4	0	0.5	0	0	0.5	1.5
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project No.:112-068
Counted By:DQ
Location:Wurtsboro, NY
Comments:

File Name : tm12068s13
Site Code : 12-06813
Start Date : 6/1/2014
Page No : 2

	Gumaer Falls Rd Eastbound					US Rt 209 Northbound					Kohl's Dwy Westbound					US Rt 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:15:00 PM																					
3:15:00 PM	0	0	0	**2**	**2**	1	46	**1**	0	48	1	0	0	**1**	**2**	**1**	82	0	0	83	135
3:30:00 PM	0	0	**1**	0	1	0	**61**	1	0	**62**	**2**	0	0	0	2	0	**91**	0	0	**91**	**156**
3:45:00 PM	0	0	0	1	1	**3**	43	0	0	46	2	0	0	0	2	0	69	0	0	69	118
4:00:00 PM	0	0	0	0	0	0	59	1	0	60	1	0	0	0	1	0	69	0	0	69	130
Total Volume	0	0	1	3	4	4	209	3	0	216	6	0	0	1	7	1	311	0	0	312	539
% App. Total	0	0	25	75		1.9	96.8	1.4	0		85.7	0	0	14.3		0.3	99.7	0	0		
PHF	.000	.000	.250	.375	.500	.333	.857	.750	.000	.871	.750	.000	.000	.250	.875	.250	.854	.000	.000	.857	.864
Passenger Veh	0	0	1	3	4	4	209	1	0	214	1	0	0	1	2	1	309	0	0	310	530
% Passenger Veh	0	0	100	100	100	100	100	33.3	0	99.1	16.7	0	0	100	28.6	100	99.4	0	0	99.4	98.3
Heavy Veh	0	0	0	0	0	0	0	2	0	2	5	0	0	0	5	0	2	0	0	2	9
% Heavy Veh	0	0	0	0	0	0	0	66.7	0	0.9	83.3	0	0	0	71.4	0	0.6	0	0	0.6	1.7
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Project: 112-068
Counted By: DPR
Location: Ellenville, NY
Other:

File Name : tm12068f3
Site Code : 12-068-3
Start Date : 8/17/2012
Page No : 1

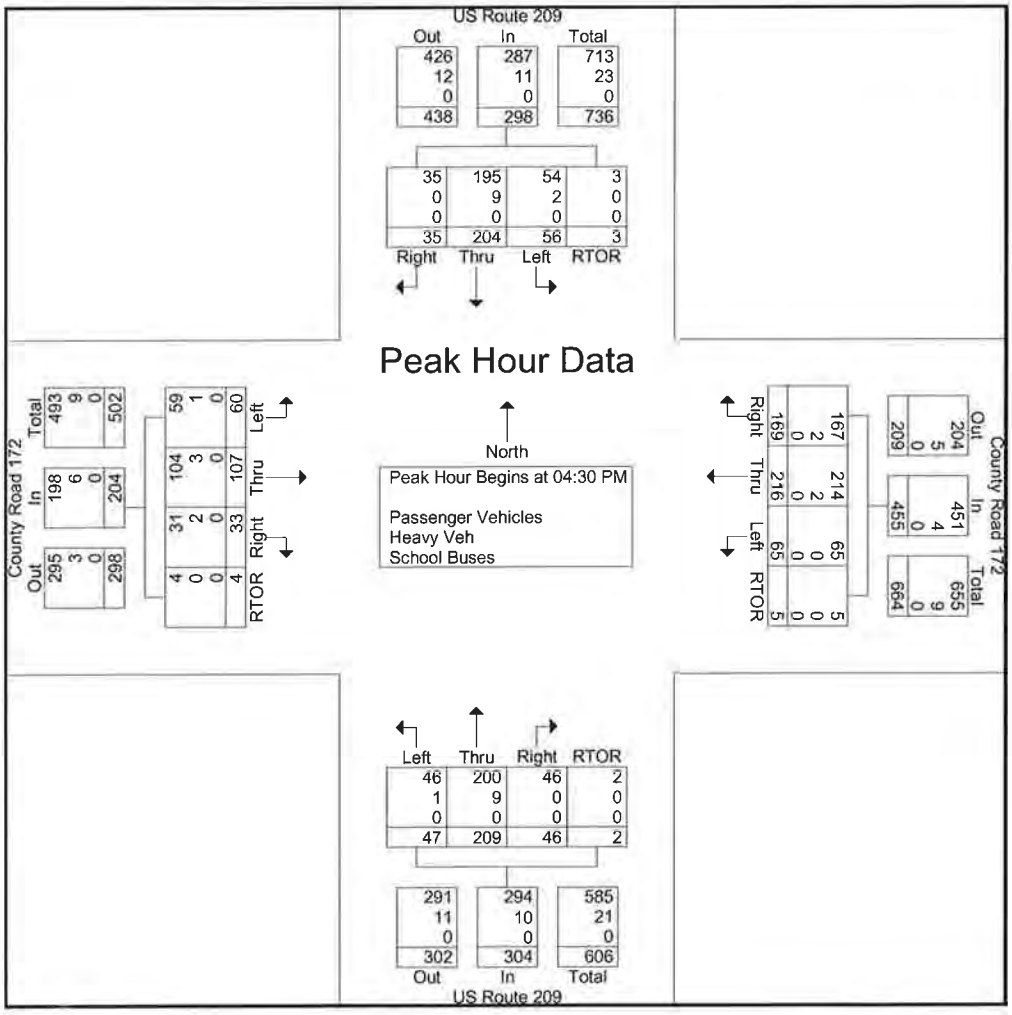
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	County Road 172 Eastbound					US Route 209 Northbound					County Road 172 Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	10	18	6	0	34	16	52	18	1	87	15	57	39	2	113	21	56	13	1	91	325
04:45 PM	19	38	6	0	63	12	52	9	0	73	24	60	39	1	124	11	42	8	0	61	321
Total	29	56	12	0	97	28	104	27	1	160	39	117	78	3	237	32	98	21	1	152	646
05:00 PM	15	21	13	2	51	8	51	8	1	68	14	53	32	0	99	11	52	8	1	72	290
05:15 PM	16	30	8	2	56	11	54	11	0	76	12	46	59	2	119	13	54	6	1	74	325
05:30 PM	19	29	13	1	62	13	54	5	0	72	20	51	40	1	112	13	44	7	0	64	310
05:45 PM	20	13	5	0	38	9	56	3	0	68	20	42	37	2	101	7	49	12	1	69	276
Total	70	93	39	5	207	41	215	27	1	284	66	192	168	5	431	44	199	33	3	279	1201
06:00 PM	12	13	8	2	35	15	61	22	0	98	12	32	37	0	81	14	51	14	0	79	293
06:15 PM	11	18	3	0	32	7	64	6	1	78	10	32	34	5	81	11	46	13	4	74	265
Grand Total	122	180	62	7	371	91	444	82	3	620	127	373	317	13	830	101	394	81	8	584	2405
Apprch %	32.9	48.5	16.7	1.9		14.7	71.6	13.2	0.5		15.3	44.9	38.2	1.6		17.3	67.5	13.9	1.4		
Total %	5.1	7.5	2.6	0.3	15.4	3.8	18.5	3.4	0.1	25.8	5.3	15.5	13.2	0.5	34.5	4.2	16.4	3.4	0.3	24.3	
Passenger Vehicles	119	176	60	7	362	89	424	82	3	598	126	367	315	13	821	98	378	80	8	564	2345
% Passenger Vehicles	97.5	97.8	96.8	100	97.6	97.8	95.5	100	100	96.5	99.2	98.4	99.4	100	98.9	97	95.9	98.8	100	96.6	97.5
Heavy Veh	3	4	2	0	9	2	20	0	0	22	1	6	2	0	9	3	16	1	0	20	60
% Heavy Veh	2.5	2.2	3.2	0	2.4	2.2	4.5	0	0	3.5	0.8	1.6	0.6	0	1.1	3	4.1	1.2	0	3.4	2.5
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project: 112-068
Counted By: DPR
Location: Ellenville, NY
Other:

File Name : tm12068f3
Site Code : 12-068-3
Start Date : 8/17/2012
Page No : 2

	County Road 172 Eastbound					US Route 209 Northbound					County Road 172 Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	10	18	6	0	34	**16**	52	**18**	**1**	**87**	15	57	39	**2**	113	**21**	**56**	**13**	**1**	**91**	**325**
4:45:00 PM	**19**	**38**	6	0	**63**	12	52	9	0	73	**24**	**60**	39	1	**124**	11	42	8	0	61	321
5:00:00 PM	15	21	**13**	**2**	51	8	51	8	1	68	14	53	32	0	99	11	52	8	1	72	290
5:15:00 PM	16	30	8	2	56	11	**54**	11	0	76	12	46	**59**	2	119	13	54	6	1	74	325
Total Volume	60	107	33	4	204	47	209	46	2	304	65	216	169	5	455	56	204	35	3	298	1261
% App. Total	29.4	52.5	16.2	2		15.5	68.8	15.1	0.7		14.3	47.5	37.1	1.1		18.8	68.5	11.7	1		
PHF	.789	.704	.635	.500	.810	.734	.968	.639	.500	.874	.677	.900	.716	.625	.917	.667	.911	.673	.750	.819	.970
Passenger Vehicles	59	104	31	4	198	46	200	46	2	294	65	214	167	5	451	54	195	35	3	287	1230
% Passenger Vehicles	98.3	97.2	93.9	100	97.1	97.9	95.7	100	100	96.7	100	99.1	98.8	100	99.1	96.4	95.6	100	100	96.3	97.5
Heavy Veh	1	3	2	0	6	1	9	0	0	10	0	2	2	0	4	2	9	0	0	11	31
% Heavy Veh	1.7	2.8	6.1	0	2.9	2.1	4.3	0	0	3.3	0	0.9	1.2	0	0.9	3.6	4.4	0	0	3.7	2.5
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Project: 112-068
Counted By: DPR
Location: Ellenville, NY
Other:

File Name : tm12068s3
Site Code : 12-068-3
Start Date : 8/19/2012
Page No : 1

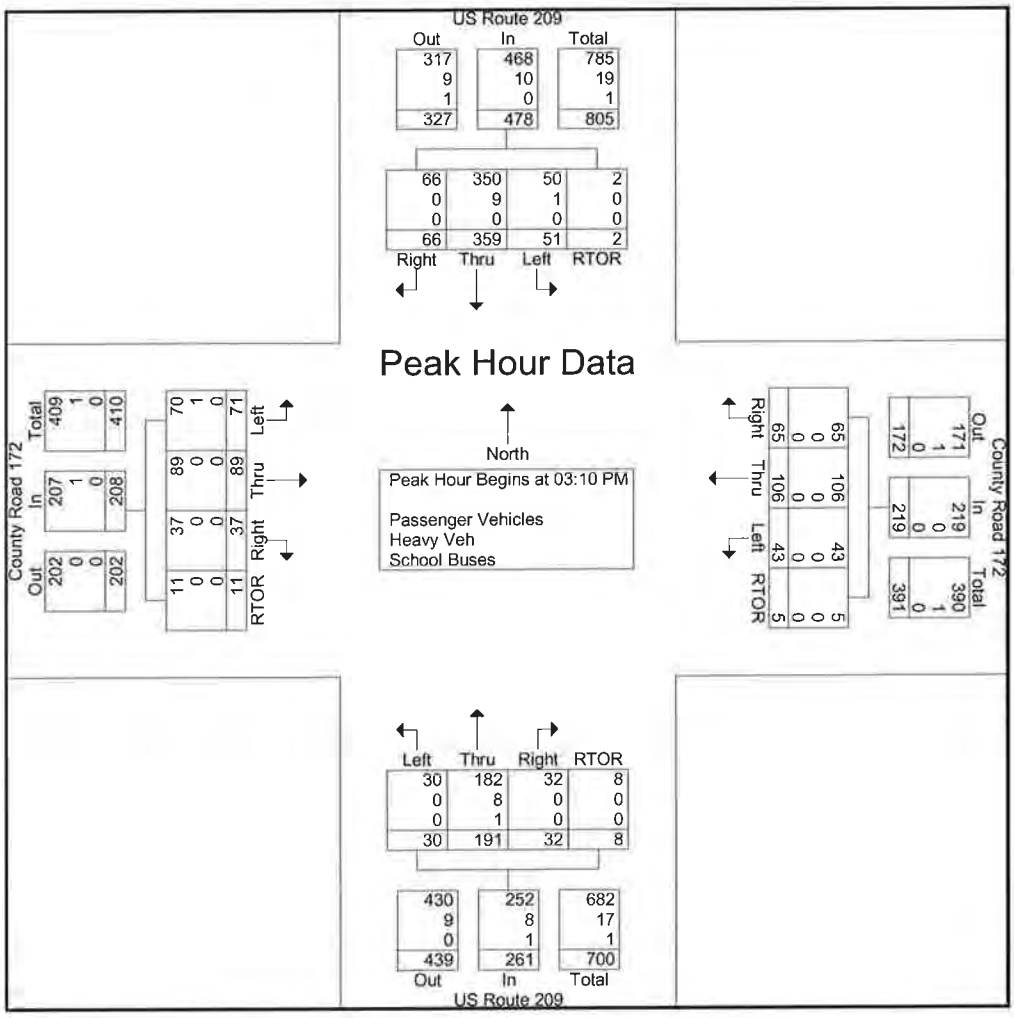
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	County Road 172 Eastbound					US Route 209 Northbound					County Road 172 Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:10 PM	34	21	15	5	75	6	56	8	4	74	15	27	9	3	54	12	109	23	0	144	347
03:25 PM	14	21	8	3	46	6	52	12	0	70	9	22	17	0	48	11	91	17	0	119	283
03:40 PM	12	26	6	0	44	9	33	7	2	51	8	28	19	0	55	14	77	13	1	105	255
03:55 PM	11	21	8	3	43	9	50	5	2	66	11	29	20	2	62	14	82	13	1	110	281
04:10 PM	11	17	7	6	41	3	47	11	2	63	9	36	17	1	63	16	65	13	4	98	265
04:25 PM	17	23	13	2	55	7	50	5	1	63	14	26	17	0	57	13	57	8	0	78	253
04:40 PM	12	9	9	0	30	6	53	7	0	66	11	21	19	1	52	7	77	10	0	94	242
04:55 PM	12	14	13	2	41	6	45	8	1	60	20	25	32	0	77	16	66	8	3	93	271
Grand Total	123	152	79	21	375	52	386	63	12	513	97	214	150	7	468	103	624	105	9	841	2197
Apprch %	32.8	40.5	21.1	5.6		10.1	75.2	12.3	2.3		20.7	45.7	32.1	1.5		12.2	74.2	12.5	1.1		
Total %	5.6	6.9	3.6	1	17.1	2.4	17.6	2.9	0.5	23.4	4.4	9.7	6.8	0.3	21.3	4.7	28.4	4.8	0.4	38.3	
Passenger Vehicles	122	151	79	21	373	52	370	63	12	497	96	214	149	7	466	101	611	104	9	825	2161
% Passenger Vehicles	99.2	99.3	100	100	99.5	100	95.9	100	100	96.9	99	100	99.3	100	99.6	98.1	97.9	99	100	98.1	98.4
Heavy Veh	1	1	0	0	2	0	15	0	0	15	1	0	1	0	2	2	12	1	0	15	34
% Heavy Veh	0.8	0.7	0	0	0.5	0	3.9	0	0	2.9	1	0	0.7	0	0.4	1.9	1.9	1	0	1.8	1.5
School Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% School Buses	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.1	0.1

Project: 112-068
Counted By: DPR
Location: Ellenville, NY
Other:

File Name : tm12068s3
Site Code : 12-068-3
Start Date : 8/19/2012
Page No : 2

	County Road 172 Eastbound					US Route 209 Northbound					County Road 172 Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:10:00 PM to 4:55:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:10:00 PM																					
3:10:00 PM	**34**	21	**15**	**5**	**75**	6	**56**	8	**4**	**74**	**15**	27	9	**3**	54	12	**109**	**23**	0	**144**	**347**
3:25:00 PM	14	21	8	3	46	6	52	**12**	0	70	9	22	17	0	48	11	91	17	0	119	283
3:40:00 PM	12	**26**	6	0	44	**9**	33	7	2	51	8	28	19	0	55	**14**	77	13	**1**	105	255
3:55:00 PM	11	21	8	3	43	9	50	5	2	66	**11**	**29**	**20**	2	**62**	14	82	13	1	110	281
Total Volume	71	89	37	11	208	30	191	32	8	261	43	106	65	5	219	51	359	66	2	478	1166
% App. Total	34.1	42.8	17.8	5.3		11.5	73.2	12.3	3.1		19.6	48.4	29.7	2.3		10.7	75.1	13.8	0.4		
PHF	.522	.856	.617	.550	.693	.833	.853	.667	.500	.882	.717	.914	.813	.417	.883	.911	.823	.717	.500	.830	.840
Passenger Vehicles	70	89	37	11	207	30	182	32	8	252	43	106	65	5	219	50	350	66	2	468	1146
% Passenger Vehicles	98.6	100	100	100	99.5	100	95.3	100	100	96.6	100	100	100	100	100	98.0	97.5	100	100	97.9	98.3
Heavy Veh	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	1	9	0	0	10	19
% Heavy Veh	1.4	0	0	0	0.5	0	4.2	0	0	3.1	0	0	0	0	0	2.0	2.5	0	0	2.1	1.6
School Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% School Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.1



Project: 112-068
Counted By: CS
Location: Ellenville, NY
Other:

File Name : tm12068f4
Site Code : 12-068-4
Start Date : 8/17/2012
Page No : 1

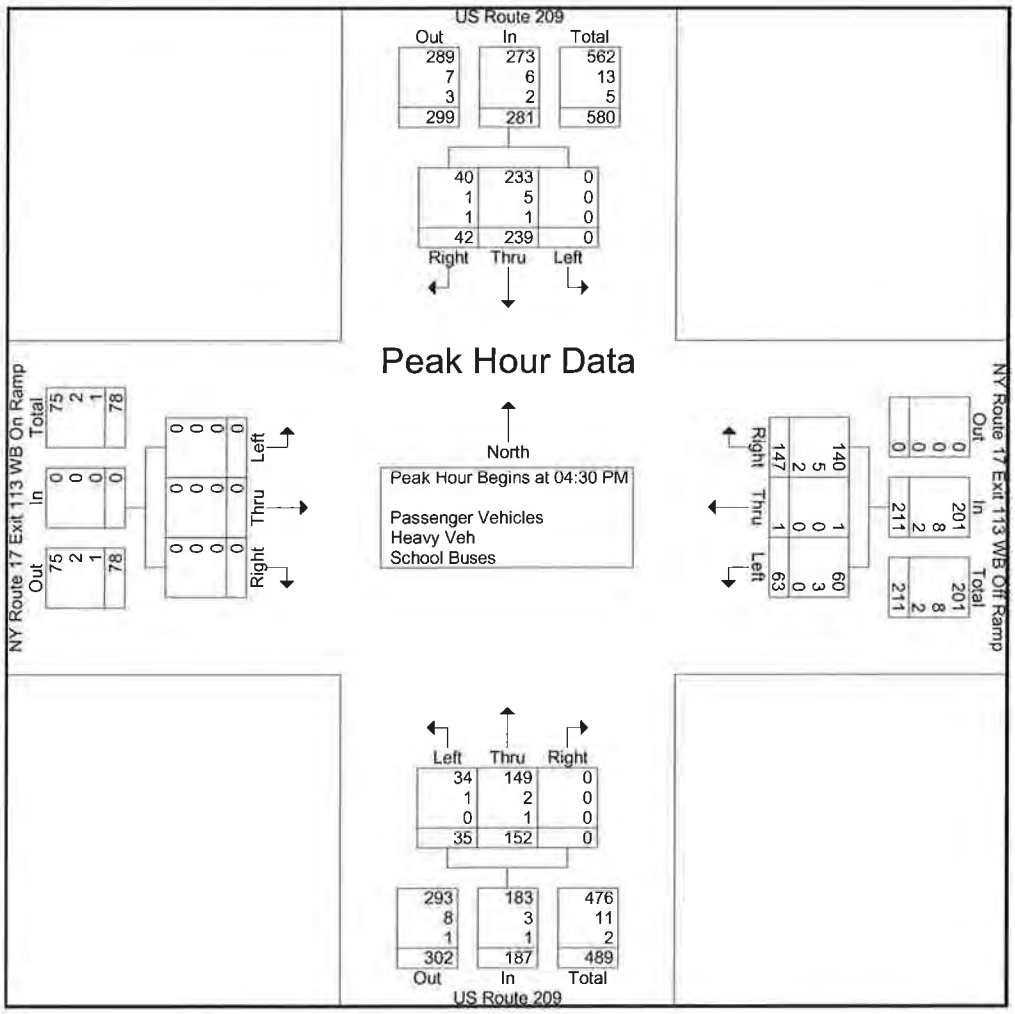
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	NY Route 17 Exit 113 WB On Ramp Eastbound				US Route 209 Northbound				NY Route 17 Exit 113 WB Off Ramp Westbound				US Route 209 Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:30 PM	0	0	0	0	11	50	0	61	11	1	35	47	0	53	9	62	170
04:45 PM	0	0	0	0	6	39	0	45	16	0	35	51	0	61	10	71	167
Total	0	0	0	0	17	89	0	106	27	1	70	98	0	114	19	133	337
05:00 PM	0	0	0	0	7	32	0	39	20	0	32	52	0	65	9	74	165
05:15 PM	0	0	0	0	11	31	0	42	16	0	45	61	0	60	14	74	177
05:30 PM	0	0	0	0	9	36	0	45	15	0	37	52	0	63	9	72	169
05:45 PM	0	0	0	0	15	21	0	36	12	0	37	49	0	66	9	75	160
Total	0	0	0	0	42	120	0	162	63	0	151	214	0	254	41	295	671
06:00 PM	0	0	0	0	9	36	0	45	17	0	38	55	0	47	10	57	157
06:15 PM	0	0	0	0	9	30	0	39	10	0	46	56	0	59	8	67	162
Grand Total	0	0	0	0	77	275	0	352	117	1	305	423	0	474	78	552	1327
Apprch %	0	0	0		21.9	78.1	0		27.7	0.2	72.1		0	85.9	14.1		
Total %	0	0	0	0	5.8	20.7	0	26.5	8.8	0.1	23	31.9	0	35.7	5.9	41.6	
Passenger Vehicles	0	0	0	0	73	270	0	343	113	1	287	401	0	462	75	537	1281
% Passenger Vehicles	0	0	0	0	94.8	98.2	0	97.4	96.6	100	94.1	94.8	0	97.5	96.2	97.3	96.5
Heavy Veh	0	0	0	0	4	3	0	7	4	0	15	19	0	9	1	10	36
% Heavy Veh	0	0	0	0	5.2	1.1	0	2	3.4	0	4.9	4.5	0	1.9	1.3	1.8	2.7
School Buses	0	0	0	0	0	2	0	2	0	0	3	3	0	3	2	5	10
% School Buses	0	0	0	0	0	0.7	0	0.6	0	0	1	0.7	0	0.6	2.6	0.9	0.8

Project: 112-068
Counted By: CS
Location: Ellenville, NY
Other:

File Name : tm12068f4
Site Code : 12-068-4
Start Date : 8/17/2012
Page No : 2

	NY Route 17 Exit 113 WB On Ramp Eastbound				US Route 209 Northbound				NY Route 17 Exit 113 WB Off Ramp Westbound				US Route 209 Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 4:30:00 PM																	
4:30:00 PM	0	0	0	0	**11**	**50**	0	**61**	11	**1**	35	47	0	53	9	62	170
4:45:00 PM	0	0	0	0	6	39	0	45	16	0	35	51	0	61	10	71	167
5:00:00 PM	0	0	0	0	7	32	0	39	**20**	0	32	52	0	**65**	9	**74**	165
5:15:00 PM	0	0	0	0	11	31	0	42	16	0	**45**	**61**	0	60	**14**	74	**177**
Total Volume	0	0	0	0	35	152	0	187	63	1	147	211	0	239	42	281	679
% App. Total	0	0	0		18.7	81.3	0		29.9	0.5	69.7		0	85.1	14.9		
PHF	.000	.000	.000	.000	.795	.760	.000	.766	.788	.250	.817	.865	.000	.919	.750	.949	.959
Passenger Vehicles	0	0	0	0	34	149	0	183	60	1	140	201	0	233	40	273	657
% Passenger Vehicles	0	0	0	0	97.1	98.0	0	97.9	95.2	100	95.2	95.3	0	97.5	95.2	97.2	96.8
Heavy Veh	0	0	0	0	1	2	0	3	3	0	5	8	0	5	1	6	17
% Heavy Veh	0	0	0	0	2.9	1.3	0	1.6	4.8	0	3.4	3.8	0	2.1	2.4	2.1	2.5
School Buses	0	0	0	0	0	1	0	1	0	0	2	2	0	1	1	2	5
% School Buses	0	0	0	0	0	0.7	0	0.5	0	0	1.4	0.9	0	0.4	2.4	0.7	0.7



Project: 112-068
Counted By: CS
Location: Ellenville, NY
Other:

File Name : tm12068s4
Site Code : 12-068-4
Start Date : 8/19/2012
Page No : 1

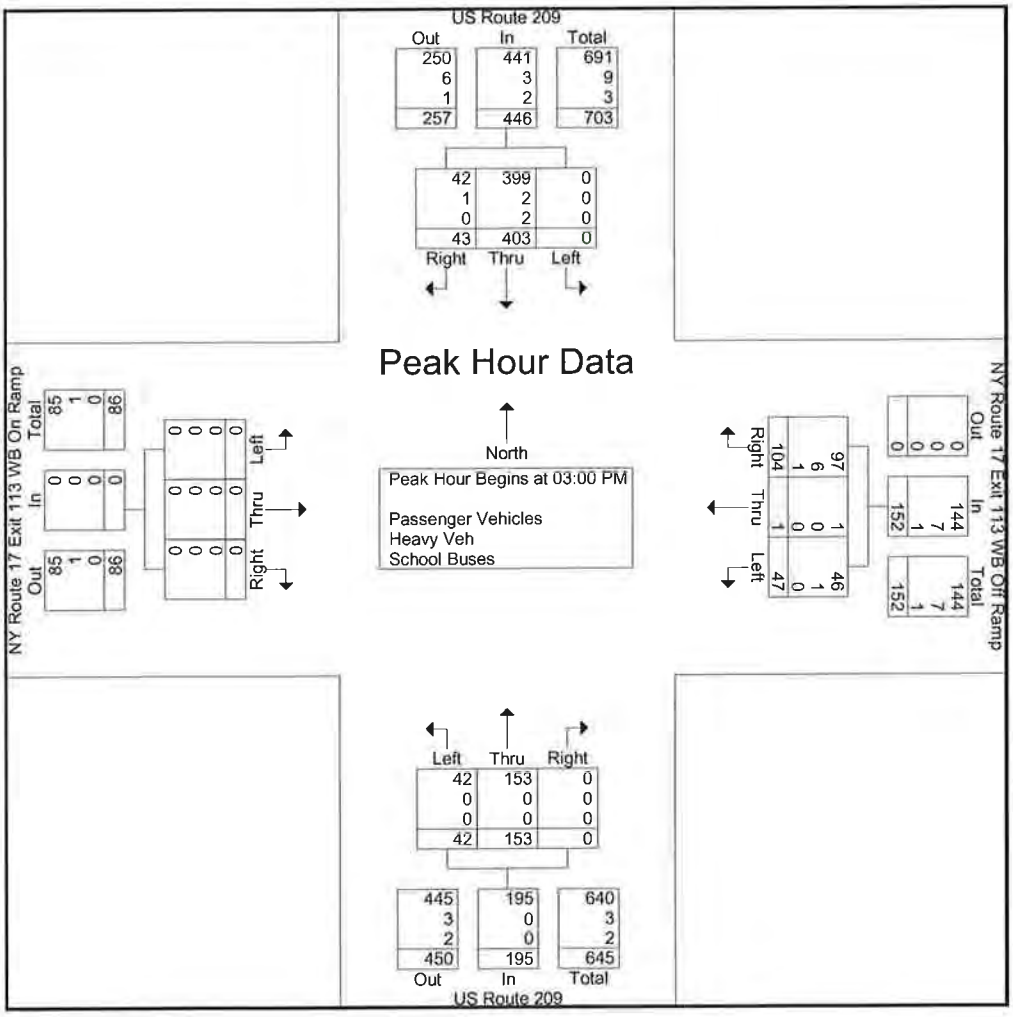
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	NY Route 17 Exit 113 WB On Ramp Eastbound				US Route 209 Northbound				NY Route 17 Exit 113 WB Off Ramp Westbound				US Route 209 Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
03:00 PM	0	0	0	0	7	41	0	48	17	0	22	39	0	108	7	115	202
03:15 PM	0	0	0	0	14	45	0	59	15	0	33	48	0	104	15	119	226
03:30 PM	0	0	0	0	12	33	0	45	5	1	21	27	0	89	9	98	170
03:45 PM	0	0	0	0	9	34	0	43	10	0	28	38	0	102	12	114	195
Total	0	0	0	0	42	153	0	195	47	1	104	152	0	403	43	446	793
04:00 PM	0	0	0	0	10	27	0	37	9	0	16	25	0	71	7	78	140
04:15 PM	0	0	0	0	16	46	0	62	8	0	30	38	0	81	5	86	186
04:30 PM	0	0	0	0	5	39	0	44	10	0	30	40	0	69	15	84	168
04:45 PM	0	0	0	0	11	28	0	39	4	0	22	26	0	80	10	90	155
Total	0	0	0	0	42	140	0	182	31	0	98	129	0	301	37	338	649
Grand Total	0	0	0	0	84	293	0	377	78	1	202	281	0	704	80	784	1442
Apprch %	0	0	0		22.3	77.7	0		27.8	0.4	71.9		0	89.8	10.2		
Total %	0	0	0	0	5.8	20.3	0	26.1	5.4	0.1	14	19.5	0	48.8	5.5	54.4	
Passenger Vehicles	0	0	0	0	84	292	0	376	77	1	193	271	0	696	79	775	1422
% Passenger Vehicles	0	0	0	0	100	99.7	0	99.7	98.7	100	95.5	96.4	0	98.9	98.8	98.9	98.6
Heavy Veh	0	0	0	0	0	1	0	1	1	0	8	9	0	5	1	6	16
% Heavy Veh	0	0	0	0	0	0.3	0	0.3	1.3	0	4	3.2	0	0.7	1.2	0.8	1.1
School Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
% School Buses	0	0	0	0	0	0	0	0	0	0	0.5	0.4	0	0.4	0	0.4	0.3

Project: 112-068
Counted By: CS
Location: Ellenville, NY
Other:

File Name : tm12068s4
Site Code : 12-068-4
Start Date : 8/19/2012
Page No : 2

	NY Route 17 Exit 113 WB On Ramp Eastbound				US Route 209 Northbound				NY Route 17 Exit 113 WB Off Ramp Westbound				US Route 209 Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 3:00:00 PM																	
3:00:00 PM	0	0	0	0	7	41	0	48	**17**	0	22	39	0	**108**	7	115	202
3:15:00 PM	0	0	0	0	**14**	**45**	0	**59**	15	0	**33**	**48**	0	104	**15**	**119**	**226**
3:30:00 PM	0	0	0	0	12	33	0	45	5	**1**	21	27	0	89	9	98	170
3:45:00 PM	0	0	0	0	9	34	0	43	10	0	28	38	0	102	12	114	195
Total Volume	0	0	0	0	42	153	0	195	47	1	104	152	0	403	43	446	793
% App. Total	0	0	0		21.5	78.5	0		30.9	0.7	68.4		0	90.4	9.6		
PHF	.000	.000	.000	.000	.750	.850	.000	.826	.691	.250	.788	.792	.000	.933	.717	.937	.877
Passenger Vehicles	0	0	0	0	42	153	0	195	46	1	97	144	0	399	42	441	780
% Passenger Vehicles	0	0	0	0	100	100	0	100	97.9	100	93.3	94.7	0	99.0	97.7	98.9	98.4
Heavy Veh	0	0	0	0	0	0	0	0	1	0	6	7	0	2	1	3	10
% Heavy Veh	0	0	0	0	0	0	0	0	2.1	0	5.8	4.6	0	0.5	2.3	0.7	1.3
School Buses	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
% School Buses	0	0	0	0	0	0	0	0	0	0	1.0	0.7	0	0.5	0	0.4	0.4



Project: 112-068
Counted By: KDC
Location: Ellenville, NY
Other:

File Name : tm12068f5
Site Code : 12-068-5
Start Date : 8/17/2012
Page No : 1

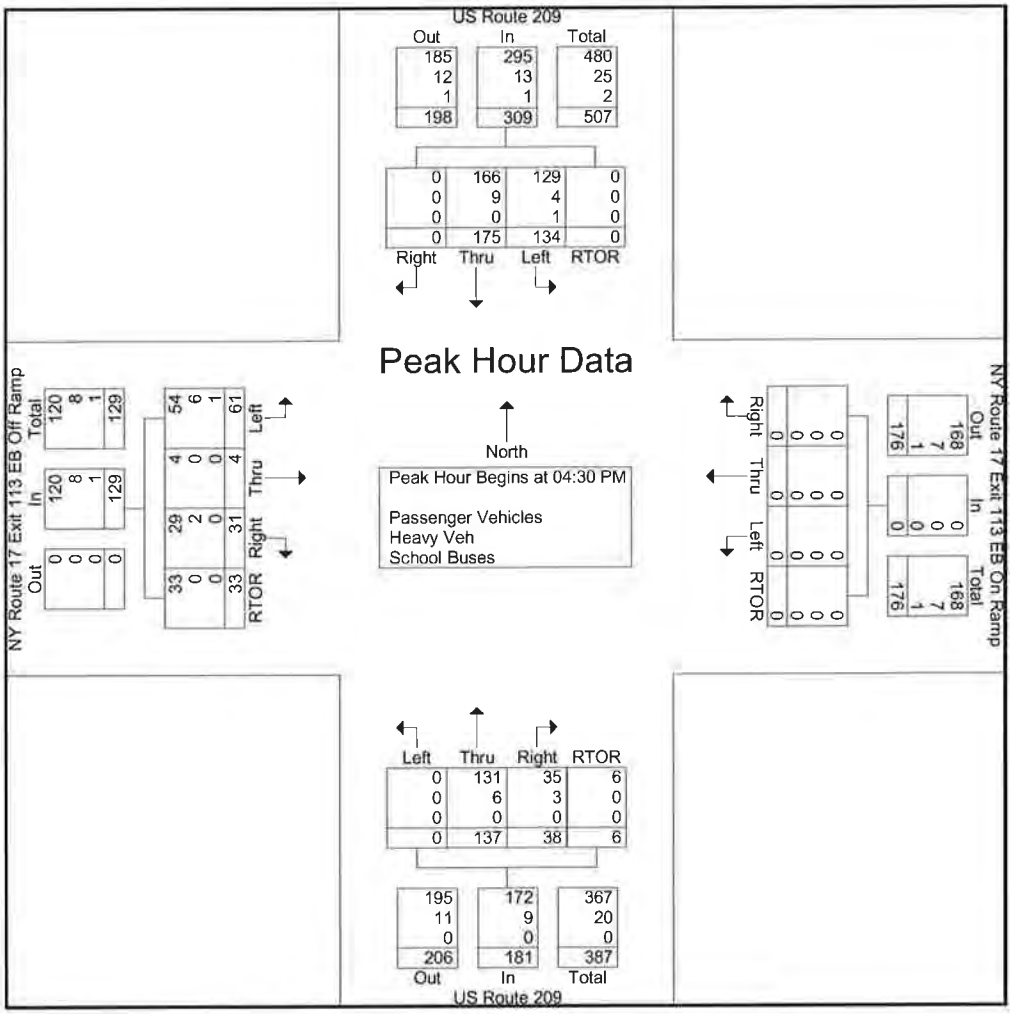
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	NY Route 17 Exit 113 EB Off Ramp Eastbound					US Route 209 Northbound					NY Route 17 Exit 113 EB On Ramp Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	18	3	7	7	35	0	41	11	3	55	0	0	0	0	0	33	37	0	0	70	160
04:45 PM	19	1	5	11	36	0	33	13	1	47	0	0	0	0	0	35	44	0	0	79	162
Total	37	4	12	18	71	0	74	24	4	102	0	0	0	0	0	68	81	0	0	149	322
05:00 PM	11	0	4	10	25	0	30	9	1	40	0	0	0	0	0	34	46	0	0	80	145
05:15 PM	13	0	15	5	33	0	33	5	1	39	0	0	0	0	0	32	48	0	0	80	152
05:30 PM	12	0	1	10	23	0	30	8	2	40	0	0	0	0	0	36	40	0	0	76	139
05:45 PM	11	0	5	7	23	0	31	8	3	42	0	0	0	0	0	41	45	0	0	86	151
Total	47	0	25	32	104	0	124	30	7	161	0	0	0	0	0	143	179	0	0	322	587
06:00 PM	15	0	3	3	21	0	27	8	2	37	0	0	0	0	0	29	41	0	0	70	128
06:15 PM	6	0	4	6	16	0	34	6	1	41	0	0	0	0	0	31	37	0	0	68	125
Grand Total	105	4	44	59	212	0	259	68	14	341	0	0	0	0	0	271	338	0	0	609	1162
Apprch %	49.5	1.9	20.8	27.8		0	76	19.9	4.1		0	0	0	0		44.5	55.5	0	0		
Total %	9	0.3	3.8	5.1	18.2	0	22.3	5.9	1.2	29.3	0	0	0	0	0	23.3	29.1	0	0	52.4	
Passenger Vehicles	96	4	41	59	200	0	248	63	13	324	0	0	0	0	0	259	327	0	0	586	1110
% Passenger Vehicles	91.4	100	93.2	100	94.3	0	95.8	92.6	92.9	95	0	0	0	0	0	95.6	96.7	0	0	96.2	95.5
Heavy Veh	7	0	3	0	10	0	11	5	1	17	0	0	0	0	0	10	11	0	0	21	48
% Heavy Veh	6.7	0	6.8	0	4.7	0	4.2	7.4	7.1	5	0	0	0	0	0	3.7	3.3	0	0	3.4	4.1
School Buses	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
% School Buses	1.9	0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0	0.3	0.3

Project: 112-068
Counted By: KDC
Location: Ellenville, NY
Other:

File Name : tm12068f5
Site Code : 12-068-5
Start Date : 8/17/2012
Page No : 2

	NY Route 17 Exit 113 EB Off Ramp Eastbound					US Route 209 Northbound					NY Route 17 Exit 113 EB On Ramp Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 4:30:00 PM																					
4:30:00 PM	18	**3**	7	7	35	0	**41**	11	**3**	**55**	0	0	0	0	0	33	37	0	0	70	160
4:45:00 PM	**19**	1	5	**11**	**36**	0	33	**13**	1	47	0	0	0	0	0	**35**	44	0	0	79	**162**
5:00:00 PM	11	0	4	10	25	0	30	9	1	40	0	0	0	0	0	34	46	0	0	**80**	145
5:15:00 PM	13	0	**15**	5	33	0	33	5	1	39	0	0	0	0	0	32	**48**	0	0	80	152
Total Volume	61	4	31	33	129	0	137	38	6	181	0	0	0	0	0	134	175	0	0	309	619
% App. Total	47.3	3.1	24	25.6		0	75.7	21	3.3		0	0	0	0		43.4	56.6	0	0		
PHF	.803	.333	.517	.750	.896	.000	.835	.731	.500	.823	.000	.000	.000	.000	.000	.957	.911	.000	.000	.966	.955
Passenger Vehicles	54	4	29	33	120	0	131	35	6	172	0	0	0	0	0	129	166	0	0	295	587
% Passenger Vehicles	88.5	100	93.5	100	93.0	0	95.6	92.1	100	95.0	0	0	0	0	0	96.3	94.9	0	0	95.5	94.8
Heavy Veh	6	0	2	0	8	0	6	3	0	9	0	0	0	0	0	4	9	0	0	13	30
% Heavy Veh	9.8	0	6.5	0	6.2	0	4.4	7.9	0	5.0	0	0	0	0	0	3.0	5.1	0	0	4.2	4.8
School Buses	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% School Buses	1.6	0	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0	0.3	0.3



Project: 112-068
Counted By: RP
Location: Ellenville, NY
Other:

File Name : tm12068s5
Site Code : 12-068-5
Start Date : 8/19/2012
Page No : 1

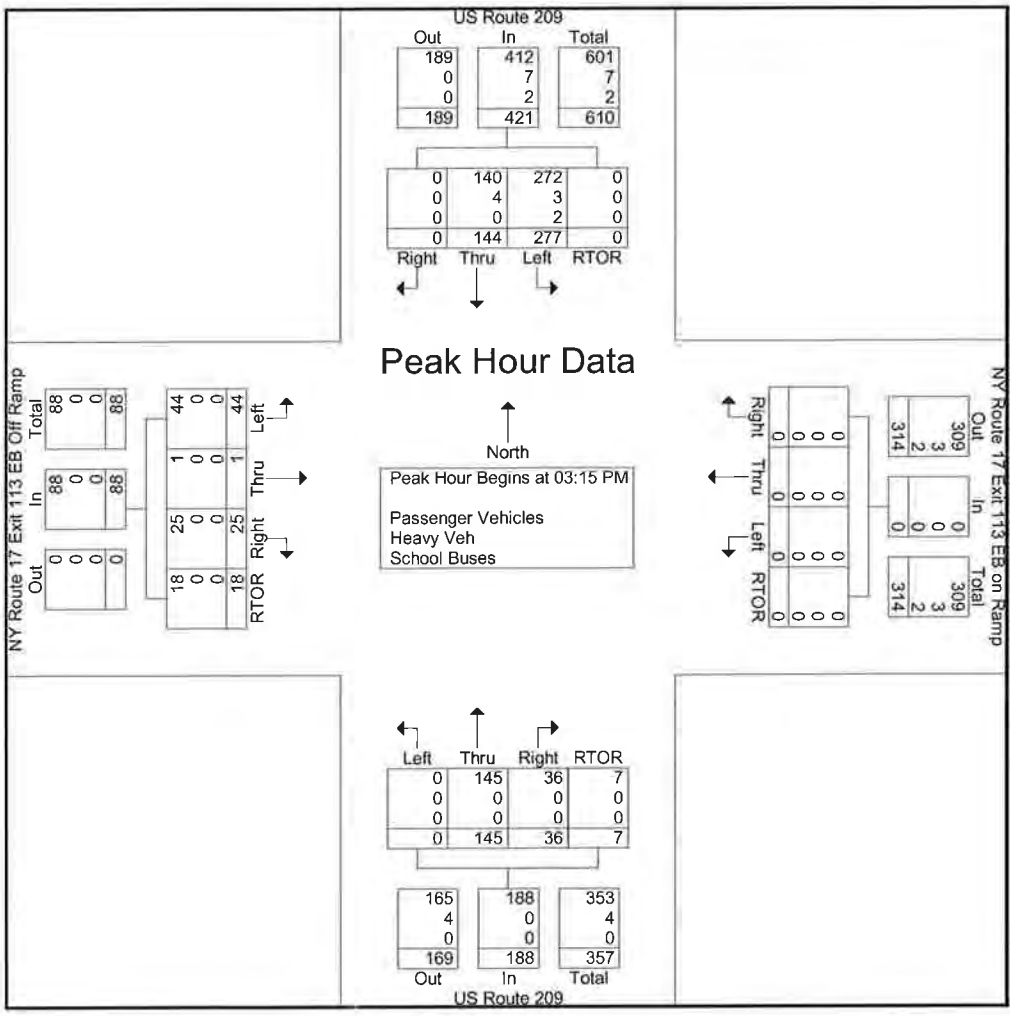
Groups Printed- Passenger Vehicles - Heavy Veh - School Buses

	NY Route 17 Exit 113 EB Off Ramp Eastbound					US Route 209 Northbound					NY Route 17 Exit 113 EB on Ramp Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:15 PM	16	0	7	5	28	0	45	10	3	58	0	0	0	0	0	78	55	0	0	133	219
03:30 PM	10	1	9	3	23	0	32	8	3	43	0	0	0	0	0	69	30	0	0	99	165
03:45 PM	8	0	6	7	21	0	34	8	1	43	0	0	0	0	0	65	34	0	0	99	163
Total	34	1	22	15	72	0	111	26	7	144	0	0	0	0	0	212	119	0	0	331	547
04:00 PM	10	0	3	3	16	0	34	10	0	44	0	0	0	0	0	65	25	0	0	90	150
04:15 PM	14	0	7	0	21	2	41	6	5	54	0	0	0	0	0	56	31	0	0	87	162
04:30 PM	3	1	10	2	16	0	38	8	2	48	0	0	0	0	0	42	29	0	0	71	135
04:45 PM	14	1	6	2	23	0	33	9	10	52	0	0	0	0	0	61	35	0	0	96	171
Total	41	2	26	7	76	2	146	33	17	198	0	0	0	0	0	224	120	0	0	344	618
05:00 PM	11	0	3	5	19	0	34	13	2	49	0	0	0	0	0	55	41	0	0	96	164
Grand Total	86	3	51	27	167	2	291	72	26	391	0	0	0	0	0	491	280	0	0	771	1329
Apprch %	51.5	1.8	30.5	16.2		0.5	74.4	18.4	6.6		0	0	0	0		63.7	36.3	0	0		
Total %	6.5	0.2	3.8	2	12.6	0.2	21.9	5.4	2	29.4	0	0	0	0	0	36.9	21.1	0	0	58	
Passenger Vehicles	86	3	51	26	166	2	289	71	26	388	0	0	0	0	0	483	274	0	0	757	1311
% Passenger Vehicles	100	100	100	96.3	99.4	100	99.3	98.6	100	99.2	0	0	0	0	0	98.4	97.9	0	0	98.2	98.6
Heavy Veh	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	6	5	0	0	11	14
% Heavy Veh	0	0	0	3.7	0.6	0	0.7	0	0	0.5	0	0	0	0	0	1.2	1.8	0	0	1.4	1.1
School Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	4
% School Buses	0	0	0	0	0	0	0	1.4	0	0.3	0	0	0	0	0	0.4	0.4	0	0	0.4	0.3

Project: 112-068
Counted By: RP
Location: Ellenville, NY
Other:

File Name : tm12068s5
Site Code : 12-068-5
Start Date : 8/19/2012
Page No : 2

	NY Route 17 Exit 113 EB Off Ramp Eastbound					US Route 209 Northbound					NY Route 17 Exit 113 EB on Ramp Westbound					US Route 209 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 3:15:00 PM to 5:00:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 3:15:00 PM																					
3:15:00 PM	**16**	0	7	5	**28**	0	**45**	**10**	**3**	**58**	0	0	0	0	0	**78**	**55**	0	0	**133**	**219**
3:30:00 PM	10	**1**	**9**	3	23	0	32	8	3	43	0	0	0	0	0	69	30	0	0	99	165
3:45:00 PM	8	0	6	**7**	21	0	34	8	1	43	0	0	0	0	0	65	34	0	0	99	163
4:00:00 PM	10	0	3	3	16	0	34	10	0	44	0	0	0	0	0	65	25	0	0	90	150
Total Volume	44	1	25	18	88	0	145	36	7	188	0	0	0	0	0	277	144	0	0	421	697
% App. Total	50	1.1	28.4	20.5		0	77.1	19.1	3.7		0	0	0	0		65.8	34.2	0	0		
PHF	.688	.250	.694	.643	.786	.000	.806	.900	.583	.810	.000	.000	.000	.000	.000	.888	.655	.000	.000	.791	.796
Passenger Vehicles	44	1	25	18	88	0	145	36	7	188	0	0	0	0	0	272	140	0	0	412	688
% Passenger Vehicles	100	100	100	100	100	0	100	100	100	100	0	0	0	0	0	98.2	97.2	0	0	97.9	98.7
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	7	7
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1	2.8	0	0	1.7	1.0
School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% School Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0	0.5	0.3



Project:112-068
Counted By: RP
Location: Wawarsing, NY
Other:

File Name : tm12068f11
Site Code : 12068-11
Start Date : 10/19/2012
Page No : 1

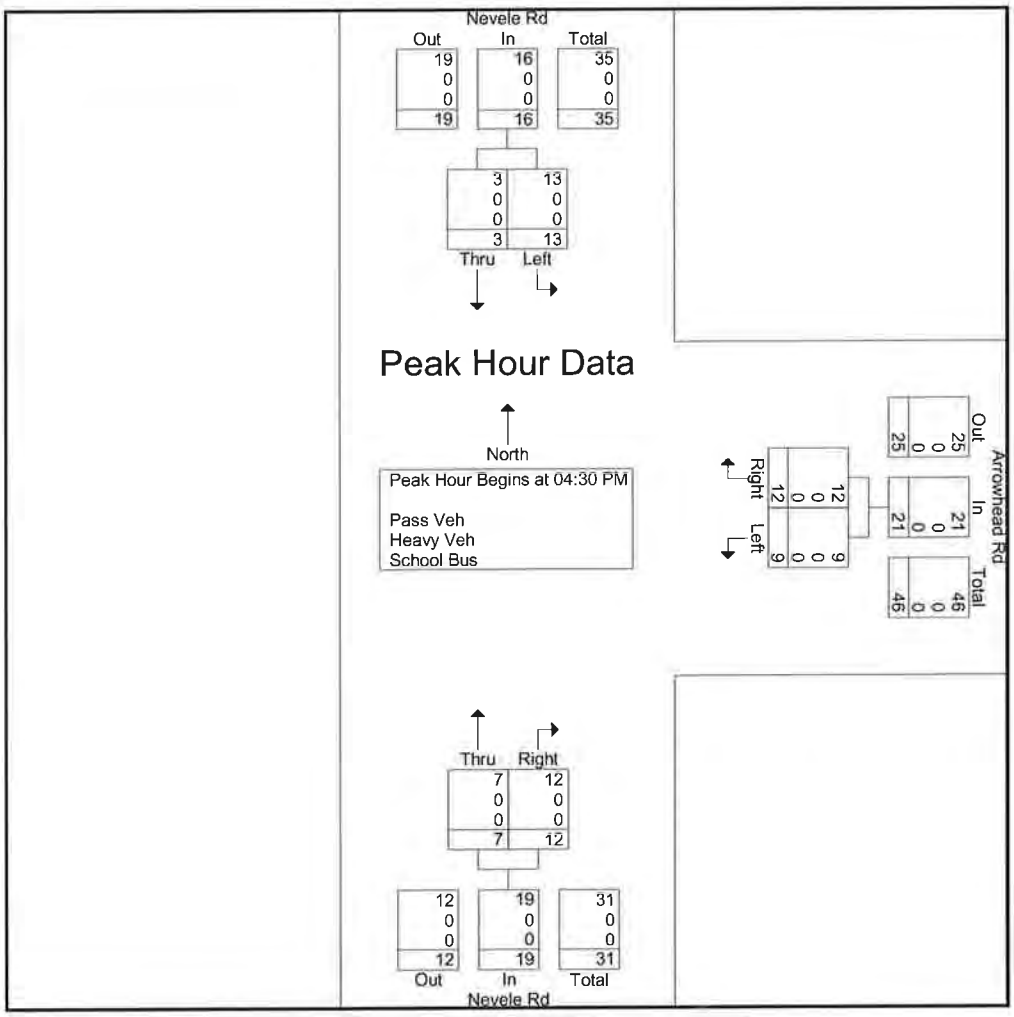
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Nevele Rd Northbound			Arrowhead Rd Westbound			Nevele Rd Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
04:30 PM	4	7	11	1	4	5	3	0	3	19
04:45 PM	1	2	3	2	2	4	3	2	5	12
Total	5	9	14	3	6	9	6	2	8	31
05:00 PM	1	1	2	5	4	9	5	1	6	17
05:15 PM	1	2	3	1	2	3	2	0	2	8
05:30 PM	1	5	6	1	1	2	3	1	4	12
05:45 PM	1	3	4	6	4	10	3	2	5	19
Total	4	11	15	13	11	24	13	4	17	56
06:00 PM	1	1	2	0	1	1	1	1	2	5
06:15 PM	1	1	2	1	3	4	1	1	2	8
Grand Total	11	22	33	17	21	38	21	8	29	100
Apprch %	33.3	66.7		44.7	55.3		72.4	27.6		
Total %	11	22	33	17	21	38	21	8	29	
Pass Veh	11	22	33	17	21	38	21	8	29	100
% Pass Veh	100	100	100	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0

Project:112-068
Counted By: RP
Location: Wawarsing, NY
Other:

File Name : tm12068f11
Site Code : 12068-11
Start Date : 10/19/2012
Page No : 2

	Nevele Rd Northbound			Arrowhead Rd Westbound			Nevele Rd Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 4:30:00 PM to 6:15:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 4:30:00 PM										
4:30:00 PM	**4**	**7**	**11**	1	**4**	5	3	0	3	**19**
4:45:00 PM	1	2	3	2	2	4	3	**2**	5	12
5:00:00 PM	1	1	2	**5**	4	**9**	**5**	1	**6**	17
5:15:00 PM	1	2	3	1	2	3	2	0	2	8
Total Volume	7	12	19	9	12	21	13	3	16	56
% App. Total	36.8	63.2		42.9	57.1		81.2	18.8		
PHF	.438	.429	.432	.450	.750	.583	.650	.375	.667	.737
Pass Veh	7	12	19	9	12	21	13	3	16	56
% Pass Veh	100	100	100	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0



Project: 112-068
Counted By: ZS
Location: Wawarsing, NY
Other:

File Name : tm12068s11
Site Code : 12068-11
Start Date : 10/21/2012
Page No : 1

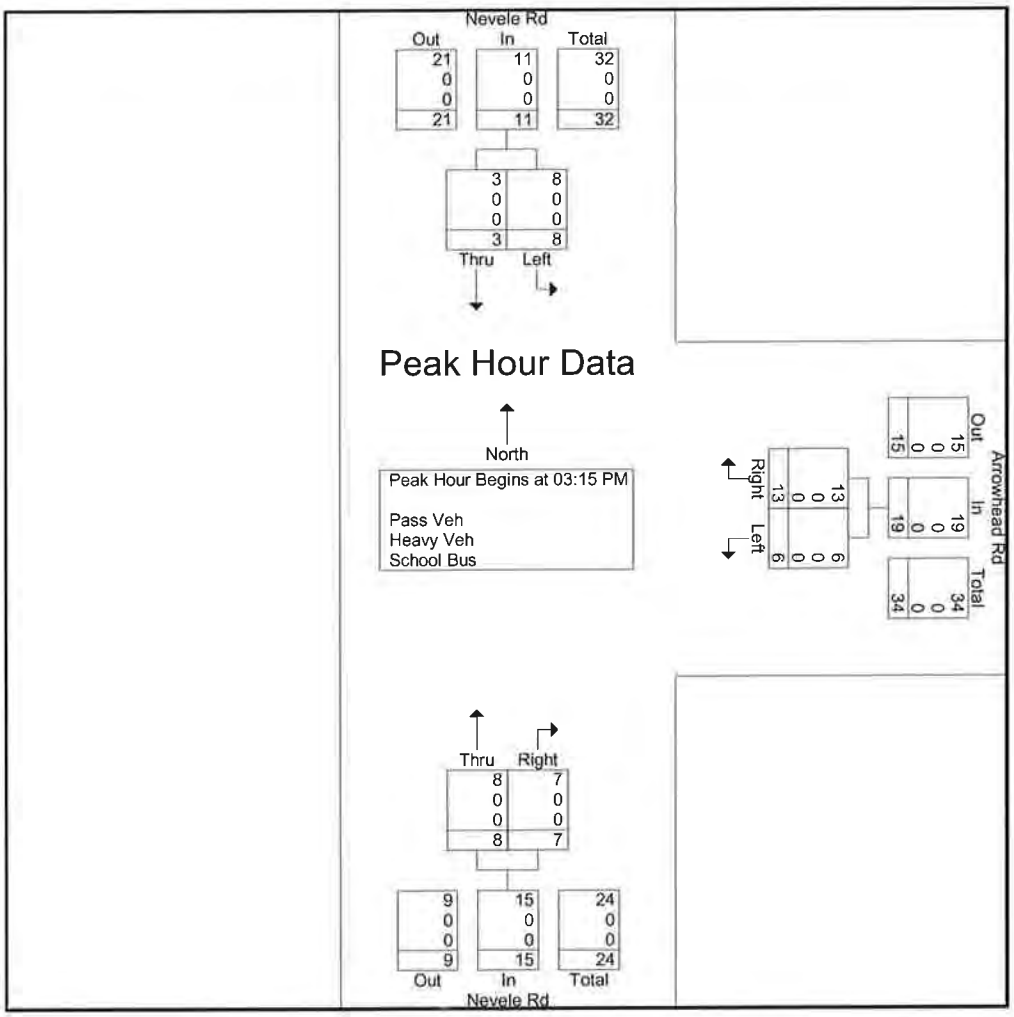
Groups Printed- Pass Veh - Heavy Veh - School Bus

	Nevele Rd Northbound			Arrowhead Rd Westbound			Nevele Rd Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Left	Thru	App. Total	Int. Total
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
03:00 PM	0	1	1	0	2	2	3	0	3	6
03:15 PM	1	2	3	2	5	7	3	0	3	13
03:30 PM	2	3	5	1	3	4	1	0	1	10
03:45 PM	4	1	5	1	1	2	3	1	4	11
Total	7	7	14	4	11	15	10	1	11	40
04:00 PM	1	1	2	2	4	6	1	2	3	11
04:15 PM	0	0	0	1	4	5	3	0	3	8
04:30 PM	0	1	1	1	3	4	1	0	1	6
04:45 PM	2	0	2	0	4	4	1	4	5	11
Total	3	2	5	4	15	19	6	6	12	36
Grand Total	10	9	19	8	26	34	16	7	23	76
Apprch %	52.6	47.4		23.5	76.5		69.6	30.4		
Total %	13.2	11.8	25	10.5	34.2	44.7	21.1	9.2	30.3	
Pass Veh	10	8	18	7	25	32	15	7	22	72
% Pass Veh	100	88.9	94.7	87.5	96.2	94.1	93.8	100	95.7	94.7
Heavy Veh	0	1	1	0	1	1	0	0	0	2
% Heavy Veh	0	11.1	5.3	0	3.8	2.9	0	0	0	2.6
School Bus	0	0	0	1	0	1	1	0	1	2
% School Bus	0	0	0	12.5	0	2.9	6.2	0	4.3	2.6

Project: 112-068
Counted By: ZS
Location: Wawarsing, NY
Other:

File Name : tm12068s11
Site Code : 12068-11
Start Date : 10/21/2012
Page No : 2

	Nevele Rd Northbound			Arrowhead Rd Westbound			Nevele Rd Southbound			
Start Time	Thru	Right	App. Total	Left	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 3:00:00 PM to 4:45:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 3:15:00 PM										
3:15:00 PM	1	2	3	**2**	**5**	**7**	**3**	0	3	**13**
3:30:00 PM	2	**3**	**5**	**1**	3	4	1	0	1	10
3:45:00 PM	**4**	1	5	**1**	1	2	3	1	**4**	11
4:00:00 PM	1	1	2	2	4	6	**1**	**2**	3	11
Total Volume	8	7	15	6	13	19	8	3	11	45
% App. Total	53.3	46.7		31.6	68.4		72.7	27.3		
PHF	.500	.583	.750	.750	.650	.679	.667	.375	.688	.865
Pass Veh	8	7	15	6	13	19	8	3	11	45
% Pass Veh	100	100	100	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0
% School Bus	0	0	0	0	0	0	0	0	0	0



MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

0

WeeklyVehicle-51 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Institution Road/Plank Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:54 Monday, October 15, 2012 => 9:30 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE209SofINSTI.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 105093 / 106108 (99.04%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-51

Site: 112-068.0.0NS
Description: **US Route 209 - South of Institution Road/Plank Road**
Filter time: **9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	42.0	52.0	46.0	50.5	49.0	89.0	104.0	48.1	57.8
0100-0200	33.0	29.0	29.0	31.5	36.5	51.0	56.0	32.0	36.3
0200-0300	24.0	26.0	25.5	24.5	31.5	37.0	29.0	26.6	27.9
0300-0400	24.0	19.0	17.0	24.0	21.5	20.0	41.0	21.0	22.9
0400-0500	56.0	46.0	49.5	49.5	62.5	37.0	39.0	53.1	50.1
0500-0600	152.0	187.0	175.0	176.0	166.0	85.0	56.0	171.6	151.4
0600-0700	381.0	381.0	372.5	377.0	340.5	182.0	104.0	367.8	322.8
0700-0800	**720.0<**	**689.0<**	681.0	668.5	644.0	325.0	225.0	674.5	594.6
0800-0900	680.0	688.0	**700.5<**	690.5	698.0	460.0	264.0	**693.3<**	627.0
0900-1000	579.0	618.0	625.5	600.0	652.0	668.0	481.0	618.9	610.8
1000-1100	623.0	623.5	612.5	607.0	654.5	750.0	595.0	624.2	633.0
1100-1200	695.0	629.5	672.5	**726.5<**	**710.0<**	**871.0<**	**660.0<**	685.8	**700.3<**
1200-1300	708.0	689.0	707.0	702.5	733.0	830.0	**811.0<**	707.9	728.4
1300-1400	695.0	649.5	669.0	650.0	760.0	801.0	733.0	683.6	698.7
1400-1500	768.0	762.0	759.5	741.0	783.0	**830.0<**	762.0	759.5	766.8
1500-1600	**937.0<**	**855.5<**	**860.0<**	**915.5<**	**918.0<**	764.0	752.0	**889.6<**	**863.3<**
1600-1700	901.0	824.0	823.5	892.0	917.0	721.0	594.0	862.1	821.2
1700-1800	728.0	746.0	711.5	814.0	774.0	656.0	598.0	755.6	729.9
1800-1900	507.0	568.5	538.5	626.5	660.0	559.0	521.0	579.3	571.4
00-2000	326.0	370.5	378.5	411.0	391.0	455.0	378.0	379.6	387.0
00-2100	196.0	241.0	214.5	291.5	300.0	273.0	305.0	248.8	256.8
2100-2200	175.0	210.5	229.5	253.5	307.0	228.0	179.0	233.6	227.6
2200-2300	127.0	126.0	149.0	162.5	213.0	215.0	124.0	151.9	155.4
2300-2400	107.0	115.5	119.0	118.5	171.0	195.0	129.0	123.0	130.8
Totals									
0700-1900	8541.0	8342.5	8361.0	8634.0	8903.5	8235.0	6996.0	8534.2	8345.4
0600-2200	9619.0	9545.5	9556.0	9967.0	10242.0	9373.0	7962.0	9764.0	9539.6
0600-0000	9853.0	9787.0	9824.0	10248.0	10626.0	9783.0	8215.0	10038.8	9825.8
0000-0000	10184.0	10146.0	10166.0	10604.0	10993.0	10102.0	8540.0	10391.3	10172.2
AM Peak	0700	0700	0800	1100	1100	1100	1100		
	720.0	689.0	700.5	726.5	710.0	871.0	660.0		
PM Peak	1500	1500	1500	1500	1500	1400	1200		
	937.0	855.5	860.0	915.5	918.0	830.0	811.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-52 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Institution Road/Plank Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:54 Monday, October 15, 2012 => 9:30 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE209SofINSTI.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 51640 / 106108 (48.67%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-52

ɪe: 112-068.0.0NS
Description: **US Route 209 - South of Institution Road/Plank Road**
Filter time: **9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	18.0	25.0	25.0	24.0	23.5	48.0	61.0	23.5	29.7
0100-0200	20.0	17.0	17.0	17.5	19.5	27.0	27.0	18.1	19.9
0200-0300	13.0	13.0	16.0	14.5	18.5	23.0	13.0	15.5	16.0
0300-0400	11.0	10.0	9.0	11.0	10.0	11.0	18.0	10.1	11.0
0400-0500	30.0	19.0	21.5	19.5	29.5	16.0	13.0	23.8	21.9
0500-0600	76.0	93.0	90.5	88.5	79.0	43.0	31.0	85.6	75.9
0600-0700	181.0	194.0	190.0	196.0	189.0	115.0	71.0	190.6	171.1
0700-0800	319.0	316.0	302.0	307.0	283.0	156.0	99.0	302.4	267.4
0800-0900	331.0	317.0	321.0	314.0	321.0	250.0	133.0	320.0	294.3
0900-1000	272.0	288.5	298.0	294.5	330.0	369.0	271.0	299.3	303.1
1000-1100	298.0	291.0	293.0	290.0	332.0	382.0	304.0	301.1	308.7
1100-1200	**351.0<**	**320.5<**	**324.0<**	**350.5<**	**363.0<**	**452.0<**	**309.0<**	**340.8<**	**348.0<**
1200-1300	340.0	358.0	354.0	354.0	354.5	416.0	**388.0<**	353.4	362.3
1300-1400	325.0	312.5	336.5	313.0	380.5	**432.0<**	342.0	334.4	344.0
1400-1500	389.0	371.5	400.5	371.5	384.0	405.0	344.0	382.5	380.9
1500-1600	**454.0<**	408.5	404.0	430.0	419.0	352.0	318.0	419.8	402.8
1600-1700	446.0	**412.5<**	**420.5<**	**456.0<**	**460.0<**	351.0	268.0	**435.5<**	**410.3<**
1700-1800	393.0	377.0	387.0	439.5	430.0	307.0	290.0	403.8	382.7
1800-1900	245.0	290.0	267.0	314.5	388.0	265.0	236.0	297.0	287.7
`00-2000	159.0	179.5	186.0	218.5	202.0	191.0	208.0	191.1	192.8
J0-2100	103.0	126.5	114.0	148.0	140.0	126.0	149.0	127.5	129.5
2100-2200	79.0	94.0	110.0	117.0	139.0	110.0	90.0	107.5	106.0
2200-2300	69.0	65.5	73.0	80.0	95.0	112.0	68.0	75.1	78.1
2300-2400	40.0	49.5	46.5	50.5	72.0	80.0	48.0	50.6	53.3
Totals									
0700-1900	4163.0	4063.0	4107.5	4234.5	4445.0	4137.0	3302.0	4190.0	4092.2
0600-2200	4685.0	4657.0	4707.5	4914.0	5115.0	4679.0	3820.0	4806.7	4691.6
0600-0000	4794.0	4772.0	4827.0	5044.5	5282.0	4871.0	3936.0	4932.5	4823.0
0000-0000	4962.0	4949.0	5006.0	5219.5	5462.0	5039.0	4099.0	5109.1	4997.4
AM Peak	1100	1100	1100	1100	1100	1100	1100		
	351.0	320.5	324.0	350.5	363.0	452.0	309.0		
PM Peak	1500	1600	1600	1600	1600	1300	1200		
	454.0	412.5	420.5	456.0	460.0	432.0	388.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-53 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Institution Road/Plank Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:54 Monday, October 15, 2012 => 9:30 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE209SofINSTI.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 53453 / 106108 (50.38%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-53

Site: 112-068.0.0NS
Description: **US Route 209 - South of Institution Road/Plank Road**
Filter time: **9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	24.0	27.0	21.0	26.5	25.5	41.0	43.0	24.6	28.1
0100-0200	13.0	12.0	12.0	14.0	17.0	24.0	29.0	13.9	16.4
0200-0300	11.0	13.0	9.5	10.0	13.0	14.0	16.0	11.1	11.9
0300-0400	13.0	9.0	8.0	13.0	11.5	9.0	23.0	10.9	11.9
0400-0500	26.0	27.0	28.0	30.0	33.0	21.0	26.0	29.4	28.2
0500-0600	76.0	94.0	84.5	87.5	87.0	42.0	25.0	86.0	75.5
0600-0700	200.0	187.0	182.5	181.0	151.5	67.0	33.0	177.1	151.7
0700-0800	**401.0<**	**373.0<**	379.0	361.5	361.0	169.0	126.0	372.1	327.2
0800-0900	349.0	371.0	**379.5<**	**376.5<**	**377.0<**	210.0	131.0	**373.3<**	332.7
0900-1000	307.0	329.5	327.5	305.5	322.0	299.0	210.0	319.6	307.7
1000-1100	325.0	332.5	319.5	317.0	322.5	368.0	291.0	323.1	324.3
1100-1200	344.0	309.0	348.5	376.0	347.0	**419.0<**	**351.0<**	345.0	**352.3<**
1200-1300	368.0	331.0	353.0	348.5	378.5	414.0	423.0	354.4	366.1
1300-1400	370.0	337.0	332.5	337.0	379.5	369.0	391.0	349.1	354.7
1400-1500	379.0	390.5	359.0	369.5	399.0	**425.0<**	418.0	377.0	385.9
1500-1600	**483.0<**	**447.0<**	**456.0<**	**485.5<**	**499.0<**	412.0	**434.0<**	**469.9<**	**460.5<**
1600-1700	455.0	411.5	403.0	436.0	457.0	370.0	326.0	426.6	410.9
1700-1800	335.0	369.0	324.5	374.5	344.0	349.0	308.0	351.9	347.2
1800-1900	262.0	278.5	271.5	312.0	272.0	294.0	285.0	282.3	283.7
1900-2000	167.0	191.0	192.5	192.5	189.0	264.0	170.0	188.5	194.2
2000-2100	93.0	114.5	100.5	143.5	160.0	147.0	156.0	121.3	127.3
2100-2200	96.0	116.5	119.5	136.5	168.0	118.0	89.0	126.1	121.6
2200-2300	58.0	60.5	76.0	82.5	118.0	103.0	56.0	76.8	77.3
2300-2400	67.0	66.0	72.5	68.0	99.0	115.0	81.0	72.4	77.5
Totals									
0700-1900	4378.0	4279.5	4253.5	4399.5	4458.5	4098.0	3694.0	4344.2	4253.2
0600-2200	4934.0	4888.5	4848.5	5053.0	5127.0	4694.0	4142.0	4957.2	4848.0
0600-0000	5059.0	5015.0	4997.0	5203.5	5344.0	4912.0	4279.0	5106.3	5002.8
0000-0000	5222.0	5197.0	5160.0	5384.5	5531.0	5063.0	4441.0	5282.2	5174.8
AM Peak	0700	0700	0800	0800	0800	1100	1100		
	401.0	373.0	379.5	376.5	377.0	419.0	351.0		
PM Peak	1500	1500	1500	1500	1500	1400	1500		
	483.0	447.0	456.0	485.5	499.0	425.0	434.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

)eedStat-54 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Institution Road/Plank Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:54 Monday, October 15, 2012 => 9:30 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE209SofINSTI.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 105093 / 106108 (99.04%)

Speed Statistics

SpeedStat-54

Site:	112-068.0.0NS
Description:	**US Route 209 - South of Institution Road/Plank Road**
Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Vehicles = 105093
Posted speed limit = 45 mph, Exceeding = 33808 (32.17%), Mean Exceeding = 48.22 mph
Maximum = 90.1 mph, **Minimum** = 11.1 mph, **Mean** = 42.9 mph
85% Speed = 47.6 mph, **95% Speed** = 50.8 mph, **Median** = 42.7 mph
10 mph Pace = 38 - 48, **Number in Pace** = 76345 (72.65%)
Variance = 23.19, **Standard Deviation** = 4.82 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	105093	100.0%	0.00	0.00	0.00
5 - 10	0	0.0%	0	0.0%	105093	100.0%	0.00	0.00	0.00
10 - 15	2	0.0%	2	0.0%	105091	100.0%	0.00	0.00	0.00
15 - 20	20	0.0%	22	0.0%	105071	100.0%	0.00	0.00	0.00
20 - 25	62	0.1%	84	0.1%	105009	99.9%	0.00	0.00	0.00
25 - 30	505	0.5%	589	0.6%	104504	99.4%	0.00	0.00	0.00
30 - 35	4104	3.9%	4693	4.5%	100400	95.5%	0.00	0.00	0.00
35 - 40	22802	21.7%	27495	26.2%	77598	73.8%	0.00	0.00	0.00
40 - 45	43790	41.7%	71285	67.8%	33808	32.2%	0.00	0.00	0.00
45 - 50	26634	25.3%	97919	93.2%	7174	6.8%	0.00	0.00	0.00
50 - 55	6247	5.9%	104166	99.1%	927	0.9%	0.00	0.00	0.00
55 - 60	782	0.7%	104948	99.9%	145	0.1%	0.00	0.00	0.00
60 - 65	109	0.1%	105057	100.0%	36	0.0%	0.00	0.00	0.00
65 - 70	22	0.0%	105079	100.0%	14	0.0%	0.00	0.00	0.00
0 - 75	5	0.0%	105084	100.0%	9	0.0%	0.00	0.00	0.00
5 - 80	5	0.0%	105089	100.0%	4	0.0%	0.00	0.00	0.00
80 - 85	1	0.0%	105090	100.0%	3	0.0%	0.00	0.00	0.00
85 - 90	1	0.0%	105091	100.0%	2	0.0%	0.00	0.00	0.00
90 - 95	2	0.0%	105093	100.0%	0	0.0%	0.00	0.00	0.00
95 - 100	0	0.0%	105093	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	45 (PSL)	71285	67.8%	33808	32.2%

MetroCount Traffic Executive
Daily Classes

ilyClass-55 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Institution Road/Plank Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:54 Monday, October 15, 2012 => 9:30 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE209SofINSTI.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 105093 / 106108 (99.04%)

Daily Classes

DailyClass-55

te:	112-068.0.0NS
Description:	**US Route 209 - South of Institution Road/Plank Road**
Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, October 15, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	36	6244	1518	71	292	42	24	26	57	29	0	0	2	8341
(%)	0.4	74.9	18.2	0.9	3.5	0.5	0.3	0.3	0.7	0.3	0.0	0.0	0.0	
Wed	51	7738	1881	107	390	93	34	35	113	34	0	0	9	10485
(%)	0.5	73.8	17.9	1.0	3.7	0.9	0.3	0.3	1.1	0.3	0.0	0.0	0.1	
Thu	58	8047	1847	104	413	74	26	50	113	27	0	0	5	10764
(%)	0.5	74.8	17.2	1.0	3.8	0.7	0.2	0.5	1.0	0.3	0.0	0.0	0.0	
Fri	8	7998	2084	117	387	35	15	47	71	28	0	0	1	10791
(%)	0.1	74.1	19.3	1.1	3.6	0.3	0.1	0.4	0.7	0.3	0.0	0.0	0.0	
Sat	148	7950	1676	46	189	8	1	39	25	16	0	0	4	10102
(%)	1.5	78.7	16.6	0.5	1.9	0.1	0.0	0.4	0.2	0.2	0.0	0.0	0.0	
Sun	169	6854	1315	13	111	9	2	33	23	8	0	0	3	8540
(%)	2.0	80.3	15.4	0.2	1.3	0.1	0.0	0.4	0.3	0.1	0.0	0.0	0.0	

erage daily volume

Entire week														
	86	7717	1760	76	297	43	15	40	68	22	0	0	4	10136
(%)	0.8	76.1	17.4	0.7	2.9	0.4	0.1	0.4	0.7	0.2	0.0	0.0	0.0	
Weekdays														
	38	7927	1937	109	396	66	24	43	99	29	0	0	5	10679
(%)	0.4	74.2	18.1	1.0	3.7	0.6	0.2	0.4	0.9	0.3	0.0	0.0	0.0	
Weekend														
	158	7402	1495	29	149	8	1	35	24	11	0	0	3	9321
(%)	1.7	79.4	16.0	0.3	1.6	0.1	0.0	0.4	0.3	0.1	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-55

te: 112-068.0.0NS
Description: **US Route 209 - South of Institution Road/Plank Road**
Filter time: **9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, October 22, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	68	7337	1991	93	388	70	35	58	113	25	0	0	6	10184
(%)	0.7	72.0	19.6	0.9	3.8	0.7	0.3	0.6	1.1	0.2	0.0	0.0	0.1	
Tue	15	6911	2024	126	514	61	24	34	101	21	0	0	3	9834
(%)	0.2	70.3	20.6	1.3	5.2	0.6	0.2	0.3	1.0	0.2	0.0	0.0	0.0	
Wed	10	7120	1966	79	446	53	22	48	79	19	0	0	5	9847
(%)	0.1	72.3	20.0	0.8	4.5	0.5	0.2	0.5	0.8	0.2	0.0	0.0	0.1	
Thu	20	7561	2070	106	450	32	21	50	109	21	0	0	4	10444
(%)	0.2	72.4	19.8	1.0	4.3	0.3	0.2	0.5	1.0	0.2	0.0	0.0	0.0	
Fri*	22	4009	1234	80	248	28	5	32	68	24	0	2	9	5761
(%)	0.4	69.6	21.4	1.4	4.3	0.5	0.1	0.6	1.2	0.4	0.0	0.0	0.2	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

erage daily volume

Entire week														
	28	7231	2012	101	449	53	25	47	100	21	0	0	4	10076
(%)	0.3	71.8	20.0	1.0	4.5	0.5	0.2	0.5	1.0	0.2	0.0	0.0	0.0	
Weekdays														
	28	7231	2012	101	449	53	25	47	100	21	0	0	4	10076
(%)	0.3	71.8	20.0	1.0	4.5	0.5	0.2	0.5	1.0	0.2	0.0	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

(2)

tWeeklyVehicle-33 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Route 55**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:57 Monday, October 15, 2012 => 2:43 Friday, October 26, 2012
Zone:	
File:	112-06829Oct2012ROTUET209SofRT55.EC0 (Plus)
Identifier:	E148J98W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 40154 / 41123 (97.64%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-33

:e:	112-068.0.0NS
Description:	**US Route 209 - South of Route 55**
Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	*	*	74.0	82.0	75.0	*	*	77.0	77.0
0100-0200	*	*	42.0	58.0	54.0	*	*	51.3	51.3
0200-0300	*	*	34.0	44.0	*	*	*	39.0	39.0
0300-0400	*	*	31.0	31.0	*	*	*	31.0	31.0
0400-0500	*	*	71.0	79.0	*	*	*	75.0	75.0
0500-0600	*	*	225.0	232.0	*	*	*	228.5	228.5
0600-0700	*	*	493.0	488.0	*	*	*	490.5	490.5
0700-0800	*	*	883.0	882.0	*	*	*	882.5	882.5
0800-0900	*	*	**898.0<**	856.0	*	*	*	877.0	877.0
0900-1000	*	*	872.0	880.0	*	*	*	876.0	876.0
1000-1100	*	847.0	846.0	832.0	*	*	*	841.7	841.7
1100-1200	*	862.0	887.0	**943.0<**	*	*	*	**897.3<**	**897.3<**
1200-1300	*	952.0	969.0	961.0	*	*	*	960.7	960.7
1300-1400	*	911.0	1004.0	893.0	*	*	*	936.0	936.0
1400-1500	*	1002.0	1047.0	1044.0	*	*	*	1031.0	1031.0
1500-1600	*	1195.0	1180.0	**1262.0<**	*	*	*	1212.3	1212.3
1600-1700	*	**1251.0<**	**1230.0<**	1250.0	*	*	*	**1243.7<**	**1243.7<**
1700-1800	*	1088.0	1072.0	1113.0	*	*	*	1091.0	1091.0
1800-1900	*	894.0	830.0	938.0	*	*	*	887.3	887.3
1900-2000	*	620.0	614.0	669.0	*	*	*	634.3	634.3
2000-2100	*	434.0	396.0	513.0	*	*	*	447.7	447.7
2100-2200	*	352.0	328.0	394.0	*	*	*	358.0	358.0
2200-2300	*	194.0	224.0	255.0	*	*	*	224.3	224.3
2300-2400	*	152.0	171.0	151.0	*	*	*	158.0	158.0
Totals									
0700-1900	*	*	11718.0	11854.0	*	*	*	11736.5	11736.5
0600-2200	*	*	13549.0	13918.0	*	*	*	13667.0	13667.0
0600-0000	*	*	13944.0	14324.0	*	*	*	14049.3	14049.3
0000-0000	*	*	14421.0	14850.0	*	*	*	14551.2	14551.2
AM Peak	*	*	0800	1100	*	*	*		
	*	*	898.0	943.0	*	*	*		
PM Peak	*	1600	1600	1500	*	*	*		
	*	1251.0	1230.0	1262.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-34 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Route 55**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:57 Monday, October 15, 2012 => 2:43 Friday, October 26, 2012
Zone:	
File:	112-06829Oct2012ROTUET209SofRT55.EC0 (Plus)
Identifier:	E148J98W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 20170 / 41123 (49.05%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-34

:e: 112-068.0.0NS
Description: **US Route 209 - South of Route 55**
Filter time: **10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	*	*	38.0	37.0	40.0	*	*	38.3	38.3
0100-0200	*	*	30.0	39.0	28.0	*	*	32.3	32.3
0200-0300	*	*	17.0	29.0	*	*	*	23.0	23.0
0300-0400	*	*	15.0	12.0	*	*	*	13.5	13.5
0400-0500	*	*	26.0	26.0	*	*	*	26.0	26.0
0500-0600	*	*	100.0	104.0	*	*	*	102.0	102.0
0600-0700	*	*	248.0	248.0	*	*	*	248.0	248.0
0700-0800	*	*	395.0	424.0	*	*	*	409.5	409.5
0800-0900	*	*	434.0	378.0	*	*	*	406.0	406.0
0900-1000	*	*	422.0	**464.0<**	*	*	*	**443.0<**	**443.0<**
1000-1100	*	405.0	412.0	412.0	*	*	*	409.7	409.7
1100-1200	*	442.0	**435.0<**	448.0	*	*	*	441.7	441.7
1200-1300	*	485.0	481.0	471.0	*	*	*	479.0	479.0
1300-1400	*	461.0	510.0	467.0	*	*	*	479.3	479.3
1400-1500	*	499.0	547.0	531.0	*	*	*	525.7	525.7
1500-1600	*	593.0	597.0	611.0	*	*	*	600.3	600.3
1600-1700	*	**640.0<**	**650.0<**	**642.0<**	*	*	*	**644.0<**	**644.0<**
1700-1800	*	579.0	570.0	563.0	*	*	*	570.7	570.7
1800-1900	*	436.0	428.0	472.0	*	*	*	445.3	445.3
1900-2000	*	305.0	309.0	362.0	*	*	*	325.3	325.3
2000-2100	*	229.0	215.0	287.0	*	*	*	243.7	243.7
2100-2200	*	178.0	173.0	209.0	*	*	*	186.7	186.7
2200-2300	*	110.0	119.0	127.0	*	*	*	118.7	118.7
2300-2400	*	63.0	74.0	69.0	*	*	*	68.7	68.7
Totals									
0700-1900	*	*	5881.0	5883.0	*	*	*	5854.2	5854.2
0600-2200	*	*	6826.0	6989.0	*	*	*	6857.8	6857.8
0600-0000	*	*	7019.0	7185.0	*	*	*	7045.2	7045.2
0000-0000	*	*	7245.0	7432.0	*	*	*	7280.3	7280.3
AM Peak	*	*	1100	0900	*	*	*		
	*	*	435.0	464.0	*	*	*		
PM Peak	*	1600	1600	1600	*	*	*		
	*	640.0	650.0	642.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-35 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Route 55**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:57 Monday, October 15, 2012 => 2:43 Friday, October 26, 2012
Zone:	
File:	112-06829Oct2012ROTUET209SofRT55.EC0 (Plus)
Identifier:	E148J98W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 19984 / 41123 (48.60%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-35

Site:	112-068.0.0NS
Description:	**US Route 209 - South of Route 55**
Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	*	*	36.0	45.0	35.0	*	*	38.7	38.7
0100-0200	*	*	12.0	19.0	26.0	*	*	19.0	19.0
0200-0300	*	*	17.0	15.0	*	*	*	16.0	16.0
0300-0400	*	*	16.0	19.0	*	*	*	17.5	17.5
0400-0500	*	*	45.0	53.0	*	*	*	49.0	49.0
0500-0600	*	*	125.0	128.0	*	*	*	126.5	126.5
0600-0700	*	*	245.0	240.0	*	*	*	242.5	242.5
0700-0800	*	*	**488.0<**	458.0	*	*	*	**473.0<**	**473.0<**
0800-0900	*	*	464.0	478.0	*	*	*	471.0	471.0
0900-1000	*	*	450.0	416.0	*	*	*	433.0	433.0
1000-1100	*	442.0	434.0	420.0	*	*	*	432.0	432.0
1100-1200	*	420.0	452.0	**495.0<**	*	*	*	455.7	455.7
1200-1300	*	467.0	488.0	490.0	*	*	*	481.7	481.7
1300-1400	*	450.0	494.0	426.0	*	*	*	456.7	456.7
1400-1500	*	503.0	500.0	513.0	*	*	*	505.3	505.3
1500-1600	*	602.0	**583.0<**	**651.0<**	*	*	*	**612.0<**	**612.0<**
1600-1700	*	**611.0<**	580.0	608.0	*	*	*	599.7	599.7
1700-1800	*	509.0	502.0	550.0	*	*	*	520.3	520.3
1800-1900	*	458.0	402.0	466.0	*	*	*	442.0	442.0
1900-2000	*	315.0	305.0	307.0	*	*	*	309.0	309.0
2000-2100	*	205.0	181.0	226.0	*	*	*	204.0	204.0
2100-2200	*	174.0	155.0	185.0	*	*	*	171.3	171.3
2200-2300	*	84.0	105.0	128.0	*	*	*	105.7	105.7
2300-2400	*	89.0	97.0	82.0	*	*	*	89.3	89.3
Totals									
0700-1900	*	*	5837.0	5971.0	*	*	*	5882.3	5882.3
0600-2200	*	*	6723.0	6929.0	*	*	*	6809.2	6809.2
0600-0000	*	*	6925.0	7139.0	*	*	*	7004.2	7004.2
0000-0000	*	*	7176.0	7418.0	*	*	*	7270.8	7270.8
AM Peak	*	*	0700	1100	*	*	*		
	*	*	488.0	495.0	*	*	*		
PM Peak	*	1600	1500	1500	*	*	*		
	*	611.0	583.0	651.0	*	*	*		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

)eedStat-36 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Route 55**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:57 Monday, October 15, 2012 => 2:43 Friday, October 26, 2012
Zone:	
File:	112-06829Oct2012ROTUET209SofRT55.EC0 (Plus)
Identifier:	E148J98W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 40154 / 41123 (97.64%)

Speed Statistics

SpeedStat-36

.e:	112-068.0.0NS
Description:	**US Route 209 - South of Route 55**
Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Vehicles = 40154
Posted speed limit = 35 mph, Exceeding = 25563 (63.66%), Mean Exceeding = 39.09 mph
Maximum = 98.5 mph, **Minimum** = 7.0 mph, **Mean** = 36.3 mph
85% Speed = 40.7 mph, **95% Speed** = 43.8 mph, **Median** = 36.2 mph
10 mph Pace = 32 - 42, **Number in Pace** = 30074 (74.90%)
Variance = 24.80, **Standard Deviation** = 4.98 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	40154	100.0%	0.00	0.00	0.00
5 - 10	15	0.0%	15	0.0%	40139	100.0%	0.00	0.00	0.00
10 - 15	79	0.2%	94	0.2%	40060	99.8%	0.00	0.00	0.00
15 - 20	226	0.6%	320	0.8%	39834	99.2%	0.00	0.00	0.00
20 - 25	517	1.3%	837	2.1%	39317	97.9%	0.00	0.00	0.00
25 - 30	2379	5.9%	3216	8.0%	36938	92.0%	0.00	0.00	0.00
30 - 35	11375	28.3%	14591	36.3%	25563	63.7%	0.00	0.00	0.00
35 - 40	17425	43.4%	32016	79.7%	8138	20.3%	0.00	0.00	0.00
40 - 45	6858	17.1%	38874	96.8%	1280	3.2%	0.00	0.00	0.00
45 - 50	1109	2.8%	39983	99.6%	171	0.4%	0.00	0.00	0.00
50 - 55	132	0.3%	40115	99.9%	39	0.1%	0.00	0.00	0.00
55 - 60	20	0.0%	40135	100.0%	19	0.0%	0.00	0.00	0.00
60 - 65	14	0.0%	40149	100.0%	5	0.0%	0.00	0.00	0.00
65 - 70	1	0.0%	40150	100.0%	4	0.0%	0.00	0.00	0.00
70 - 75	0	0.0%	40150	100.0%	4	0.0%	0.00	0.00	0.00
75 - 80	0	0.0%	40150	100.0%	4	0.0%	0.00	0.00	0.00
80 - 85	2	0.0%	40152	100.0%	2	0.0%	0.00	0.00	0.00
85 - 90	0	0.0%	40152	100.0%	2	0.0%	0.00	0.00	0.00
90 - 95	0	0.0%	40152	100.0%	2	0.0%	0.00	0.00	0.00
95 - 100	2	0.0%	40154	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	35 (PSL)	14591	36.3%	25563	63.7%

MetroCount Traffic Executive
Daily Classes

ilyClass-37 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - South of Route 55**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:57 Monday, October 15, 2012 => 2:43 Friday, October 26, 2012
Zone:	
File:	112-06829Oct2012ROTUET209SofRT55.EC0 (Plus)
Identifier:	E148J98W MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 40154 / 41123 (97.64%)

Daily Classes

DailyClass-37

Site:	112-068.0.0NS
Description:	**US Route 209 - South of Route 55**
Filter time:	**10:00 Tuesday, October 16, 2012 => 2:00 Friday, October 19, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, October 15, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	45	8782	1464	64	231	35	19	27	63	21	0	0	3	10754
(%)	0.4	81.7	13.6	0.6	2.1	0.3	0.2	0.3	0.6	0.2	0.0	0.0	0.0	
Wed	76	11443	2109	113	403	64	26	39	111	27	0	0	10	14421
(%)	0.5	79.3	14.6	0.8	2.8	0.4	0.2	0.3	0.8	0.2	0.0	0.0	0.1	
Thu	71	11967	2023	112	400	66	21	46	110	29	0	0	5	14850
(%)	0.5	80.6	13.6	0.8	2.7	0.4	0.1	0.3	0.7	0.2	0.0	0.0	0.0	
Fri*	0	107	14	1	3	1	0	0	1	2	0	0	0	129
(%)	0.0	82.9	10.9	0.8	2.3	0.8	0.0	0.0	0.8	1.6	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week														
	73	11705	2066	112	401	64	23	42	110	27	0	0	7	14635
(%)	0.5	80.0	14.1	0.8	2.7	0.4	0.2	0.3	0.8	0.2	0.0	0.0	0.0	
Weekdays														
	73	11705	2066	112	401	64	23	42	110	27	0	0	7	14635
(%)	0.5	80.0	14.1	0.8	2.7	0.4	0.2	0.3	0.8	0.2	0.0	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

3

.tWeeklyVehicle-19 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - north of Nevele Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:50 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012Rt209NorthofNeveleRd.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 37012 / 37473 (98.77%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-19

Site: 112-068.0.0NS
Description: **US Route 209 - north of Nevele Road**
Filter time: **12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	78.0	53.0	50.0	*	*	77.0	131.0	60.3	77.8
0100-0200	36.0	63.0	72.0	*	*	74.0	56.0	57.0	60.2
0200-0300	30.0	31.0	43.0	*	*	63.0	53.0	34.7	44.0
0300-0400	33.0	38.0	26.0	*	*	27.0	36.0	32.3	32.0
0400-0500	64.0	67.0	52.0	*	*	31.0	36.0	61.0	50.0
0500-0600	149.0	146.0	136.0	*	*	56.0	57.0	143.7	108.8
0600-0700	257.0	237.0	245.0	*	*	110.0	102.0	246.3	190.2
0700-0800	332.0	327.0	336.0	*	*	189.0	145.0	331.7	265.8
0800-0900	315.0	316.0	344.0	*	*	291.0	221.0	325.0	297.4
0900-1000	322.0	352.0	339.0	*	*	405.0	321.0	337.7	347.8
1000-1100	392.0	373.0	356.0	*	*	**527.0<**	453.0	373.7	420.2
1100-1200	**414.0<**	**424.0<**	**413.0<**	*	*	509.0	**573.0<**	**417.0<**	**466.6<**
1200-1300	437.0	402.0	395.0	*	494.0	**577.0<**	628.0	432.0	488.8
1300-1400	441.0	435.0	367.0	*	579.0	566.0	**673.0<**	455.5	510.2
1400-1500	490.0	459.0	*	*	624.0	536.0	640.0	524.3	549.8
1500-1600	**553.0<**	**541.0<**	*	*	**650.0<**	534.0	654.0	**581.3<**	**586.4<**
1600-1700	515.0	483.0	*	*	600.0	500.0	571.0	532.7	533.8
1700-1800	469.0	503.0	*	*	640.0	480.0	548.0	537.3	528.0
1800-1900	408.0	380.0	*	*	467.0	441.0	458.0	418.3	430.8
1900-2000	275.0	290.0	*	*	442.0	391.0	418.0	335.7	363.2
2000-2100	206.0	293.0	*	*	301.0	330.0	364.0	266.7	298.8
2100-2200	155.0	187.0	*	*	272.0	229.0	255.0	204.7	219.6
2200-2300	137.0	156.0	*	*	232.0	278.0	168.0	175.0	194.2
2300-2400	95.0	92.0	*	*	151.0	192.0	161.0	112.7	138.2
Totals									
0700-1900	5088.0	4995.0	*	*	*	5555.0	5885.0	5266.5	5425.6
0600-2200	5981.0	6002.0	*	*	*	6615.0	7024.0	6319.8	6497.4
0600-0000	6213.0	6250.0	*	*	*	7085.0	7353.0	6607.5	6829.8
0000-0000	6603.0	6648.0	*	*	*	7413.0	7722.0	6996.5	7202.6
AM Peak	1100	1100	1100	*	*	1000	1100		
	414.0	424.0	413.0	*	*	527.0	573.0		
PM Peak	1500	1500	*	*	1500	1200	1300		
	553.0	541.0	*	*	650.0	577.0	673.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-22 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - north of Nevele Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:50 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012Rt209NorthofNeveleRd.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18175 / 37473 (48.50%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-22

Site:	112-068.0.0NS
Description:	**US Route 209 - north of Nevele Road**
Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	58.0	37.0	29.0	*	*	44.0	65.0	41.3	46.6
0100-0200	22.0	46.0	59.0	*	*	57.0	31.0	42.3	43.0
0200-0300	15.0	21.0	25.0	*	*	41.0	23.0	20.3	25.0
0300-0400	14.0	14.0	9.0	*	*	18.0	20.0	12.3	15.0
0400-0500	21.0	22.0	11.0	*	*	14.0	17.0	18.0	17.0
0500-0600	41.0	43.0	44.0	*	*	24.0	25.0	42.7	35.4
0600-0700	96.0	108.0	108.0	*	*	52.0	49.0	104.0	82.6
0700-0800	173.0	165.0	168.0	*	*	85.0	69.0	168.7	132.0
0800-0900	153.0	156.0	185.0	*	*	156.0	97.0	164.7	149.4
0900-1000	133.0	153.0	142.0	*	*	214.0	153.0	142.7	159.0
1000-1100	178.0	**207.0<**	167.0	*	*	258.0	216.0	184.0	205.2
1100-1200	**189.0<**	189.0	**197.0<**	*	*	**270.0<**	**261.0<**	**191.7<**	**221.2<**
1200-1300	205.0	176.0	193.0	*	256.0	**311.0<**	297.0	207.5	239.7
1300-1400	191.0	212.0	180.0	*	296.0	291.0	**308.0<**	219.8	246.3
1400-1500	224.0	204.0	*	*	337.0	291.0	287.0	255.0	268.6
1500-1600	**267.0<**	264.0	*	*	**354.0<**	268.0	284.0	**295.0<**	**287.4<**
1600-1700	252.0	232.0	*	*	347.0	261.0	237.0	277.0	265.8
1700-1800	236.0	**283.0<**	*	*	346.0	238.0	215.0	288.3	263.6
1800-1900	202.0	210.0	*	*	288.0	233.0	201.0	233.3	226.8
1900-2000	156.0	142.0	*	*	222.0	199.0	153.0	173.3	174.4
2000-2100	109.0	155.0	*	*	182.0	146.0	136.0	148.7	145.6
2100-2200	99.0	102.0	*	*	164.0	106.0	104.0	121.7	115.0
2200-2300	87.0	82.0	*	*	117.0	121.0	80.0	95.3	97.4
2300-2400	46.0	54.0	*	*	92.0	96.0	91.0	64.0	75.8
Totals									
0700-1900	2403.0	2451.0	*	*	*	2876.0	2625.0	2627.6	2665.0
0600-2200	2863.0	2958.0	*	*	*	3379.0	3067.0	3175.3	3182.6
0600-0000	2996.0	3094.0	*	*	*	3596.0	3238.0	3334.6	3355.8
0000-0000	3167.0	3277.0	*	*	*	3794.0	3419.0	3511.6	3537.8
AM Peak	1100	1000	1100	*	*	1100	1100		
	189.0	207.0	197.0	*	*	270.0	261.0		
PM Peak	1500	1700	*	*	1500	1200	1300		
	267.0	283.0	*	*	354.0	311.0	308.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-21 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - north of Nevele Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:50 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012Rt209NorthofNeveleRd.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 18837 / 37473 (50.27%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-21

Site: 112-068.0.0NS
Description: **US Route 209 - north of Nevele Road**
Filter time: **12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	20.0	16.0	21.0	*	*	33.0	66.0	19.0	31.2
0100-0200	14.0	17.0	13.0	*	*	17.0	25.0	14.7	17.2
0200-0300	15.0	10.0	18.0	*	*	22.0	30.0	14.3	19.0
0300-0400	19.0	24.0	17.0	*	*	9.0	16.0	20.0	17.0
0400-0500	43.0	45.0	41.0	*	*	17.0	19.0	43.0	33.0
0500-0600	108.0	103.0	92.0	*	*	32.0	32.0	101.0	73.4
0600-0700	161.0	129.0	137.0	*	*	58.0	53.0	142.3	107.6
0700-0800	159.0	162.0	168.0	*	*	104.0	76.0	163.0	133.8
0800-0900	162.0	160.0	159.0	*	*	135.0	124.0	160.3	148.0
0900-1000	189.0	199.0	197.0	*	*	191.0	168.0	195.0	188.8
1000-1100	214.0	166.0	189.0	*	*	**269.0<**	237.0	189.7	215.0
1100-1200	**225.0<**	**235.0<**	**216.0<**	*	*	239.0	**312.0<**	**225.3<**	**245.4<**
1200-1300	232.0	226.0	202.0	*	238.0	266.0	331.0	224.5	249.2
1300-1400	250.0	223.0	187.0	*	283.0	**275.0<**	365.0	235.8	263.8
1400-1500	266.0	255.0	*	*	287.0	245.0	353.0	269.3	281.2
1500-1600	**286.0<**	**277.0<**	*	*	**296.0<**	266.0	**370.0<**	**286.3<**	**299.0<**
1600-1700	263.0	251.0	*	*	253.0	239.0	334.0	255.7	268.0
1700-1800	233.0	220.0	*	*	294.0	242.0	333.0	249.0	264.4
1800-1900	206.0	170.0	*	*	179.0	208.0	257.0	185.0	204.0
1900-2000	119.0	148.0	*	*	220.0	192.0	265.0	162.3	188.8
00-2100	97.0	138.0	*	*	119.0	184.0	228.0	118.0	153.2
2100-2200	56.0	85.0	*	*	108.0	123.0	151.0	83.0	104.6
2200-2300	50.0	74.0	*	*	115.0	157.0	88.0	79.7	96.8
2300-2400	49.0	38.0	*	*	59.0	96.0	70.0	48.7	62.4
Totals									
0700-1900	2685.0	2544.0	*	*	*	2679.0	3260.0	2638.9	2760.6
0600-2200	3118.0	3044.0	*	*	*	3236.0	3957.0	3144.6	3314.8
0600-0000	3217.0	3156.0	*	*	*	3489.0	4115.0	3272.9	3474.0
0000-0000	3436.0	3371.0	*	*	*	3619.0	4303.0	3484.9	3664.8
AM Peak	1100	1100	1100	*	*	1000	1100		
	225.0	235.0	216.0	*	*	269.0	312.0		
PM Peak	1500	1500	*	*	1500	1300	1500		
	286.0	277.0	*	*	296.0	275.0	370.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

SpeedStat-24 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - north of Nevele Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:50 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012Rt209NorthofNeveleRd.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 37012 / 37473 (98.77%)

Speed Statistics

SpeedStat-24

Site:	112-068.0.0NS
Description:	**US Route 209 - north of Nevele Road**
Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Vehicles = 37012
Posted speed limit = 55 mph, Exceeding = 12271 (33.15%), Mean Exceeding = 59.40 mph
Maximum = 97.4 mph, **Minimum** = 5.7 mph, **Mean** = 51.9 mph
85% Speed = 58.6 mph, **95% Speed** = 63.1 mph, **Median** = 52.3 mph
10 mph Pace = 47 - 57, **Number in Pace** = 21539 (58.19%)
Variance = 61.99, **Standard Deviation** = 7.87 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	37012	100.0%	0.00	0.00	0.00
5 - 10	16	0.0%	16	0.0%	36996	100.0%	0.00	0.00	0.00
10 - 15	79	0.2%	95	0.3%	36917	99.7%	0.00	0.00	0.00
15 - 20	153	0.4%	248	0.7%	36764	99.3%	0.00	0.00	0.00
20 - 25	230	0.6%	478	1.3%	36534	98.7%	0.00	0.00	0.00
25 - 30	277	0.7%	755	2.0%	36257	98.0%	0.00	0.00	0.00
30 - 35	380	1.0%	1135	3.1%	35877	96.9%	0.00	0.00	0.00
35 - 40	852	2.3%	1987	5.4%	35025	94.6%	0.00	0.00	0.00
40 - 45	2933	7.9%	4920	13.3%	32092	86.7%	0.00	0.00	0.00
45 - 50	7946	21.5%	12866	34.8%	24146	65.2%	0.00	0.00	0.00
50 - 55	11875	32.1%	24741	66.8%	12271	33.2%	0.00	0.00	0.00
55 - 60	8083	21.8%	32824	88.7%	4188	11.3%	0.00	0.00	0.00
60 - 65	3143	8.5%	35967	97.2%	1045	2.8%	0.00	0.00	0.00
65 - 70	812	2.2%	36779	99.4%	233	0.6%	0.00	0.00	0.00
70 - 75	162	0.4%	36941	99.8%	71	0.2%	0.00	0.00	0.00
75 - 80	44	0.1%	36985	99.9%	27	0.1%	0.00	0.00	0.00
80 - 85	13	0.0%	36998	100.0%	14	0.0%	0.00	0.00	0.00
85 - 90	6	0.0%	37004	100.0%	8	0.0%	0.00	0.00	0.00
90 - 95	6	0.0%	37010	100.0%	2	0.0%	0.00	0.00	0.00
95 - 100	2	0.0%	37012	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	55 (PSL)	24741	66.8%	12271	33.2%

MetroCount Traffic Executive
Daily Classes

DailyClass-25 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - north of Nevele Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:50 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012Rt209NorthofNeveleRd.EC0 (Plus)
Identifier:	BG78EVVB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 37012 / 37473 (98.77%)

Daily Classes

DailyClass-25

Site:	112-068.0.0NS
Description:	**US Route 209 - north of Nevele Road**
Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, August 13, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	64	4295	858	30	102	6	2	59	32	3	0	0	1	5452
(%)	1.2	78.8	15.7	0.6	1.9	0.1	0.0	1.1	0.6	0.1	0.0	0.0	0.0	
Sat	129	5936	1152	17	111	5	1	41	19	2	0	0	0	7413
(%)	1.7	80.1	15.5	0.2	1.5	0.1	0.0	0.6	0.3	0.0	0.0	0.0	0.0	
Sun	242	5854	1409	30	99	9	0	46	30	1	0	0	2	7722
(%)	3.1	75.8	18.2	0.4	1.3	0.1	0.0	0.6	0.4	0.0	0.0	0.0	0.0	

Average daily volume

Entire week														
	185	5895	1280	23	105	6	0	43	24	1	0	0	0	7567
(%)	2.4	77.9	16.9	0.3	1.4	0.1	0.0	0.6	0.3	0.0	0.0	0.0	0.0	
Weekdays	No complete days.													
Weekend														
	185	5895	1280	23	105	6	0	43	24	1	0	0	0	7567
(%)	2.4	77.9	16.9	0.3	1.4	0.1	0.0	0.6	0.3	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-25

Site:	112-068.0.0NS
Description:	**US Route 209 - north of Nevele Road**
Filter time:	**12:00 Friday, August 17, 2012 => 14:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, August 20, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	42	4741	1372	72	202	27	6	50	65	17	0	0	9	6603
(%)	0.6	71.8	20.8	1.1	3.1	0.4	0.1	0.8	1.0	0.3	0.0	0.0	0.1	
Tue	76	4577	1474	107	250	19	2	49	68	20	0	0	6	6648
(%)	1.1	68.8	22.2	1.6	3.8	0.3	0.0	0.7	1.0	0.3	0.0	0.0	0.1	
Wed*	46	2084	731	50	163	19	3	16	49	10	0	0	3	3174
(%)	1.4	65.7	23.0	1.6	5.1	0.6	0.1	0.5	1.5	0.3	0.0	0.0	0.1	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week														
	59	4659	1422	89	226	23	4	49	66	18	0	0	7	6625
(%)	0.9	70.3	21.5	1.3	3.4	0.3	0.1	0.7	1.0	0.3	0.0	0.0	0.1	
Weekdays														
	59	4659	1422	89	226	23	4	49	66	18	0	0	7	6625
(%)	0.9	70.3	21.5	1.3	3.4	0.3	0.1	0.7	1.0	0.3	0.0	0.0	0.1	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-12 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - between Nevele Road and CR 172**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:56 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnNeveleRd&CR172.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 39861 / 41033 (97.14%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-12

e:	112-068.0.0NS
Description:	**US Route 209 - between Nevele Road and CR 172**
Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	90.0	58.0	51.0	*	*	92.0	122.0	66.3	82.6
0100-0200	38.0	69.0	74.0	*	*	85.0	57.0	60.3	64.6
0200-0300	26.0	32.0	41.0	*	*	39.0	48.0	33.0	37.2
0300-0400	48.0	46.0	40.0	*	*	24.0	32.0	44.7	38.0
0400-0500	75.0	75.0	69.0	*	*	34.0	38.0	73.0	58.2
0500-0600	195.0	198.0	204.0	*	*	62.0	59.0	199.0	143.6
0600-0700	318.0	310.0	298.0	*	*	126.0	106.0	308.7	231.6
0700-0800	394.0	375.0	395.0	*	*	202.0	170.0	388.0	307.2
0800-0900	403.0	388.0	382.0	*	*	341.0	267.0	391.0	356.2
0900-1000	369.0	423.0	345.0	*	*	423.0	324.0	379.0	376.8
1000-1100	443.0	406.0	370.0	*	*	**536.0<**	545.0	406.3	460.0
1100-1200	**447.0<**	**445.0<**	**422.0<**	*	*	494.0	**607.0<**	**438.0<**	**483.0<**
1200-1300	466.0	478.0	421.0	*	*	591.0	674.0	455.0	526.0
1300-1400	499.0	466.0	*	*	635.0	**611.0<**	704.0	533.3	583.0
1400-1500	480.0	476.0	*	*	684.0	577.0	668.0	546.7	577.0
1500-1600	**635.0<**	604.0	*	*	765.0	578.0	**770.0<**	**668.0<**	**670.4<**
1600-1700	603.0	**604.0<**	*	*	712.0	518.0	629.0	639.7	613.2
1700-1800	531.0	584.0	*	*	704.0	498.0	626.0	606.3	588.6
1800-1900	452.0	427.0	*	*	602.0	450.0	514.0	493.7	489.0
1900-2000	287.0	308.0	*	*	468.0	421.0	452.0	354.3	387.2
2000-2100	229.0	310.0	*	*	378.0	320.0	359.0	305.7	319.2
2100-2200	166.0	205.0	*	*	307.0	275.0	237.0	226.0	238.0
2200-2300	140.0	150.0	*	*	253.0	276.0	206.0	181.0	205.0
2300-2400	102.0	103.0	*	*	136.0	184.0	158.0	113.7	136.6
Totals									
0700-1900	5722.0	5676.0	*	*	*	5819.0	6498.0	5945.0	6030.4
0600-2200	6722.0	6809.0	*	*	*	6961.0	7652.0	7139.7	7206.4
0600-0000	6964.0	7062.0	*	*	*	7421.0	8016.0	7434.3	7548.0
0000-0000	7436.0	7540.0	*	*	*	7757.0	8372.0	7910.7	7972.2
AM Peak	1100	1100	1100	*	*	1000	1100		
	447.0	445.0	422.0	*	*	536.0	607.0		
PM Peak	1500	1600	*	*	*	1300	1500		
	635.0	604.0	*	*	*	611.0	770.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-13 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - between Nevele Road and CR 172**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:56 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnNeveleRd&CR172.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 20065 / 41033 (48.90%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-13

.e:	112-068.0.0NS
Description:	**US Route 209 - between Nevele Road and CR 172**
Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	73.0	46.0	36.0	*	*	66.0	74.0	51.7	59.0
0100-0200	22.0	35.0	33.0	*	*	49.0	29.0	30.0	33.6
0200-0300	16.0	22.0	27.0	*	*	21.0	21.0	21.7	21.4
0300-0400	23.0	20.0	16.0	*	*	16.0	19.0	19.7	18.8
0400-0500	37.0	33.0	33.0	*	*	17.0	17.0	34.3	27.4
0500-0600	74.0	97.0	108.0	*	*	21.0	27.0	93.0	65.4
0600-0700	102.0	129.0	118.0	*	*	54.0	44.0	116.3	89.4
0700-0800	149.0	142.0	150.0	*	*	83.0	80.0	147.0	120.8
0800-0900	178.0	182.0	173.0	*	*	167.0	109.0	177.7	161.8
0900-1000	150.0	190.0	153.0	*	*	202.0	134.0	164.3	165.8
1000-1100	178.0	**207.0<**	175.0	*	*	**253.0<**	230.0	186.7	208.6
1100-1200	**203.0<**	198.0	**205.0<**	*	*	249.0	**272.0<**	**202.0<**	**225.4<**
1200-1300	219.0	208.0	208.0	*	*	**340.0<**	275.0	211.7	250.0
1300-1400	219.0	219.0	*	*	343.0	333.0	299.0	260.3	282.6
1400-1500	238.0	237.0	*	*	399.0	306.0	273.0	291.3	290.6
1500-1600	319.0	286.0	*	*	426.0	297.0	**323.0<**	343.7	330.2
1600-1700	**329.0<**	338.0	*	*	440.0	275.0	286.0	**369.0<**	**333.6<**
1700-1800	295.0	**338.0<**	*	*	444.0	277.0	259.0	359.0	322.6
1800-1900	265.0	255.0	*	*	374.0	259.0	202.0	298.0	271.0
1900-2000	199.0	165.0	*	*	270.0	219.0	185.0	211.3	207.6
2000-2100	148.0	196.0	*	*	238.0	165.0	149.0	194.0	179.2
2100-2200	115.0	130.0	*	*	236.0	155.0	102.0	160.3	147.6
2200-2300	89.0	90.0	*	*	164.0	139.0	97.0	114.3	115.8
2300-2400	56.0	65.0	*	*	99.0	103.0	101.0	73.3	84.8
Totals									
0700-1900	2742.0	2800.0	*	*	*	3041.0	2742.0	3010.7	2963.0
0600-2200	3306.0	3420.0	*	*	*	3634.0	3222.0	3692.7	3586.8
0600-0000	3451.0	3575.0	*	*	*	3876.0	3420.0	3880.3	3787.4
0000-0000	3696.0	3828.0	*	*	*	4066.0	3607.0	4130.7	4013.0
AM Peak	1100	1000	1100	*	*	1000	1100		
	203.0	207.0	205.0	*	*	253.0	272.0		
PM Peak	1600	1700	*	*	*	1200	1500		
	329.0	338.0	*	*	*	340.0	323.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

:tWeeklyVehicle-14 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - between Nevele Road and CR 172**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:56 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnNeveleRd&CR172.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 19796 / 41033 (48.24%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-14

.e: 112-068.0.0NS
Description: **US Route 209 - between Nevele Road and CR 172**
Filter time: **13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(5,100) Headway(>0)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
Hour									
0000-0100	17.0	12.0	15.0	*	*	26.0	48.0	14.7	23.6
0100-0200	16.0	34.0	41.0	*	*	36.0	28.0	30.3	31.0
0200-0300	10.0	10.0	14.0	*	*	18.0	27.0	11.3	15.8
0300-0400	25.0	26.0	24.0	*	*	8.0	13.0	25.0	19.2
0400-0500	38.0	42.0	36.0	*	*	17.0	21.0	38.7	30.8
0500-0600	121.0	101.0	96.0	*	*	41.0	32.0	106.0	78.2
0600-0700	216.0	181.0	180.0	*	*	72.0	62.0	192.3	142.2
0700-0800	245.0	233.0	**245.0<**	*	*	119.0	90.0	**241.0<**	186.4
0800-0900	225.0	206.0	209.0	*	*	174.0	158.0	213.3	194.4
0900-1000	219.0	233.0	192.0	*	*	221.0	190.0	214.7	211.0
1000-1100	**265.0<**	199.0	195.0	*	*	**283.0<**	315.0	219.7	251.4
1100-1200	244.0	**247.0<**	217.0	*	*	245.0	**335.0<**	236.0	**257.6<**
1200-1300	247.0	270.0	213.0	*	*	251.0	399.0	243.3	276.0
1300-1400	280.0	247.0	*	*	292.0	278.0	405.0	273.0	300.4
1400-1500	242.0	239.0	*	*	285.0	271.0	395.0	255.3	286.4
1500-1600	**316.0<**	**318.0<**	*	*	339.0	**281.0<**	**447.0<**	**324.3<**	**340.2<**
1600-1700	274.0	266.0	*	*	272.0	243.0	343.0	270.7	279.6
1700-1800	236.0	246.0	*	*	260.0	221.0	367.0	247.3	266.0
1800-1900	187.0	172.0	*	*	228.0	191.0	312.0	195.7	218.0
)0-2000	88.0	143.0	*	*	198.0	202.0	267.0	143.0	179.6
.00-2100	81.0	114.0	*	*	140.0	155.0	210.0	111.7	140.0
2100-2200	51.0	75.0	*	*	71.0	120.0	135.0	65.7	90.4
2200-2300	51.0	60.0	*	*	89.0	137.0	109.0	66.7	89.2
2300-2400	46.0	38.0	*	*	37.0	81.0	57.0	40.3	51.8
Totals									
0700-1900	2980.0	2876.0	*	*	*	2778.0	3756.0	2934.3	3067.4
0600-2200	3416.0	3389.0	*	*	*	3327.0	4430.0	3447.0	3619.6
0600-0000	3513.0	3487.0	*	*	*	3545.0	4596.0	3554.0	3760.6
0000-0000	3740.0	3712.0	*	*	*	3691.0	4765.0	3780.0	3959.2
AM Peak	1000	1100	0700	*	*	1000	1100		
	265.0	247.0	245.0	*	*	283.0	335.0		
PM Peak	1500	1500	*	*	*	1500	1500		
	316.0	318.0	*	*	*	281.0	447.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

eedStat-15 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - between Nevele Road and CR 172**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:56 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnNeveleRd&CR172.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 39861 / 41033 (97.14%)

Speed Statistics

SpeedStat-15

e:	112-068.0.0NS
Description:	**US Route 209 - between Nevele Road and CR 172**
Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Vehicles = 39861
Posted speed limit = 55 mph, Exceeding = 28088 (70.46%), Mean Exceeding = 60.42 mph
Maximum = 97.1 mph, **Minimum** = 9.2 mph, **Mean** = 57.7 mph
85% Speed = 63.1 mph, **95% Speed** = 66.9 mph, **Median** = 57.7 mph
10 mph Pace = 53 - 63, **Number in Pace** = 26794 (67.22%)
Variance = 32.55, **Standard Deviation** = 5.71 mph

Speed Bins

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	39861	100.0%	0.00	0.00	0.00
5 - 10	1	0.0%	1	0.0%	39860	100.0%	0.00	0.00	0.00
10 - 15	0	0.0%	1	0.0%	39860	100.0%	0.00	0.00	0.00
15 - 20	3	0.0%	4	0.0%	39857	100.0%	0.00	0.00	0.00
20 - 25	5	0.0%	9	0.0%	39852	100.0%	0.00	0.00	0.00
25 - 30	10	0.0%	19	0.0%	39842	100.0%	0.00	0.00	0.00
30 - 35	35	0.1%	54	0.1%	39807	99.9%	0.00	0.00	0.00
35 - 40	97	0.2%	151	0.4%	39710	99.6%	0.00	0.00	0.00
40 - 45	458	1.1%	609	1.5%	39252	98.5%	0.00	0.00	0.00
45 - 50	2330	5.8%	2939	7.4%	36922	92.6%	0.00	0.00	0.00
50 - 55	8834	22.2%	11773	29.5%	28088	70.5%	0.00	0.00	0.00
55 - 60	15148	38.0%	26921	67.5%	12940	32.5%	0.00	0.00	0.00
60 - 65	9517	23.9%	36438	91.4%	3423	8.6%	0.00	0.00	0.00
65 - 70	2633	6.6%	39071	98.0%	790	2.0%	0.00	0.00	0.00
70 - 75	584	1.5%	39655	99.5%	206	0.5%	0.00	0.00	0.00
[illegible] - 80	139	0.3%	39794	99.8%	67	0.2%	0.00	0.00	0.00
80 - 85	39	0.1%	39833	99.9%	28	0.1%	0.00	0.00	0.00
85 - 90	16	0.0%	39849	100.0%	12	0.0%	0.00	0.00	0.00
90 - 95	8	0.0%	39857	100.0%	4	0.0%	0.00	0.00	0.00
95 - 100	4	0.0%	39861	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields

	Limit	Below		Above	
0	55 (PSL)	11773	29.5%	28088	70.5%

MetroCount Traffic Executive
Daily Classes

ilyClass-16 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - between Nevele Road and CR 172**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:56 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnNeveleRd&CR172.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 39861 / 41033 (97.14%)

Daily Classes

DailyClass-16

Site: 112-068.0.0NS
Description: **US Route 209 - between Nevele Road and CR 172**
Filter time: **13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, August 13, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	57	4587	696	32	92	34	20	54	62	6	0	0	4	5644
(%)	1.0	81.3	12.3	0.6	1.6	0.6	0.4	1.0	1.1	0.1	0.0	0.0	0.1	
Sat	145	6275	1036	21	109	61	2	29	66	3	0	0	10	7757
(%)	1.9	80.9	13.4	0.3	1.4	0.8	0.0	0.4	0.9	0.0	0.0	0.0	0.1	
Sun	226	6651	1160	29	90	80	9	46	68	6	0	0	7	8372
(%)	2.7	79.4	13.9	0.3	1.1	1.0	0.1	0.5	0.8	0.1	0.0	0.0	0.1	

erage daily volume

Entire week														
	185	6463	1097	25	99	70	5	37	66	4	0	0	8	8064
(%)	2.3	80.1	13.6	0.3	1.2	0.9	0.1	0.5	0.8	0.0	0.0	0.0	0.1	
Weekdays	No complete days.													
Weekend														
	185	6463	1097	25	99	70	5	37	66	4	0	0	8	8064
(%)	2.3	80.1	13.6	0.3	1.2	0.9	0.1	0.5	0.8	0.0	0.0	0.0	0.1	

*** - Incomplete**

Daily Classes

DailyClass-16

e:	112-068.0.0NS
Description:	**US Route 209 - between Nevele Road and CR 172**
Filter time:	**13:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, August 20, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	43	5433	1279	65	193	155	46	38	127	21	0	0	36	7436
(%)	0.6	73.1	17.2	0.9	2.6	2.1	0.6	0.5	1.7	0.3	0.0	0.0	0.5	
Tue	104	5491	1189	106	236	125	38	54	134	27	0	0	36	7540
(%)	1.4	72.8	15.8	1.4	3.1	1.7	0.5	0.7	1.8	0.4	0.0	0.0	0.5	
Wed*	50	2111	577	38	116	76	8	24	81	16	0	0	15	3112
(%)	1.6	67.8	18.5	1.2	3.7	2.4	0.3	0.8	2.6	0.5	0.0	0.0	0.5	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

erage daily volume

Entire week														
	73	5462	1234	85	214	139	41	45	130	24	0	0	36	7488
(%)	1.0	72.9	16.5	1.1	2.9	1.9	0.5	0.6	1.7	0.3	0.0	0.0	0.5	
Weekdays														
	73	5462	1234	85	214	139	41	45	130	24	0	0	36	7488
(%)	1.0	72.9	16.5	1.1	2.9	1.9	0.5	0.6	1.7	0.3	0.0	0.0	0.5	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-5 -- English (ENU)

5

Datasets:

Site:	**[112-068] US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 10:01 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnCR172&RT17Ramps.EC0 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 37904 / 39488 (95.99%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-5

.e: 112-068.0.0NS
Description: **US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Filter time: **13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	86.0	41.0	37.0	*	*	56.0	102.0	54.7	64.4
0100-0200	27.0	54.0	41.0	*	*	55.0	52.0	40.7	45.8
0200-0300	21.0	27.0	25.0	*	*	23.0	49.0	24.3	29.0
0300-0400	32.0	41.0	36.0	*	*	16.0	36.0	36.3	32.2
0400-0500	70.0	69.0	61.0	*	*	33.0	38.0	66.7	54.2
0500-0600	183.0	166.0	161.0	*	*	63.0	50.0	170.0	124.6
0600-0700	299.0	277.0	278.0	*	*	122.0	93.0	284.7	213.8
0700-0800	348.0	336.0	345.0	*	*	192.0	151.0	343.0	274.4
0800-0900	385.0	365.0	355.0	*	*	317.0	281.0	368.3	340.6
0900-1000	432.0	427.0	378.0	*	*	445.0	365.0	412.3	409.4
1000-1100	580.0	424.0	399.0	*	*	**548.0<**	573.0	467.7	504.8
1100-1200	**598.0<**	**490.0<**	**469.0<**	*	*	515.0	**604.0<**	**519.0<**	**535.2<**
1200-1300	569.0	491.0	*	*	*	560.0	710.0	530.0	582.5
1300-1400	607.0	453.0	*	*	582.0	575.0	680.0	547.3	579.4
1400-1500	550.0	504.0	*	*	641.0	**575.0<**	**716.0<**	565.0	597.2
1500-1600	**634.0<**	496.0	*	*	671.0	553.0	698.0	600.3	**610.4<**
1600-1700	575.0	**577.0<**	*	*	657.0	498.0	612.0	**603.0<**	583.8
1700-1800	511.0	549.0	*	*	608.0	455.0	582.0	556.0	541.0
1800-1900	404.0	425.0	*	*	526.0	392.0	478.0	451.7	445.0
00-2000	269.0	363.0	*	*	388.0	363.0	433.0	340.0	363.2
2000-2100	207.0	254.0	*	*	331.0	279.0	333.0	264.0	280.8
2100-2200	142.0	140.0	*	*	242.0	246.0	236.0	174.7	201.2
2200-2300	123.0	129.0	*	*	182.0	237.0	183.0	144.7	170.8
2300-2400	88.0	83.0	*	*	97.0	170.0	130.0	89.3	113.6
Totals									
0700-1900	6193.0	5537.0	*	*	*	5625.0	6450.0	5963.7	6003.7
0600-2200	7110.0	6571.0	*	*	*	6635.0	7545.0	7027.0	7062.7
0600-0000	7321.0	6783.0	*	*	*	7042.0	7858.0	7261.0	7347.1
0000-0000	7740.0	7181.0	*	*	*	7288.0	8185.0	7653.7	7697.3
AM Peak	1100	1100	1100	*	*	1000	1100		
	598.0	490.0	469.0	*	*	548.0	604.0		
PM Peak	1500	1600	*	*	*	1400	1400		
	634.0	577.0	*	*	*	575.0	716.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

rtWeeklyVehicle-7 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 10:01 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnCR172&RT17Ramps.EC0 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 16774 / 39488 (42.48%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-7

e:	112-068.0.0NS
Description:	**US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
0000-0100	52.0	23.0	21.0	*	*	37.0	40.0	32.0	34.6
0100-0200	14.0	27.0	16.0	*	*	28.0	20.0	19.0	21.0
0200-0300	10.0	16.0	17.0	*	*	10.0	19.0	14.3	14.4
0300-0400	8.0	12.0	10.0	*	*	7.0	18.0	10.0	11.0
0400-0500	25.0	19.0	23.0	*	*	10.0	14.0	22.3	18.2
0500-0600	40.0	47.0	43.0	*	*	13.0	14.0	43.3	31.4
0600-0700	65.0	89.0	87.0	*	*	36.0	29.0	80.3	61.2
0700-0800	101.0	97.0	114.0	*	*	63.0	58.0	104.0	86.6
0800-0900	156.0	142.0	146.0	*	*	130.0	115.0	148.0	137.8
0900-1000	181.0	178.0	162.0	*	*	194.0	154.0	173.7	173.8
1000-1100	287.0	204.0	160.0	*	*	226.0	209.0	217.0	217.2
1100-1200	**295.0<**	**213.0<**	**236.0<**	*	*	**235.0<**	**246.0<**	**248.0<**	**245.0<**
1200-1300	253.0	230.0	*	*	*	264.0	275.0	241.5	255.5
1300-1400	278.0	201.0	*	*	282.0	254.0	255.0	253.7	254.0
1400-1500	270.0	241.0	*	*	317.0	**275.0<**	**283.0<**	276.0	**277.2<**
1500-1600	**309.0<**	213.0	*	*	363.0	240.0	255.0	295.0	276.0
1600-1700	262.0	**292.0<**	*	*	339.0	228.0	255.0	**297.7<**	275.2
1700-1800	254.0	257.0	*	*	311.0	230.0	225.0	274.0	255.4
1800-1900	191.0	207.0	*	*	294.0	181.0	177.0	230.7	210.0
1900-2000	148.0	200.0	*	*	199.0	176.0	167.0	182.3	178.0
2000-2100	101.0	138.0	*	*	184.0	131.0	110.0	141.0	132.8
2100-2200	86.0	77.0	*	*	159.0	116.0	84.0	107.3	104.4
2200-2300	60.0	67.0	*	*	104.0	91.0	73.0	77.0	79.0
2300-2400	41.0	44.0	*	*	55.0	74.0	67.0	46.7	56.2
Totals									
0700-1900	2837.0	2475.0	*	*	*	2520.0	2507.0	2759.2	2663.7
0600-2200	3237.0	2979.0	*	*	*	2979.0	2897.0	3270.2	3140.1
0600-0000	3338.0	3090.0	*	*	*	3144.0	3037.0	3393.8	3275.3
0000-0000	3487.0	3234.0	*	*	*	3249.0	3162.0	3534.8	3405.9
AM Peak	1100	1100	1100	*	*	1100	1100		
	295.0	213.0	236.0	*	*	235.0	246.0		
PM Peak	1500	1600	*	*	*	1400	1400		
	309.0	292.0	*	*	*	275.0	283.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-8 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 10:01 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnCR172&RT17Ramps.EC0 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 21130 / 39488 (53.51%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-8

Site: 112-068.0.0NS
Description: **US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Filter time: **13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	34.0	18.0	16.0	*	*	19.0	62.0	22.7	29.8
0100-0200	13.0	27.0	25.0	*	*	27.0	32.0	21.7	24.8
0200-0300	11.0	11.0	8.0	*	*	13.0	30.0	10.0	14.6
0300-0400	24.0	29.0	26.0	*	*	9.0	18.0	26.3	21.2
0400-0500	45.0	50.0	38.0	*	*	23.0	24.0	44.3	36.0
0500-0600	143.0	119.0	118.0	*	*	50.0	36.0	126.7	93.2
0600-0700	234.0	188.0	191.0	*	*	86.0	64.0	204.3	152.6
0700-0800	247.0	239.0	231.0	*	*	129.0	93.0	239.0	187.8
0800-0900	229.0	223.0	209.0	*	*	187.0	166.0	220.3	202.8
0900-1000	251.0	249.0	216.0	*	*	251.0	211.0	238.7	235.6
1000-1100	293.0	220.0	**239.0<**	*	*	**322.0<**	**364.0<**	250.7	287.6
1100-1200	**303.0<**	**277.0<**	233.0	*	*	280.0	358.0	**271.0<**	**290.2<**
1200-1300	316.0	261.0	*	*	*	296.0	435.0	288.5	327.0
1300-1400	**329.0<**	252.0	*	*	300.0	**321.0<**	425.0	293.7	325.4
1400-1500	280.0	263.0	*	*	324.0	300.0	433.0	289.0	320.0
1500-1600	325.0	283.0	*	*	308.0	313.0	**443.0<**	305.3	**334.4<**
1600-1700	313.0	285.0	*	*	318.0	270.0	357.0	**305.3<**	308.6
1700-1800	257.0	**292.0<**	*	*	297.0	225.0	357.0	282.0	285.6
1800-1900	213.0	218.0	*	*	232.0	211.0	301.0	221.0	235.0
1900-2000	121.0	163.0	*	*	189.0	187.0	266.0	157.7	185.2
2000-2100	106.0	116.0	*	*	147.0	148.0	223.0	123.0	148.0
2100-2200	56.0	63.0	*	*	83.0	130.0	152.0	67.3	96.8
2200-2300	63.0	62.0	*	*	78.0	146.0	110.0	67.7	91.8
2300-2400	47.0	39.0	*	*	42.0	96.0	63.0	42.7	57.4
Totals									
0700-1900	3356.0	3062.0	*	*	*	3105.0	3943.0	3204.5	3340.0
0600-2200	3873.0	3592.0	*	*	*	3656.0	4648.0	3756.8	3922.6
0600-0000	3983.0	3693.0	*	*	*	3898.0	4821.0	3867.2	4071.8
0000-0000	4253.0	3947.0	*	*	*	4039.0	5023.0	4118.8	4291.4
AM Peak	1100	1100	1000	*	*	1000	1000		
	303.0	277.0	239.0	*	*	322.0	364.0		
PM Peak	1300	1700	*	*	*	1300	1500		
	329.0	292.0	*	*	*	321.0	443.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

eedStat-9 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 10:01 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnCR172&RT17Ramps.EC0 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 37904 / 39488 (95.99%)

Speed Statistics

SpeedStat-9

:e:	112-068.0.0NS
Description:	**US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Vehicles = 37904
Posted speed limit = 55 mph, Exceeding = 13064 (34.47%), Mean Exceeding = 59.15 mph
Maximum = 97.4 mph, **Minimum** = 6.7 mph, **Mean** = 52.6 mph
85% Speed = 58.6 mph, **95% Speed** = 62.4 mph, **Median** = 52.3 mph
10 mph Pace = 48 - 58, **Number in Pace** = 22497 (59.35%)
Variance = 39.62, **Standard Deviation** = 6.29 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	37904	100.0%	0.00	0.00	0.00
5 - 10	2	0.0%	2	0.0%	37902	100.0%	0.00	0.00	0.00
10 - 15	4	0.0%	6	0.0%	37898	100.0%	0.00	0.00	0.00
15 - 20	6	0.0%	12	0.0%	37892	100.0%	0.00	0.00	0.00
20 - 25	11	0.0%	23	0.1%	37881	99.9%	0.00	0.00	0.00
25 - 30	17	0.0%	40	0.1%	37864	99.9%	0.00	0.00	0.00
30 - 35	75	0.2%	115	0.3%	37789	99.7%	0.00	0.00	0.00
35 - 40	691	1.8%	806	2.1%	37098	97.9%	0.00	0.00	0.00
40 - 45	3224	8.5%	4030	10.6%	33874	89.4%	0.00	0.00	0.00
45 - 50	8813	23.3%	12843	33.9%	25061	66.1%	0.00	0.00	0.00
50 - 55	11997	31.7%	24840	65.5%	13064	34.5%	0.00	0.00	0.00
55 - 60	8985	23.7%	33825	89.2%	4079	10.8%	0.00	0.00	0.00
60 - 65	3173	8.4%	36998	97.6%	906	2.4%	0.00	0.00	0.00
65 - 70	719	1.9%	37717	99.5%	187	0.5%	0.00	0.00	0.00
70 - 75	128	0.3%	37845	99.8%	59	0.2%	0.00	0.00	0.00
75 - 80	29	0.1%	37874	99.9%	30	0.1%	0.00	0.00	0.00
80 - 85	9	0.0%	37883	99.9%	21	0.1%	0.00	0.00	0.00
85 - 90	13	0.0%	37896	100.0%	8	0.0%	0.00	0.00	0.00
90 - 95	4	0.0%	37900	100.0%	4	0.0%	0.00	0.00	0.00
95 - 100	4	0.0%	37904	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	55 (PSL)	24840	65.5%	13064	34.5%

MetroCount Traffic Executive
Daily Classes

ilyClass-10 -- English (ENU)

Datasets:

Site:	**[112-068] US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 10:01 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012RT209btwnCR172&RT17Ramps.EC0 (Plus)
Identifier:	R717H3E2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 37904 / 39488 (95.99%)

Daily Classes

DailyClass-10

Site:	112-068.0.0NS
Description:	**US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, August 13, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	52	3665	878	29	126	40	12	45	61	3	0	0	14	4925
(%)	1.1	74.4	17.8	0.6	2.6	0.8	0.2	0.9	1.2	0.1	0.0	0.0	0.3	
Sat	136	5397	1441	14	136	51	3	36	68	0	0	0	6	7288
(%)	1.9	74.1	19.8	0.2	1.9	0.7	0.0	0.5	0.9	0.0	0.0	0.0	0.1	
Sun	259	5742	1822	30	139	52	8	48	73	6	0	0	6	8185
(%)	3.2	70.2	22.3	0.4	1.7	0.6	0.1	0.6	0.9	0.1	0.0	0.0	0.1	

Average daily volume

Entire week														
	197	5569	1631	21	137	51	5	42	70	2	0	0	6	7736
(%)	2.5	72.0	21.1	0.3	1.8	0.7	0.1	0.5	0.9	0.0	0.0	0.0	0.1	
Weekdays	No complete days.													
Weekend														
	197	5569	1631	21	137	51	5	42	70	2	0	0	6	7736
(%)	2.5	72.0	21.1	0.3	1.8	0.7	0.1	0.5	0.9	0.0	0.0	0.0	0.1	

*** - Incomplete**

Daily Classes

DailyClass-10

Site:	112-068.0.0NS
Description:	**US Route 209 - Between CR 172 and NY Route 17 Exit 113 Ramps**
Filter time:	**13:00 Friday, August 17, 2012 => 12:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, August 20, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	48	5052	1832	72	342	102	52	50	144	18	0	0	28	7740
(%)	0.6	65.3	23.7	0.9	4.4	1.3	0.7	0.6	1.9	0.2	0.0	0.0	0.4	
Tue	106	4848	1510	103	285	68	23	47	149	20	0	0	22	7181
(%)	1.5	67.5	21.0	1.4	4.0	0.9	0.3	0.7	2.1	0.3	0.0	0.0	0.3	
Wed*	40	1608	615	37	125	30	11	15	85	10	0	0	9	2585
(%)	1.5	62.2	23.8	1.4	4.8	1.2	0.4	0.6	3.3	0.4	0.0	0.0	0.3	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week														
	77	4950	1671	87	313	84	37	48	146	18	0	0	25	7460
(%)	1.0	66.4	22.4	1.2	4.2	1.1	0.5	0.6	2.0	0.2	0.0	0.0	0.3	
Weekdays														
	77	4950	1671	87	313	84	37	48	146	18	0	0	25	7460
(%)	1.0	66.4	22.4	1.2	4.2	1.1	0.5	0.6	2.0	0.2	0.0	0.0	0.3	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-57 -- English (ENU)

Datasets:

Site:	**[112-068] NY Route 55 - West of US Route 209**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	16:02 Monday, October 15, 2012 => 9:57 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE55.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	East, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 23647 / 23960 (98.69%)

6

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-57

Site: 112-068.0.0EW
Description: **NY Route 55 - West of US Route 209**
Filter time: **9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EW) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	12.0	15.0	12.5	15.0	12.5	19.0	26.0	13.4	15.2
0100-0200	9.0	10.0	13.5	17.5	16.5	18.0	19.0	14.3	15.1
0200-0300	11.0	11.0	10.0	14.0	13.0	13.0	13.0	12.0	12.2
0300-0400	2.0	5.0	5.5	10.5	4.0	8.0	8.0	5.9	6.3
0400-0500	21.0	17.0	20.0	20.5	19.0	7.0	13.0	19.6	17.7
0500-0600	36.0	41.0	41.0	41.5	40.0	23.0	17.0	40.3	36.2
0600-0700	76.0	68.0	64.5	68.5	66.5	36.0	22.0	67.9	60.1
0700-0800	142.0	156.0	**137.0<**	**143.0<**	145.0	68.0	51.0	143.5	126.7
0800-0900	**163.0<**	**158.0<**	130.5	139.5	**146.0<**	129.0	80.0	**144.1<**	136.2
0900-1000	111.0	123.5	107.5	125.5	125.0	112.0	137.0	119.3	120.3
1000-1100	123.0	117.0	122.5	112.0	133.5	164.0	131.0	121.4	126.2
1100-1200	156.0	123.0	119.5	133.5	143.0	**186.0<**	**167.0<**	132.7	**140.6<**
1200-1300	135.0	129.0	118.5	119.5	148.0	194.0	**212.0<**	129.4	142.8
1300-1400	127.0	124.0	140.5	114.0	143.5	**208.0<**	202.0	130.1	143.7
1400-1500	135.0	144.0	158.5	143.0	171.0	195.0	202.0	149.6	159.4
1500-1600	192.0	158.0	187.5	173.5	176.0	166.0	184.0	175.8	175.6
1600-1700	173.0	**188.5<**	186.0	**200.0<**	196.0	190.0	153.0	**189.8<**	**186.1<**
1700-1800	**200.0<**	173.5	**205.5<**	172.5	**201.0<**	138.0	166.0	188.0	180.8
1800-1900	159.0	151.0	152.5	163.0	179.0	148.0	148.0	158.9	156.7
1900-2000	112.0	107.0	138.0	104.0	113.0	101.0	128.0	115.4	115.2
2000-2100	83.0	80.5	80.0	99.5	111.0	72.0	76.0	89.3	86.2
2100-2200	59.0	67.0	46.0	69.5	118.0	84.0	47.0	67.8	67.3
2200-2300	31.0	27.5	41.5	47.0	60.0	75.0	29.0	40.4	42.7
2300-2400	15.0	22.0	31.5	23.0	45.0	47.0	20.0	26.6	28.0
Totals									
0700-1900	1816.0	1745.5	1766.0	1739.0	1907.0	1898.0	1833.0	1782.6	1795.1
0600-2200	2146.0	2068.0	2094.5	2080.5	2315.5	2191.0	2106.0	2122.9	2123.9
0600-0000	2192.0	2117.5	2167.5	2150.5	2420.5	2313.0	2155.0	2189.9	2194.6
0000-0000	2283.0	2216.5	2270.0	2269.5	2525.5	2401.0	2251.0	2295.3	2297.3
AM Peak	0800	0800	0700	0700	0800	1100	1100		
	163.0	158.0	137.0	143.0	146.0	186.0	167.0		
PM Peak	1700	1600	1700	1600	1700	1300	1200		
	200.0	188.5	205.5	200.0	201.0	208.0	212.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-58 -- English (ENU)

Datasets:

Site:	**[112-068] NY Route 55 - West of US Route 209**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	16:02 Monday, October 15, 2012 => 9:57 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE55.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	East (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 11868 / 23960 (49.53%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-58

.e:	112-068.0.0EW
Description:	**NY Route 55 - West of US Route 209**
Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(E) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
0000-0100	2.0	5.0	4.0	5.0	2.0	4.0	6.0	3.6	3.9
0100-0200	3.0	2.0	2.0	4.0	4.5	4.0	4.0	3.3	3.4
0200-0300	5.0	6.0	5.0	5.5	6.0	4.0	4.0	5.5	5.2
0300-0400	2.0	3.0	4.0	6.5	2.0	5.0	6.0	3.8	4.1
0400-0500	18.0	14.0	16.5	18.0	15.0	5.0	8.0	16.4	14.4
0500-0600	33.0	38.0	35.5	38.0	34.5	16.0	12.0	35.9	31.5
0600-0700	59.0	46.0	48.5	48.0	45.0	26.0	13.0	48.5	42.7
0700-0800	98.0	105.0	**98.5<**	100.5	**102.0<**	44.0	33.0	**100.6<**	88.2
0800-0900	**109.0<**	**108.0<**	90.5	**100.5<**	98.5	65.0	45.0	99.5	**90.6<**
0900-1000	69.0	70.0	65.0	67.5	73.5	67.0	85.0	69.0	70.3
1000-1100	65.0	70.5	61.0	60.5	66.0	80.0	79.0	64.6	67.3
1100-1200	85.0	62.0	62.0	69.5	77.0	**86.0<**	**91.0<**	69.6	73.0
1200-1300	57.0	65.0	66.0	63.0	80.0	94.0	102.0	67.2	72.8
1300-1400	75.0	72.5	70.5	58.5	78.0	**118.0<**	**118.0<**	70.4	79.1
1400-1500	64.0	65.0	73.0	60.0	78.0	95.0	112.0	67.3	74.5
1500-1600	**100.0<**	74.0	**85.5<**	**84.5<**	**95.0<**	81.0	97.0	**85.4<**	**86.1<**
1600-1700	72.0	**76.0<**	71.0	83.0	78.0	104.0	90.0	76.3	80.4
1700-1800	74.0	65.0	79.5	74.5	72.0	74.0	95.0	73.0	75.3
1800-1900	68.0	67.0	55.0	67.5	66.0	57.0	69.0	64.1	63.9
00-2000	41.0	36.0	70.5	42.0	43.0	50.0	51.0	47.6	48.2
00-2100	28.0	29.0	27.0	28.0	33.0	26.0	29.0	28.6	28.4
2100-2200	20.0	17.5	15.0	23.5	56.0	33.0	17.0	23.5	23.8
2200-2300	10.0	5.0	11.5	18.0	16.0	29.0	10.0	11.9	13.4
2300-2400	4.0	12.0	9.5	8.0	14.0	17.0	7.0	9.6	10.1
Totals									
0700-1900	936.0	900.0	877.5	889.5	964.0	965.0	1016.0	906.9	921.5
0600-2200	1084.0	1028.5	1038.5	1031.0	1141.0	1100.0	1126.0	1055.2	1064.6
0600-0000	1098.0	1045.5	1059.5	1057.0	1171.0	1146.0	1143.0	1076.7	1088.1
0000-0000	1161.0	1113.5	1126.5	1134.0	1235.0	1184.0	1183.0	1145.0	1150.6
AM Peak	0800	0800	0700	0800	0700	1100	1100		
	109.0	108.0	98.5	100.5	102.0	86.0	91.0		
PM Peak	1500	1600	1500	1500	1500	1300	1300		
	100.0	76.0	85.5	84.5	95.0	118.0	118.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-59 -- English (ENU)

Datasets:

Site:	**[112-068] NY Route 55 - West of US Route 209**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	16:02 Monday, October 15, 2012 => 9:57 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE55.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 11779 / 23960 (49.16%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-59

Site: 112-068.0.0EW
Description: **NY Route 55 - West of US Route 209**
Filter time: **9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(W) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	10.0	10.0	8.5	10.0	10.5	15.0	20.0	9.8	11.3
0100-0200	6.0	8.0	11.5	13.5	12.0	14.0	15.0	11.0	11.7
0200-0300	6.0	5.0	5.0	8.5	7.0	9.0	9.0	6.5	7.0
0300-0400	0.0	2.0	1.5	4.0	2.0	3.0	2.0	2.1	2.2
0400-0500	3.0	3.0	3.5	2.5	4.0	2.0	5.0	3.3	3.3
0500-0600	3.0	3.0	5.5	3.5	5.5	7.0	5.0	4.4	4.7
0600-0700	17.0	22.0	16.0	20.5	21.5	10.0	9.0	19.4	17.4
0700-0800	44.0	51.0	38.5	42.5	43.0	24.0	18.0	42.9	38.5
0800-0900	54.0	50.0	40.0	39.0	47.5	64.0	35.0	44.6	45.6
0900-1000	42.0	53.5	42.5	58.0	51.5	45.0	52.0	50.3	50.0
1000-1100	58.0	46.5	**61.5<**	51.5	**67.5<**	84.0	52.0	56.9	58.9
1100-1200	**71.0<**	**61.0<**	57.5	**64.0<**	66.0	**100.0<**	**76.0<**	**63.1<**	**67.6<**
1200-1300	78.0	64.0	52.5	56.5	68.0	100.0	**110.0<**	62.2	70.0
1300-1400	52.0	51.5	70.0	55.5	65.5	90.0	84.0	59.7	64.6
1400-1500	71.0	79.0	85.5	83.0	93.0	**100.0<**	90.0	82.4	84.9
1500-1600	92.0	84.0	102.0	89.0	81.0	85.0	87.0	90.4	89.5
1600-1700	101.0	**112.5<**	115.0	**117.0<**	118.0	86.0	63.0	113.5	**105.7<**
1700-1800	**126.0<**	108.5	**126.0<**	98.0	**129.0<**	64.0	71.0	**115.0<**	105.5
1800-1900	91.0	84.0	97.5	95.5	113.0	91.0	79.0	94.8	92.8
1900-2000	71.0	71.0	67.5	62.0	70.0	51.0	77.0	67.8	67.0
2000-2100	55.0	51.5	53.0	71.5	78.0	46.0	47.0	60.6	57.8
2100-2200	39.0	49.5	31.0	46.0	62.0	51.0	30.0	44.3	43.5
2200-2300	21.0	22.5	30.0	29.0	44.0	46.0	19.0	28.5	29.3
2300-2400	11.0	10.0	22.0	15.0	31.0	30.0	13.0	17.0	17.9
Totals									
0700-1900	880.0	845.5	888.5	849.5	943.0	933.0	817.0	875.7	873.7
0600-2200	1062.0	1039.5	1056.0	1049.5	1174.5	1091.0	980.0	1067.7	1059.4
0600-0000	1094.0	1072.0	1108.0	1093.5	1249.5	1167.0	1012.0	1113.2	1106.6
0000-0000	1122.0	1103.0	1143.5	1135.5	1290.5	1217.0	1068.0	1150.2	1146.8
AM Peak	1100	1100	1000	1100	1000	1100	1100		
	71.0	61.0	61.5	64.0	67.5	100.0	76.0		
PM Peak	1700	1600	1700	1600	1700	1400	1200		
	126.0	112.5	126.0	117.0	129.0	100.0	110.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

eedStat-60 -- English (ENU)

Datasets:

Site:	**[112-068] NY Route 55 - West of US Route 209**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	16:02 Monday, October 15, 2012 => 9:57 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE55.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	East, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 23647 / 23960 (98.69%)

Speed Statistics

SpeedStat-60

:e:	112-068.0.0EW
Description:	**NY Route 55 - West of US Route 209**
Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(EW) Sp(5,100) Headway(>0)

Vehicles = 23647
Posted speed limit = 30 mph, Exceeding = 20789 (87.91%), Mean Exceeding = 36.21 mph
Maximum = 66.0 mph, **Minimum** = 7.2 mph, **Mean** = 35.1 mph
85% Speed = 39.6 mph, **95% Speed** = 42.7 mph, **Median** = 34.9 mph
10 mph Pace = 30 - 40, **Number in Pace** = 17542 (74.18%)
Variance = 23.21, **Standard Deviation** = 4.82 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	23647	100.0%	0.00	0.00	0.00
5 - 10	10	0.0%	10	0.0%	23637	100.0%	0.00	0.00	0.00
10 - 15	45	0.2%	55	0.2%	23592	99.8%	0.00	0.00	0.00
15 - 20	69	0.3%	124	0.5%	23523	99.5%	0.00	0.00	0.00
20 - 25	319	1.3%	443	1.9%	23204	98.1%	0.00	0.00	0.00
25 - 30	2415	10.2%	2858	12.1%	20789	87.9%	0.00	0.00	0.00
30 - 35	8903	37.6%	11761	49.7%	11886	50.3%	0.00	0.00	0.00
35 - 40	8560	36.2%	20321	85.9%	3326	14.1%	0.00	0.00	0.00
40 - 45	2812	11.9%	23133	97.8%	514	2.2%	0.00	0.00	0.00
45 - 50	444	1.9%	23577	99.7%	70	0.3%	0.00	0.00	0.00
50 - 55	59	0.2%	23636	100.0%	11	0.0%	0.00	0.00	0.00
55 - 60	9	0.0%	23645	100.0%	2	0.0%	0.00	0.00	0.00
60 - 65	1	0.0%	23646	100.0%	1	0.0%	0.00	0.00	0.00
65 - 70	1	0.0%	23647	100.0%	0	0.0%	0.00	0.00	0.00
70 - 75	0	0.0%	23647	100.0%	0	0.0%	0.00	0.00	0.00
75 - 80	0	0.0%	23647	100.0%	0	0.0%	0.00	0.00	0.00
80 - 85	0	0.0%	23647	100.0%	0	0.0%	0.00	0.00	0.00
85 - 90	0	0.0%	23647	100.0%	0	0.0%	0.00	0.00	0.00
90 - 95	0	0.0%	23647	100.0%	0	0.0%	0.00	0.00	0.00
95 - 100	0	0.0%	23647	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	30 (PSL)	2858	12.1%	20789	87.9%

MetroCount Traffic Executive
Daily Classes

ilyClass-61 -- English (ENU)

Datasets:

Site:	**[112-068] NY Route 55 - West of US Route 209**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration:	16:02 Monday, October 15, 2012 => 9:57 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012ROUTE55.EC0 (Plus)
Identifier:	R7190MC2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 23647 / 23960 (98.69%)

Daily Classes

DailyClass-61

.e: 112-068.0.0EW
Description: **NY Route 55 - West of US Route 209**
Filter time: **9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)

Monday, October 15, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	11	1402	313	14	34	18	1	9	2	0	0	0	0	1804
(%)	0.6	77.7	17.4	0.8	1.9	1.0	0.1	0.5	0.1	0.0	0.0	0.0	0.0	
Wed	24	1724	400	20	52	27	5	5	6	0	0	0	0	2263
(%)	1.1	76.2	17.7	0.9	2.3	1.2	0.2	0.2	0.3	0.0	0.0	0.0	0.0	
Thu	25	1799	388	22	48	35	12	3	1	0	0	0	0	2333
(%)	1.1	77.1	16.6	0.9	2.1	1.5	0.5	0.1	0.0	0.0	0.0	0.0	0.0	
Fri	0	1928	440	25	79	30	3	5	6	1	0	0	0	2517
(%)	0.0	76.6	17.5	1.0	3.1	1.2	0.1	0.2	0.2	0.0	0.0	0.0	0.0	
Sat	61	1902	385	0	39	8	0	3	2	0	0	0	1	2401
(%)	2.5	79.2	16.0	0.0	1.6	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0	
Sun	81	1779	335	0	31	14	0	11	0	0	0	0	0	2251
(%)	3.6	79.0	14.9	0.0	1.4	0.6	0.0	0.5	0.0	0.0	0.0	0.0	0.0	

erage daily volume

Entire week														
	37	1825	389	13	49	22	4	5	2	0	0	0	0	2353
(%)	1.6	77.6	16.5	0.6	2.1	0.9	0.2	0.2	0.1	0.0	0.0	0.0	0.0	
Weekdays														
	16	1816	409	21	59	30	6	4	4	0	0	0	0	2371
(%)	0.7	76.6	17.3	0.9	2.5	1.3	0.3	0.2	0.2	0.0	0.0	0.0	0.0	
Weekend														
	71	1840	359	0	35	11	0	7	0	0	0	0	0	2325
(%)	3.1	79.1	15.4	0.0	1.5	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-61

.e: 112-068.0.0EW
Description: **NY Route 55 - West of US Route 209**
Filter time: **9:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)

Monday, October 22, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	22	1706	437	19	60	16	4	6	12	1	0	0	0	2283
(%)	1.0	74.7	19.1	0.8	2.6	0.7	0.2	0.3	0.5	0.0	0.0	0.0	0.0	
Tue	5	1662	388	20	48	24	1	0	0	0	0	0	0	2148
(%)	0.2	77.4	18.1	0.9	2.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed	6	1795	397	6	49	18	1	4	1	0	0	0	0	2277
(%)	0.3	78.8	17.4	0.3	2.2	0.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
Thu	15	1682	402	18	54	21	1	8	5	0	0	0	0	2206
(%)	0.7	76.2	18.2	0.8	2.4	1.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	
Fri*	3	850	215	21	42	24	0	3	6	0	0	0	0	1164
(%)	0.3	73.0	18.5	1.8	3.6	2.1	0.0	0.3	0.5	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

erage daily volume

Entire week														
	12	1710	406	15	52	19	1	4	4	0	0	0	0	2228
(%)	0.5	76.8	18.2	0.7	2.3	0.9	0.0	0.2	0.2	0.0	0.0	0.0	0.0	
Weekdays														
	12	1710	406	15	52	19	1	4	4	0	0	0	0	2228
(%)	0.5	76.8	18.2	0.7	2.3	0.9	0.0	0.2	0.2	0.0	0.0	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

7

WeeklyVehicle-69 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - near proposed site drwy**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:55 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012NeveleRd.EC0 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2146 / 2185 (98.22%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-69

e: 112-068.0.0NS
Description: **Nevele Road - near proposed site drwy**
Filter time: **12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
0000-0100	1.0	1.0	2.0	*	*	7.0	16.0	1.3	5.4
0100-0200	1.0	1.0	3.0	*	*	8.0	9.0	1.7	4.4
0200-0300	1.0	0.0	4.0	*	*	3.0	7.0	1.7	3.0
0300-0400	0.0	0.0	0.0	*	*	3.0	3.0	0.0	1.2
0400-0500	0.0	1.0	0.0	*	*	0.0	2.0	0.3	0.6
0500-0600	2.0	2.0	2.0	*	*	2.0	4.0	2.0	2.4
0600-0700	5.0	5.0	4.0	*	*	7.0	9.0	4.7	6.0
0700-0800	18.0	21.0	15.0	*	*	10.0	21.0	18.0	17.0
0800-0900	15.0	13.0	25.0	*	*	14.0	20.0	17.7	17.4
0900-1000	9.0	17.0	23.0	*	*	24.0	24.0	16.3	19.4
1000-1100	**25.0<**	**21.0<**	36.0	*	*	**27.0<**	52.0	**27.3<**	**32.2<**
1100-1200	19.0	15.0	**36.0<**	*	*	22.0	**56.0<**	23.3	29.6
1200-1300	16.0	29.0	19.0	*	33.0	32.0	45.0	24.3	29.0
1300-1400	19.0	25.0	*	*	37.0	27.0	45.0	27.0	30.6
1400-1500	10.0	21.0	*	*	41.0	28.0	**47.0<**	24.0	29.4
1500-1600	21.0	21.0	*	*	42.0	30.0	34.0	28.0	29.6
1600-1700	19.0	**33.0<**	*	*	39.0	27.0	35.0	30.3	30.6
1700-1800	**24.0<**	29.0	*	*	**46.0<**	**37.0<**	40.0	**33.0<**	**35.2<**
1800-1900	10.0	22.0	*	*	45.0	35.0	30.0	25.7	28.4
1900-2000	10.0	14.0	*	*	32.0	23.0	16.0	18.7	19.0
2000-2100	8.0	17.0	*	*	30.0	22.0	12.0	18.3	17.8
2100-2200	4.0	11.0	*	*	37.0	22.0	8.0	17.3	16.4
2200-2300	7.0	7.0	*	*	29.0	18.0	5.0	14.3	13.2
2300-2400	1.0	2.0	*	*	7.0	14.0	4.0	3.3	5.6
Totals									
0700-1900	205.0	267.0	*	*	*	313.0	449.0	294.9	328.4
0600-2200	232.0	314.0	*	*	*	387.0	494.0	353.9	387.6
0600-0000	240.0	323.0	*	*	*	419.0	503.0	371.6	406.4
0000-0000	245.0	328.0	*	*	*	442.0	544.0	378.6	423.4
AM Peak	1000	1000	1100	*	*	1000	1100		
	25.0	21.0	36.0	*	*	27.0	56.0		
PM Peak	1700	1600	*	*	1700	1700	1400		
	24.0	33.0	*	*	46.0	37.0	47.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-70 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - near proposed site drwy**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:55 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012NeveleRd.EC0 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1154 / 2185 (52.81%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-70

.e:	112-068.0.0NS
Description:	**Nevele Road - near proposed site drwy**
Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	0.0	1.0	1.0	*	*	4.0	6.0	0.7	2.4
0100-0200	0.0	0.0	2.0	*	*	4.0	3.0	0.7	1.8
0200-0300	1.0	0.0	3.0	*	*	3.0	2.0	1.3	1.8
0300-0400	0.0	0.0	0.0	*	*	2.0	2.0	0.0	0.8
0400-0500	0.0	0.0	0.0	*	*	0.0	1.0	0.0	0.2
0500-0600	1.0	1.0	0.0	*	*	1.0	4.0	0.7	1.4
0600-0700	4.0	3.0	4.0	*	*	5.0	5.0	3.7	4.2
0700-0800	11.0	**14.0<**	13.0	*	*	8.0	14.0	12.7	12.0
0800-0900	13.0	11.0	22.0	*	*	6.0	11.0	15.3	12.6
0900-1000	3.0	11.0	12.0	*	*	16.0	6.0	8.7	9.6
1000-1100	**15.0<**	9.0	23.0	*	*	**17.0<**	**19.0<**	**15.7<**	**16.6<**
1100-1200	10.0	7.0	**28.0<**	*	*	15.0	18.0	15.0	15.6
1200-1300	8.0	14.0	11.0	*	17.0	22.0	11.0	12.5	13.8
1300-1400	10.0	2.0	*	*	17.0	13.0	16.0	9.7	11.6
1400-1500	3.0	7.0	*	*	22.0	15.0	14.0	10.7	12.2
1500-1600	12.0	13.0	*	*	23.0	18.0	18.0	16.0	16.8
1600-1700	**12.0<**	**19.0<**	*	*	18.0	12.0	**23.0<**	16.3	16.8
1700-1800	11.0	13.0	*	*	29.0	22.0	22.0	**17.7<**	**19.4<**
1800-1900	6.0	8.0	*	*	24.0	**28.0<**	19.0	12.7	17.0
00-2000	4.0	9.0	*	*	23.0	6.0	9.0	12.0	10.2
00-2100	3.0	7.0	*	*	21.0	13.0	6.0	10.3	10.0
2100-2200	2.0	6.0	*	*	**30.0<**	11.0	4.0	12.7	10.6
2200-2300	4.0	3.0	*	*	21.0	13.0	2.0	9.3	8.6
2300-2400	0.0	1.0	*	*	3.0	4.0	2.0	1.3	2.0
Totals									
0700-1900	114.0	128.0	*	*	*	192.0	191.0	162.8	174.0
0600-2200	127.0	153.0	*	*	*	227.0	215.0	201.5	209.0
0600-0000	131.0	157.0	*	*	*	244.0	219.0	212.2	219.6
0000-0000	133.0	159.0	*	*	*	258.0	237.0	215.5	228.0
AM Peak	1000	0700	1100	*	*	1000	1000		
	15.0	14.0	28.0	*	*	17.0	19.0		
PM Peak	1600	1600	*	*	2100	1800	1600		
	12.0	19.0	*	*	30.0	28.0	23.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-71 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - near proposed site drwy**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:55 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012NeveleRd.EC0 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 992 / 2185 (45.40%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-71

.e:	112-068.0.0NS
Description:	**Nevele Road - near proposed site drwy**
Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	1.0	0.0	1.0	*	*	3.0	10.0	0.7	3.0
0100-0200	1.0	1.0	1.0	*	*	4.0	6.0	1.0	2.6
0200-0300	0.0	0.0	1.0	*	*	0.0	5.0	0.3	1.2
0300-0400	0.0	0.0	0.0	*	*	1.0	1.0	0.0	0.4
0400-0500	0.0	1.0	0.0	*	*	0.0	1.0	0.3	0.4
0500-0600	1.0	1.0	2.0	*	*	1.0	0.0	1.3	1.0
0600-0700	1.0	2.0	0.0	*	*	2.0	4.0	1.0	1.8
0700-0800	7.0	7.0	2.0	*	*	2.0	7.0	5.3	5.0
0800-0900	2.0	2.0	3.0	*	*	8.0	9.0	2.3	4.8
0900-1000	6.0	6.0	11.0	*	*	8.0	18.0	7.7	9.8
1000-1100	**10.0<**	**12.0<**	**13.0<**	*	*	**10.0<**	33.0	**11.7<**	**15.6<**
1100-1200	9.0	8.0	8.0	*	*	7.0	**38.0<**	8.3	14.0
1200-1300	8.0	15.0	8.0	*	16.0	10.0	**34.0<**	11.8	15.2
1300-1400	9.0	**23.0<**	*	*	20.0	14.0	29.0	**17.3<**	**19.0<**
1400-1500	7.0	14.0	*	*	19.0	13.0	33.0	13.3	17.2
1500-1600	9.0	8.0	*	*	19.0	12.0	16.0	12.0	12.8
1600-1700	7.0	14.0	*	*	21.0	15.0	12.0	14.0	13.8
1700-1800	**13.0<**	16.0	*	*	17.0	15.0	18.0	15.3	15.8
1800-1900	4.0	14.0	*	*	**21.0<**	7.0	11.0	13.0	11.4
00-2000	6.0	5.0	*	*	9.0	**17.0<**	7.0	6.7	8.8
00-2100	5.0	10.0	*	*	9.0	9.0	6.0	8.0	7.8
2100-2200	2.0	5.0	*	*	7.0	11.0	4.0	4.7	5.8
2200-2300	3.0	4.0	*	*	8.0	5.0	3.0	5.0	4.6
2300-2400	1.0	1.0	*	*	4.0	10.0	2.0	2.0	3.6
Totals									
0700-1900	91.0	139.0	*	*	*	121.0	258.0	132.1	154.4
0600-2200	105.0	161.0	*	*	*	160.0	279.0	152.4	178.6
0600-0000	109.0	166.0	*	*	*	175.0	284.0	159.4	186.8
0000-0000	112.0	169.0	*	*	*	184.0	307.0	163.1	195.4
AM Peak	1000	1000	1000	*	*	1000	1100		
	10.0	12.0	13.0	*	*	10.0	38.0		
PM Peak	1700	1300	*	*	1800	1900	1200		
	13.0	23.0	*	*	21.0	17.0	34.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

eedStat-72 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - near proposed site drwy**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:55 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012NeveleRd.EC0 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2146 / 2185 (98.22%)

Speed Statistics

SpeedStat-72

:e:	112-068.0.0NS
Description:	**Nevele Road - near proposed site drwy**
Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Vehicles = 2146
Posted speed limit = 30 mph, Exceeding = 874 (40.73%), Mean Exceeding = 34.97 mph
Maximum = 64.0 mph, **Minimum** = 7.0 mph, **Mean** = 29.0 mph
85% Speed = 35.1 mph, **95% Speed** = 40.3 mph, **Median** = 28.4 mph
10 mph Pace = 23 - 33, **Number in Pace** = 1320 (61.51%)
Variance = 40.34, **Standard Deviation** = 6.35 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	2146	100.0%	0.00	0.00	0.00
5 - 10	1	0.0%	1	0.0%	2145	100.0%	0.00	0.00	0.00
10 - 15	12	0.6%	13	0.6%	2133	99.4%	0.00	0.00	0.00
15 - 20	120	5.6%	133	6.2%	2013	93.8%	0.00	0.00	0.00
20 - 25	422	19.7%	555	25.9%	1591	74.1%	0.00	0.00	0.00
25 - 30	717	33.4%	1272	59.3%	874	40.7%	0.00	0.00	0.00
30 - 35	542	25.3%	1814	84.5%	332	15.5%	0.00	0.00	0.00
35 - 40	217	10.1%	2031	94.6%	115	5.4%	0.00	0.00	0.00
40 - 45	78	3.6%	2109	98.3%	37	1.7%	0.00	0.00	0.00
45 - 50	26	1.2%	2135	99.5%	11	0.5%	0.00	0.00	0.00
50 - 55	7	0.3%	2142	99.8%	4	0.2%	0.00	0.00	0.00
55 - 60	3	0.1%	2145	100.0%	1	0.0%	0.00	0.00	0.00
60 - 65	1	0.0%	2146	100.0%	0	0.0%	0.00	0.00	0.00
65 - 70	0	0.0%	2146	100.0%	0	0.0%	0.00	0.00	0.00
70 - 75	0	0.0%	2146	100.0%	0	0.0%	0.00	0.00	0.00
75 - 80	0	0.0%	2146	100.0%	0	0.0%	0.00	0.00	0.00
80 - 85	0	0.0%	2146	100.0%	0	0.0%	0.00	0.00	0.00
85 - 90	0	0.0%	2146	100.0%	0	0.0%	0.00	0.00	0.00
90 - 95	0	0.0%	2146	100.0%	0	0.0%	0.00	0.00	0.00
95 - 100	0	0.0%	2146	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	30 (PSL)	1272	59.3%	874	40.7%

MetroCount Traffic Executive
Daily Classes

ilyClass-73 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - near proposed site drwy**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	8:00 Friday, August 17, 2012 => 9:55 Thursday, August 23, 2012
Zone:	
File:	112-06823Aug2012NeveleRd.EC0 (Plus)
Identifier:	R519M98M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2146 / 2185 (98.22%)

Daily Classes

DailyClass-73

te:	112-068.0.0NS
Description:	**Nevele Road - near proposed site drwy**
Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, August 13, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	2	370	35	4	6	0	0	1	0	0	0	0	0	418
(%)	0.5	88.5	8.4	1.0	1.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
Sat	4	384	46	4	4	0	0	0	0	0	0	0	0	442
(%)	0.9	86.9	10.4	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	8	476	50	7	3	0	0	0	0	0	0	0	0	544
(%)	1.5	87.5	9.2	1.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

erage daily volume

Entire week

	5	430	47	5	3	0	0	0	0	0	0	0	0	492
(%)	1.0	87.4	9.6	1.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Weekdays No complete days.

Weekend

	5	430	47	5	3	0	0	0	0	0	0	0	0	492
(%)	1.0	87.4	9.6	1.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-73

te:	112-068.0.0NS
Description:	**Nevele Road - near proposed site drwy**
Filter time:	**12:00 Friday, August 17, 2012 => 13:00 Wednesday, August 22, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, August 20, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	1	198	33	3	10	0	0	0	0	0	0	0	0	245
(%)	0.4	80.8	13.5	1.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	5	269	31	11	10	1	0	0	1	0	0	0	0	328
(%)	1.5	82.0	9.5	3.4	3.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	
Wed*	2	125	30	2	9	0	1	0	0	0	0	0	0	169
(%)	1.2	74.0	17.8	1.2	5.3	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

erage daily volume

Entire week														
	3	233	31	7	9	0	0	0	0	0	0	0	0	286
(%)	1.0	81.5	10.8	2.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekdays														
	3	233	31	7	9	0	0	0	0	0	0	0	0	286
(%)	1.0	81.5	10.8	2.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

rtWeeklyVehicle-63 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - north of Arrowhead Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:55 Monday, October 15, 2012 => 9:55 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012NEVELE_NofCOUNTRYCLUB.EC0 (Plus)
Identifier:	S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 6905 / 7002 (98.61%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-63

Site:	112-068.0.0NS
Description:	**Nevele Road - north of Arrowhead Road**
Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	4.0	4.0	3.5	8.5	5.0	7.0	8.0	5.3	5.7
0100-0200	3.0	6.0	2.5	3.0	6.0	5.0	3.0	4.0	4.0
0200-0300	2.0	0.0	0.5	2.0	1.0	4.0	1.0	1.1	1.4
0300-0400	1.0	0.0	0.5	1.0	0.5	3.0	3.0	0.6	1.1
0400-0500	5.0	2.0	3.5	5.0	1.0	2.0	2.0	3.3	3.0
0500-0600	5.0	6.0	4.5	4.0	7.5	6.0	1.0	5.4	5.0
0600-0700	11.0	7.0	9.0	10.0	16.5	6.0	3.0	11.1	9.8
0700-0800	28.0	34.0	25.5	35.0	40.0	29.0	23.0	32.9	31.5
0800-0900	38.0	**43.0<**	28.0	35.5	29.5	20.0	27.0	33.4	31.4
0900-1000	30.0	40.0	**43.5<**	36.0	35.0	41.0	37.0	37.4	37.7
1000-1100	25.0	29.5	34.0	27.5	42.5	**53.0<**	**54.0<**	32.4	36.3
1100-1200	**41.0<**	26.0	40.0	**48.0<**	**53.5<**	43.0	34.0	**41.8<**	**41.2<**
1200-1300	42.0	43.0	46.0	49.5	58.0	67.0	50.0	48.3	50.2
1300-1400	42.0	32.5	36.5	43.0	50.0	64.0	47.0	40.7	43.4
1400-1500	**70.0<**	39.5	46.0	61.0	**71.0<**	**71.0<**	**50.0<**	54.3	55.5
1500-1600	69.0	40.5	47.5	**77.5<**	59.0	58.0	43.0	**57.4<**	**56.0<**
1600-1700	55.0	**62.0<**	43.5	57.0	61.0	67.0	45.0	55.1	55.3
1700-1800	52.0	44.5	**50.5<**	49.5	46.0	40.0	32.0	48.4	45.9
1800-1900	35.0	53.0	40.5	43.5	54.0	53.0	32.0	45.4	44.8
1900-2000	33.0	33.5	31.0	36.0	40.0	52.0	23.0	34.3	34.9
2000-2100	12.0	32.5	30.5	34.5	33.0	48.0	25.0	30.0	31.3
2100-2200	15.0	21.0	30.5	20.5	25.0	37.0	18.0	23.0	23.9
2200-2300	10.0	11.0	11.5	22.0	18.0	23.0	8.0	14.6	14.8
2300-2400	5.0	6.0	7.0	10.0	20.0	16.0	7.0	8.9	9.4
Totals									
0700-1900	527.0	487.5	481.5	563.0	599.5	606.0	474.0	527.3	529.1
0600-2200	598.0	581.5	582.5	664.0	714.0	749.0	543.0	625.7	629.0
0600-0000	613.0	598.5	601.0	696.0	752.0	788.0	558.0	649.2	653.2
0000-0000	633.0	616.5	616.0	719.5	773.0	815.0	576.0	668.8	673.4
AM Peak	1100	0800	0900	1100	1100	1000	1000		
	41.0	43.0	43.5	48.0	53.5	53.0	54.0		
PM Peak	1400	1600	1700	1500	1400	1400	1400		
	70.0	62.0	50.5	77.5	71.0	71.0	50.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-64 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - north of Arrowhead Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:55 Monday, October 15, 2012 => 9:55 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012NEVELE_NofCOUNTRYCLUB.EC0 (Plus)
Identifier:	S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 3508 / 7002 (50.10%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-64

Site: 112-068.0.0NS
Description: **Nevele Road - north of Arrowhead Road**
Filter time: **10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme: Vehicle classification (Scheme F2)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	3.0	3.0	2.5	3.5	4.0	3.0	5.0	3.3	3.4
0100-0200	2.0	4.0	2.0	1.5	3.0	3.0	2.0	2.4	2.4
0200-0300	1.0	0.0	0.0	1.0	0.5	3.0	0.0	0.5	0.7
0300-0400	0.0	0.0	0.5	0.5	0.5	0.0	1.0	0.4	0.4
0400-0500	3.0	2.0	2.5	4.5	0.5	2.0	2.0	2.5	2.4
0500-0600	4.0	6.0	3.0	3.5	3.5	3.0	0.0	3.8	3.3
0600-0700	7.0	3.0	5.0	6.0	6.5	3.0	2.0	5.6	5.0
0700-0800	15.0	15.0	12.0	18.0	20.0	11.0	10.0	16.3	15.1
0800-0900	13.0	16.0	15.0	16.5	11.0	7.0	11.0	14.3	13.2
0900-1000	11.0	16.0	18.5	14.5	15.5	19.0	20.0	15.5	16.3
1000-1100	12.0	**18.0<**	16.0	16.0	19.5	**32.0<**	**36.0<**	16.8	19.9
1100-1200	**19.0<**	13.5	**22.5<**	**20.0<**	**26.0<**	17.0	19.0	**20.3<**	**19.9<**
1200-1300	26.0	24.5	**25.5<**	26.5	29.5	28.0	22.0	26.4	26.2
1300-1400	16.0	16.0	17.5	23.0	25.0	35.0	**31.0<**	19.9	22.3
1400-1500	32.0	20.5	24.0	29.5	**34.0<**	**43.0<**	26.0	**26.8<**	**28.3<**
1500-1600	31.0	18.5	24.5	**34.0<**	25.0	37.0	25.0	26.3	27.2
1600-1700	**33.0<**	**26.5<**	21.5	25.5	31.0	35.0	27.0	26.4	27.3
1700-1800	32.0	22.5	20.0	28.5	22.0	21.0	17.0	24.5	23.4
1800-1900	17.0	24.0	18.0	27.5	28.0	27.0	18.0	23.0	22.9
1900-2000	18.0	19.0	21.0	21.0	23.0	29.0	13.0	20.4	20.5
2000-2100	5.0	17.0	16.5	17.0	20.0	26.0	15.0	15.8	16.7
2100-2200	7.0	13.0	19.5	10.0	14.0	21.0	9.0	13.3	13.6
2200-2300	6.0	6.0	6.0	11.5	7.0	11.0	4.0	7.5	7.5
2300-2400	1.0	2.0	3.5	5.0	12.0	5.0	2.0	4.3	4.1
Totals									
0700-1900	257.0	231.0	235.0	279.5	286.5	312.0	262.0	256.3	262.0
0600-2200	294.0	283.0	297.0	333.5	350.0	391.0	301.0	311.3	317.8
0600-0000	301.0	291.0	306.5	350.0	369.0	407.0	307.0	323.1	329.4
0000-0000	314.0	306.0	317.0	364.5	381.0	421.0	317.0	335.8	342.0
AM Peak	1100	1000	1100	1100	1100	1000	1000		
	19.0	18.0	22.5	20.0	26.0	32.0	36.0		
PM Peak	1600	1600	1200	1500	1400	1400	1300		
	33.0	26.5	25.5	34.0	34.0	43.0	31.0		

*** - No data.**

MetroCount Traffic Executive
Weekly Vehicle Counts (Virtual Week)

tWeeklyVehicle-65 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - north of Arrowhead Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:55 Monday, October 15, 2012 => 9:55 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012NEVELE_NofCOUNTRYCLUB.EC0 (Plus)
Identifier:	S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 3397 / 7002 (48.51%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-65

e:	112-068.0.0NS
Description:	**Nevele Road - north of Arrowhead Road**
Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(5,100) Headway(>0)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
0000-0100	1.0	1.0	1.0	5.0	1.0	4.0	3.0	2.0	2.3
0100-0200	1.0	2.0	0.5	1.5	3.0	2.0	1.0	1.6	1.6
0200-0300	1.0	0.0	0.5	1.0	0.5	1.0	1.0	0.6	0.7
0300-0400	1.0	0.0	0.0	0.5	0.0	3.0	2.0	0.3	0.7
0400-0500	2.0	0.0	1.0	0.5	0.5	0.0	0.0	0.8	0.6
0500-0600	1.0	0.0	1.5	0.5	4.0	3.0	1.0	1.6	1.7
0600-0700	4.0	4.0	4.0	4.0	10.0	3.0	1.0	5.5	4.8
0700-0800	13.0	19.0	13.5	17.0	20.0	18.0	13.0	16.6	16.4
0800-0900	**25.0<**	**27.0<**	13.0	19.0	18.5	13.0	16.0	19.1	18.2
0900-1000	19.0	24.0	**25.0<**	21.5	19.5	22.0	17.0	**21.9<**	**21.4<**
1000-1100	13.0	11.5	18.0	11.5	23.0	21.0	**18.0<**	15.7	16.4
1100-1200	22.0	12.5	17.5	**28.0<**	**27.5<**	**26.0<**	15.0	21.4	21.3
1200-1300	16.0	18.5	20.5	23.0	28.5	**39.0<**	**28.0<**	21.9	24.0
1300-1400	26.0	16.5	19.0	20.0	25.0	29.0	16.0	20.8	21.1
1400-1500	38.0	19.0	22.0	31.5	**37.0<**	28.0	24.0	27.5	27.2
1500-1600	**38.0<**	22.0	23.0	**43.5<**	34.0	21.0	18.0	**31.1<**	**28.8<**
1600-1700	22.0	**35.5<**	22.0	31.5	30.0	32.0	18.0	28.8	28.0
1700-1800	20.0	22.0	**30.5<**	21.0	24.0	19.0	15.0	23.9	22.5
1800-1900	18.0	29.0	22.5	16.0	26.0	26.0	14.0	22.4	21.9
1900-2000	15.0	14.5	10.0	15.0	17.0	23.0	10.0	13.9	14.4
2000-2100	7.0	15.5	14.0	17.5	13.0	22.0	10.0	14.3	14.6
2100-2200	8.0	8.0	11.0	10.5	11.0	16.0	9.0	9.8	10.3
2200-2300	4.0	5.0	5.5	10.5	11.0	12.0	4.0	7.1	7.3
2300-2400	4.0	4.0	3.5	5.0	8.0	11.0	5.0	4.6	5.3
Totals									
0700-1900	270.0	256.5	246.5	283.5	313.0	294.0	212.0	271.0	267.1
0600-2200	304.0	298.5	285.5	330.5	364.0	358.0	242.0	314.4	311.2
0600-0000	312.0	307.5	294.5	346.0	383.0	381.0	251.0	326.2	323.8
0000-0000	319.0	310.5	299.0	355.0	392.0	394.0	259.0	333.0	331.4
AM Peak	0800	0800	0900	1100	1100	1100	1000		
	25.0	27.0	25.0	28.0	27.5	26.0	18.0		
PM Peak	1500	1600	1700	1500	1400	1200	1200		
	38.0	35.5	30.5	43.5	37.0	39.0	28.0		

*** - No data.**

MetroCount Traffic Executive
Speed Statistics

eedStat-66 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - north of Arrowhead Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:55 Monday, October 15, 2012 => 9:55 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012NEVELE_NofCOUNTRYCLUB.EC0 (Plus)
Identifier:	S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 6905 / 7002 (98.61%)

Speed Statistics

SpeedStat-66

e:	112-068.0.0NS
Description:	**Nevele Road - north of Arrowhead Road**
Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Vehicles = 6905
Posted speed limit = 30 mph, Exceeding = 623 (9.02%), Mean Exceeding = 32.24 mph
Maximum = 44.5 mph, **Minimum** = 5.3 mph, **Mean** = 25.1 mph
85% Speed = 28.6 mph, **95% Speed** = 31.1 mph, **Median** = 24.8 mph
10 mph Pace = 20 - 30, **Number in Pace** = 5737 (83.08%)
Variance = 15.27, **Standard Deviation** = 3.91 mph

Speed Bins (Partial days)

Speed	Bin		Below		Above		Energy	vMult	n * vMult
0 - 5	0	0.0%	0	0.0%	6905	100.0%	0.00	0.00	0.00
5 - 10	8	0.1%	8	0.1%	6897	99.9%	0.00	0.00	0.00
10 - 15	81	1.2%	89	1.3%	6816	98.7%	0.00	0.00	0.00
15 - 20	485	7.0%	574	8.3%	6331	91.7%	0.00	0.00	0.00
20 - 25	2845	41.2%	3419	49.5%	3486	50.5%	0.00	0.00	0.00
25 - 30	2863	41.5%	6282	91.0%	623	9.0%	0.00	0.00	0.00
30 - 35	549	8.0%	6831	98.9%	74	1.1%	0.00	0.00	0.00
35 - 40	62	0.9%	6893	99.8%	12	0.2%	0.00	0.00	0.00
40 - 45	12	0.2%	6905	100.0%	0	0.0%	0.00	0.00	0.00
45 - 50	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
50 - 55	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
55 - 60	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
60 - 65	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
65 - 70	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
70 - 75	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
- 80	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
80 - 85	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
85 - 90	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
90 - 95	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00
95 - 100	0	0.0%	6905	100.0%	0	0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00
Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

	Limit	Below		Above	
0	30 (PSL)	6282	91.0%	623	9.0%

MetroCount Traffic Executive
Daily Classes

ilyClass-67 -- English (ENU)

Datasets:

Site:	**[112-068] Nevele Road - north of Arrowhead Road**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	15:55 Monday, October 15, 2012 => 9:55 Monday, October 29, 2012
Zone:	
File:	112-06829Oct2012NEVELE_NofCOUNTRYCLUB.EC0 (Plus)
Identifier:	S1328N62 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15315)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 6905 / 7002 (98.61%)

Daily Classes

DailyClass-67

`te:	112-068.0.0NS
Description:	**Nevele Road - north of Arrowhead Road**
Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, October 15, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue*	0	427	71	2	9	2	0	0	1	0	0	0	0	512
(%)	0.0	83.4	13.9	0.4	1.8	0.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	
Wed	4	445	100	4	22	1	2	0	0	0	0	0	0	578
(%)	0.7	77.0	17.3	0.7	3.8	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	3	587	110	5	20	1	0	0	2	0	0	0	0	728
(%)	0.4	80.6	15.1	0.7	2.7	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	
Fri	1	654	85	5	10	2	0	0	0	0	0	0	0	757
(%)	0.1	86.4	11.2	0.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat	3	724	79	3	6	0	0	0	0	0	0	0	0	815
(%)	0.4	88.8	9.7	0.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	1	512	57	2	2	2	0	0	0	0	0	0	0	576
(%)	0.2	88.9	9.9	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

erage daily volume

Entire week														
	1	583	86	3	12	1	0	0	0	0	0	0	0	690
(%)	0.1	84.5	12.5	0.4	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekdays														
	2	561	98	4	17	1	0	0	0	0	0	0	0	687
(%)	0.3	81.7	14.3	0.6	2.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekend														
	2	617	67	2	3	1	0	0	0	0	0	0	0	695
(%)	0.3	88.8	9.6	0.3	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

*** - Incomplete**

Daily Classes

DailyClass-67

Site:	112-068.0.0NS
Description:	**Nevele Road - north of Arrowhead Road**
Filter time:	**10:00 Tuesday, October 16, 2012 => 14:00 Friday, October 26, 2012**
Scheme:	Vehicle classification (Scheme F2)
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NS) Sp(5,100) Headway(>0)

Monday, October 22, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	4	545	62	8	12	2	0	0	0	0	0	0	0	633
(%)	0.6	86.1	9.8	1.3	1.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	2	479	76	7	12	2	0	0	1	0	0	0	0	579
(%)	0.3	82.7	13.1	1.2	2.1	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	
Wed	2	551	86	0	11	2	0	2	0	0	0	0	0	654
(%)	0.3	84.3	13.1	0.0	1.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	
Thu	2	581	111	6	11	0	0	0	0	0	0	0	0	711
(%)	0.3	81.7	15.6	0.8	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	2	291	46	10	9	3	0	1	0	0	0	0	0	362
(%)	0.6	80.4	12.7	2.8	2.5	0.8	0.0	0.3	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week														
	2	538	83	4	10	1	0	0	0	0	0	0	0	644
(%)	0.3	83.5	12.9	0.6	1.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekdays														
	2	538	83	4	10	1	0	0	0	0	0	0	0	644
(%)	0.3	83.5	12.9	0.6	1.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

Weekday Peak Hour

	NY 17 - Weekday
2011	
October	1.166
May 2014	1.1369

Intersection Growth Rate	Approach		2012 Existing Balanced	Seasonally Adjusted 2012 Existing	Existing 2014 Adjustment 0.5%/yr (2014) 1.010025	Background Growth 0.5%/yr (2017) 1.015075	Walmart Trip Distribution Enter	Walmart Trip Distribution Exit	Walmart Trip Assignment Enter 199	Walmart Trip Assignment Exit 210	AutoZone Trip Distribution Enter	AutoZone Trip Distribution Exit	AutoZone Trip Assignment Enter 13	AutoZone Trip Assignment Exit 17	Wawarsing Estates Trip Distribution Enter	Wawarsing Estates Trip Distribution Exit	Wawarsing Estates Trip Assignment Enter 24	Wawarsing Estates Trip Assignment Exit 21	Yukiguni Mushroom Factory Trip Distribution Enter	Yukiguni Mushroom Factory Trip Distribution Exit	Yukiguni Mushroom Factory Trip Assignment Enter 43	Yukiguni Mushroom Factory Trip Assignment Exit 54	G-Mart Expansion Trip Distribution Enter	G-Mart Expansion Trip Distribution Exit	G-Mart Expansion Trip Assignment Enter 44	G-Mart Expansion Trip Assignment Exit 53	Total Other Development Enter 323	Total Other Development Exit 355	2017 No-Build	Temp Casino Trip Assign.- Patron Trip Distribution Enter	Temp Casino Trip Assign.- Patron Trip Distribution Exit	Temp Casino Trip Assign.- Patron Trip Assignment Enter 456	Temp Casino Trip Assign.- Patron Trip Assignment Exit 456	Casino Trip Assign. - Emp;loyee Trip Distribution Enter	Casino Trip Assign. - Emp;loyee Trip Distribution Exit	Casino Trip Assign. - Emp;loyee Trip Assignment Enter 51	Casino Trip Assign. - Emp;loyee Trip Assignment Exit 50	Employee Shuttles	2017 Build
1) Route 209/Route 44/55	NB	T	310	361	365	371		22%	0	46		20%	0	3		40%	0	8		5%	0	3		5%	0	3	0	63	434		17%	0	78		10%	0	5		516
October		R	106	124	125	127		10%	0	21		10%	0	2			0	0			0	0			0	0	0	23	149		2%	0	9		12%	0	6		165
	WB	L	70	82	82	84	10%		20	0	10%		1	0			0	0			0	0			0	0	21	0	105	2%		9	0	12%		6	0		120
		R	27	31	32	32			0	0			0	0			0	0			0	0			0	0	0	0	32			0	0			0	0		32
	SB	L	22	26	26	26			0	0			0	0			0	0			0	0			0	0	0	0	26			0	0			0	0		26
		T	318	371	375	380	22%		44	0	20%		3	0	40%		10	0	5%		2	0	5%		2	0	60	0	440	17%		78	0	10%		5	0		523
2) Route 209/Route 55	EB	L	9	10	11	11	6%		12	0			0	0	15%		4	0			0	0			0	0	16	0	26			0	0			0	0		26
October		R	66	77	78	79			0	0	10%		1	0			0	0			0	0			0	0	1	0	80	1%		4	0	3%		2	0		86
	NB	L	125	146	147	149			0	0		10%	0	2			0	0			0	0			0	0	0	2	151		1%	0	4		3%	0	2		157
		T	553	645	651	661	43%		86	0		30%	0	5	25%		6	0		5%	0	3		5%	0	3	92	10	763		19%	0	87		22%	0	11		861
	SB	T	441	514	519	527		43%	0	90	30%		4	0		25%	0	5	5%		2	0	5%		2	0	8	96	631	19%		87	0	22%		11	0		729
		R	18	21	21	22		6%	0	13			0	0		15%	0	3			0	0			0	0	0	16	37			0	0			0	0		37
3) Route 209/Maple Ave	EB	L	0	0	0	0			0	0		40%	0	7			0	0			0	0			0	0	0	7	7			0	0			0	0		7
October		T	0	0	0	0			0	0		5%	0	1			0	0			0	0			0	0	0	1	1			0	0			0	0		1
		R	0	0	0	0			0	0		55%	0	9			0	0			0	0			0	0	0	9	9			0	0			0	0		9
	NB	L	0	0	0	0			0	0	55%		7	0			0	0			0	0			0	0	7	0	7			0	0			0	0		7
		T	715	834	842	855	37%		74	0			0	0	20%		5	0		5%	0	3		5%	0	3	78	5	939		20%	0	91	25%		13	0		1042
		R	10	12	12	12			0	0			0	0			0	0		2%	0	1		2%	0	1	0	2	14			0	0			0	0		14
	WB	L	12	14	14	14			0	0			0	0			0	0	2%		1	0	2%		1	0	2	0	16			0	0			0	0		16
		T	0	0	0	0			0	0	5%		1	0			0	0			0	0			0	0	1	0	1			0	0			0	0		1
		R	98	114	115	117	6%		12	0			0	0	5%		1	0			0	0			0	0	13	0	130			0	0			0	0		130
	SB	L	52	61	61	62		6%	0	13			0	0		5%	0	1			0	0			0	0	0	14	76			0	0			0	0		76
		T	619	722	729	740		37%	0	78			0	0		20%	0	4	5%		2	0	5%		2	0	4	82	826	20%		91	0		25%	0	13		930
		R	0	0	0	0			0	0	40%		5	0			0	0			0	0			0	0	5	0	5			0	0			0	0		5
4) Route 209/Canal St	EB	L	146	146	147	150	7%		14	0	10%		1	0	5%		1	0			0	0			0	0	16	0	166			0	0			0	0		166
August		T	41	41	41	42			0	0			0	0			0	0			0	0			0	0	0	0	42			0	0			0	0		42
		R	23	23	23	24			0	0			0	0			0	0	1%		0	0	1%		0	0	1	0	24			0	0			0	0		24
	NB	L	19	19	19	19			0	0			0	0			0	0		1%	0	1		1%	0	1	0	1	21			0	0			0	0		21
		T	407	407	411	417	26%		52	0	40%		5	0	15%		4	0		7%	0	4		7%	0	4	61	7	485		20%	0	91		25%	0	13		589
		R	36	36	36	37			0	0			0	0			0	0		1%	0	1		1%	0	1	0	1	38			0	0			0	0		38
	WB	L	46	46	46	47			0	0			0	0			0	0	1%		0	0	1%		0	0	1	0	48			0	0			0	0		48
		T	63	63	64	65			0	0			0	0			0	0			0	0			0	0	0	0	65			0	0			0	0		65
		R	67	67	68	69	4%		8	0	5%		1	0			0	0			0	0			0	0	9	0	77			0	0			0	0		77
	SB	L	94	94	95	96		4%	0	8		5%	0	1			0	0			0	0			0	0	0	9	106			0	0			0	0		106
		T	363	363	367	372		26%	0	55		40%	0	7		15%	0	3	7%		3	0	7%		3	0	6	65	443	20%		91	0	25%		13	0		547
		R	237	237	239	243		7%	0	15		10%	0	2		5%	0	1			0	0			0	0	0	17	260			0	0			0	0		260
5) Route 209/Center St	EB	L	96	96	97	98	7%		14	0	10%		1	0	5%		1	0			0	0			0	0	16	0	115			0	0			0	0		115
August		T	50	50	51	51			0	0			0	0			0	0			0	0			0	0	0	0	51			0	0			0	0		51
		R	38	38	38	39			0	0			0	0			0	0	3%		1	0	3%		1	0	3	0	42	3%		14	0	10%		5	0		60
	NB	L	67	67	68	69			0	0			0	0			0	0		3%	0	2		3%	0	2	0	3	72		3%	0	14		10%	0	5		91
		T	336	336	339	344	15%		30	0	25%		3	0	10%		2	0		9%	0	5		9%	0	5	36	10	390		20%	0	91		25%	0	13		493
		R	40	40	40	41			0	0			0	0			0	0		3%	0	2		3%	0	2	0	3	44		15%	0	68		20%	0	10		123
	WB	L	57	57	58	58			0	0			0	0			0	0	3%		1	0	3%		1	0	3	0	61	15%		68	0	20%		10	0		140
		T	71	71	72	73			0	0			0	0			0	0			0	0			0	0	0	0	73			0	0			0	0		73
		R	37	37	37	38	4%		8	0	5%		1	0			0	0			0	0			0	0	9	0	47			0	0			0	0		47
	SB	L	73	73	74	75		4%	0	8		5%	0	1			0	0			0	0			0	0	0	9	84			0	0			0	0		84
		T	330	330	333	338		15%	0	32		25%	0	4		10%	0	2	9%		4	0	9%		4	0	8	38	384	20%		91	0	25%		13	0		488
		R	65	65	66	67		7%	0	15		10%	0	2		5%	0	1			0	0			0	0	0	17	84			0	0			0	0		84
6) Route 209/Warren St	EB	L	16	19	19	19	2%		4	0	2%		0	0			0	0			0	0			0	0	4	0	23			0	0			0	0		23
October		T	16	19	19	19			0	0			0	0			0	0			0	0			0	0	0	0	19			0	0			0	0		19
		R	9	10	11	11			0	0			0	0			0	0			0	0			0	0	0	0	11			0	0			0	0		11
	NB	L	7	8	8	8			0	0			0	0			0	0			0	0			0	0	0	0	8			0	0			0	0		8
		T	331	386	390	396	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16	439		38%	0	173		55%	0	28		640
		R	3	3	4	4			0	0			0	0			0	0			0	0			0	0	0	0	4			0	0			0	0		4
	WB	L	7	8	8	8			0	0			0	0			0	0			0	0			0	0	0	0	8			0	0			0	0		8
		T	14	16	16	17			0	0			0	0			0	0			0	0			0	0	0	0	17			0	0			0	0		17
		R	18	21	21	22	2%		4	0	2%		0	0			0	0			0	0			0	0	4	0	26			0	0			0	0		26
	SB	L	16	19	19	19		2%	0	4		2%	0	0			0	0			0	0			0	0	0	5	24			0	0			0	0		24
		T	336	392	396	402		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29	443	38%		173	0	55%		28	0		645
		R	14	16	16	17		2%	0	4		2%	0	0			0	0			0	0			0	0	0	5	21			0	0			0	0		21
7) Route 209/Nevele Rd North	NB	T	346	393	393	399	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16	442		33%	0	150		55%	0	28		620
May 2014		R	2	2	2	2			0	0			0	0			0	0			0	0			0	0	0	0	2			0	0			0	0		2
	WB	L	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
		R	40	45	45	46			0	0			0	0			0	0			0	0			0	0	0	0	46		5%	0	23			0	0		69
	SB	L	44	50	50	51			0	0			0	0			0	0			0	0			0	0	0	0	51	5%		23	0			0	0		74
		T	316	359	359	365		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29	406	33%		150	0	55%		28	0		585
8) Route 209/Nevele Rd South	NB	T	337	337	340	346	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16	389			0	0		55%	0	28		416
August		R	21	21	21	22			0	0			0	0			0	0			0	0			0	0	0	0	22	62%		283	0			0	0	6	310
	WB	L	11	11	11	11			0	0			0	0			0	0			0	0			0	0	0	0	11		62%	0	283			0	0	6	300
		R	6	6	6	6			0	0			0	0			0	0			0	0			0	0	0	0	6		33%	0	150			0	0		157
	SB	L	6	6	6	6			0	0			0	0			0	0			0	0			0	0	0	0	6	33%		150	0			0	0		157
		T	286	286	289	293		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29	335			0	0	55%		28	0		363
9) Route 209/Kohls Driveway	EB	L	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
May 2014		T	0	0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0			0	0		0
		R	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
	NB	L	4	5	5	5			0	0			0	0			0	0			0	0			0	0	0	0	5			0	0			0	0		5
		T	361	410	410	417	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16	460	62%		283	0	45%		23	0		765
		R	13	15	15	15			0	0			0	0			0	0			0	0			0	0	0	0	15			0	0			0	0		15
	WB	L	6	7	7	7			0	0			0	0			0	0			0	0			0	0	0	0	7			0	0			0	0		7
		T	0	0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0			0	0		0
		R	5	6	6	6			0	0			0	0			0	0			0	0			0	0	0	0	6			0	0			0	0		6
	SB	L	7	8	8	8			0	0			0	0			0	0			0	0			0	0	0	0	8			0	0			0	0		8
		T	272	309	309	314		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29	356		62%	0	283		45%	0	22		660
		R	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
10) Route 209/CR 172	EB	L	60	60	61	62	3%		6	0	5%		1	0			0	0	13%		6	0			0	0	12	0	74	1%		5	0	5%		2	0		80
August		T	107	107	108	110			0	0			0	0			0	0			0	0			0	0	0	0	110			0	0			0	0		110
		R	33	33	33	34			0	0			0	0			0	0			0	0	13%		6	0	6	0	40			0	0			0	0		40
	NB	L	47	47	47	48			0	0			0	0			0	0			0	0		13%	0	7	0	7	55			0	0			0	0		55
		T	209	209	211	214	5%		10	0	11%		1	0	10%		2	0	57%		25	0		15%	0	8	38	8	261	58%		264	0	25%		13	0		538
		R	48	48	48	49			0	0			0	0			0	0			0	0		15%	0	8	0	8	57			0	0			0	0		57
	WB	L	65	65	66	67			0	0			0	0			0	0			0	0	15%		7	0	7	0	73			0	0			0	0		73
		T	216	216	218	221			0	0			0	0			0	0			0	0			0	0	0	0	221			0	0			0	0		221
		R	174	174	176	178	3%		6	0	5%		1	0			0	0	15%		6	0			7	0	13	0	191	3%		14	0	15%		8	0		213
	SB	L	56	56	57	57		3%	0	6		5%	0	1			0	0		15%	0	8			0	0	0	15	73		3%	0	14		15%	0	7		93
		T	204	204	206	209		5%	0	11		11%	0	2		10%	0	2		57%	0	31	15%		7	0	7	45	261		58%	0	264		25%	0	13	0	538
		R	38	38	38	39		3%	0	6		5%	0	1			0	0		13%	0	7			0	0	0	14	53		1%	0	5		5%	0	2		60
11) Route 209/Route 17 WB	NB	L	36	36	36	37			0	0			0	0			0	0			0	0			0	0	0	0	37			0	0			0	0		37
August		T	157	157	159	161	5%		10	0	11%		1	0	10%		2	0	17%		7	0	17%		7	0	29	0	190	14%		64	0	10%		5	0		258
	WB	L	64	64	65	66			0	0			0	0			0	0			0	0			0	0	0	0	66			0	0			0	0		66
		T	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
		R	147	147	148	151			0	0			0	0			0	0	40%		17	0	40%		18	0	35	0	186	44%		200	0	15%		8	0		393
	SB	T	242	242	244	248		5%	0	11		11%	0	2		10%	0	2		52%	0	28		52%	0	28	0	70	318		56%	0	255		20%	0	10		584
		R	42	42	42	43			0	0			0	0			0	0		5%	0	3		5%	0	3	0	5	48		2%	0	9		5%	0	3		60
12) Route 209/Route 17 EB	EB	L	59	59	60	60			0	0			0	0			0	0	5%		2	0	5%		2	0	4	0	65	2%		9	0	5%		3	0		77
August		T	4	4	4	4			0	0			0	0			0	0			0	0			0	0	0	0	4			0	0			0	0		4
		R	64	64	65	66			0	0			0	0			0	0			0	0			0	0	0	0	66			0	0			0	0		66
	NB	T	134	134	135	137	5%		10	0	11%		1	0	10%		2	0	12%		5	0	12%		5	0	24	0	162	12%		55	0	5%		2	0		218
		R	44	44	44	45			0	0			0	0			0	0			0	0			0	0	0	0	45			0	0			0	0		45
	SB	L	133	133	134	136			0	0			0	0			0	0		40%	0	22		40%	0	21	0	43	179		44%	0	200		15%	0	8		387
		T	173	173	175	177		5%	0	11		11%	0	2		10%	0	2		12%	0	6		12%	0	6	0	27	205		12%	0	55		5%	0	2		261
13) Nevele Rd/Arrowhead Rd	NB	T	10	10	10	10			0	0			0	0			0	0			0	0			0	0	0	0	10			0	0			0	0		10
October		R	17	17	18	18			0	0			0	0			0	0			0	0			0	0	0	0	18	95%		433	0			0	0	6	457
	WB	L	13	13	13	13			0	0			0	0			0	0			0	0			0	0	0	0	13		95%	0	433			0	0	6	453
		R	12	14	14	14			0	0			0	0			0	0			0	0			0	0	0	0	14		5%	0	23			0	0		37
	SB	L	13	15	15	16			0	0			0	0			0	0			0	0			0	0	0	0	16	5%		23	0			0	0		38
		T	4	4	4	4			0	0			0	0			0	0			0	0			0	0	0	0	4			0	0			0	0		4
14) Employee Lot	NB	T	358	358	362	367	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16	410	62%		283	0			0	0		693
		R		0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0	45%		23	0		23
	WB	L		0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0		45%	0	22		22
		R		0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0		55%	0	28	6	34
	SB	L		0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0	55%		28	0	6	34
		T	358	358	362	367		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29	409		62%	0	283			0	0		692

Weekend Peak Hour

NY 17 - Weekday

2011 October	1.223
June 2014	1.1092

Intersection Growth Rate	Approach		2012 Existing Balanced	Seasonally Adjusted 2012 Existing	Existing 2014 Adjustment 0.5%/yr (2014) 1.010025	Background Growth 0.5%/yr (2017) 1.015075	Walmart Trip Distribution Enter	Walmart Trip Distribution Exit	Walmart Trip Assignment Enter 263	Walmart Trip Assignment Exit 252	AutoZone Trip Distribution Enter	AutoZone Trip Distribution Exit	AutoZone Trip Assignment Enter 21	AutoZone Trip Assignment Exit 24	Wawarsing Estates Trip Distribution Enter	Wawarsing Estates Trip Distribution Exit	Wawarsing Estates Trip Assignment Enter 43	Wawarsing Estates Trip Assignment Exit 42	Yukiguni Mushroom Factory Trip Distribution Enter	Yukiguni Mushroom Factory Trip Distribution Exit	Yukiguni Mushroom Factory Trip Assignment Enter 5	Yukiguni Mushroom Factory Trip Assignment Exit 5	G-Mart Expansion Trip Distribution Enter	G-Mart Expansion Trip Distribution Exit	G-Mart Expansion Trip Assignment Enter 39	G-Mart Expansion Trip Assignment Exit 41	Total Other Development Enter 371	Total Other Development Exit 364	2017 No-Build	Casino Trip Assign. - Patron Trip Distribution Enter	Casino Trip Assign. - Patron Trip Distribution Exit	Casino Trip Assign. - Patron Trip Assignment Enter 485	Casino Trip Assign. - Patron Trip Assignment Exit 485	Temp Casino Trip Assign.- Employee Trip Distribution Enter	Temp Casino Trip Assign.- Employee Trip Distribution Exit	Temp Casino Trip Assign.- Employee Trip Assignment Enter 54	Temp Casino Trip Assign.- Employee Trip Assignment Exit 54	Employee Shuttles	2017 Build
1) Route 209/Route 44/55	NB	T	261	319	322	327		22%	0	55		20%	0	5		40%	0	17		5%	0	1		5%	0	2	0	80	407		17%	0	82		10%	0	6		496
October		R	91	111	112	114		10%	0	25		10%	0	2			0	0			0	0			0	0	0	28	142		2%	0	10		12%	0	6		158
	WB	L	91	111	112	114	10%		26	0	10%		2	0			0	0			0	0			0	0	28	0	143	2%		10	0	12%		6	0		159
		R	41	50	51	51			0	0			0	0			0	0			0	0			0	0	0	0	51			0	0			0	0		51
	SB	L	57	70	70	71			0	0			0	0			0	0			0	0			0	0	0	0	71			0	0			0	0		71
		T	290	355	358	364	22%		58	0	20%		4	0	40%		17	0	5%		1	0	5%		2	0	82	0	446	17%		82	0	10%		6	0		534
2) Route 209/Route 55	EB	L	14	17	17	18	6%		16	0			0	0	15%		6	0			0	0			0	0	22	0	40			0	0			0	0		40
October		R	81	99	100	102			0	0	10%		2	0			0	0			0	0			0	0	2	0	104	1%		5	0	3%		2	0		110
	NB	L	70	86	86	88			0	0		10%	0	2			0	0			0	0			0	0	2	0	90		1%	0	5		3%	0	2		97
		T	353	432	436	443	43%		113	0		30%	0	7	25%		11	0		5%	0	1		5%	0	2	124	10	577		19%	0	92		22%	0	12		681
	SB	T	463	566	572	581		43%	0	108	30%		6	0		25%	0	11	5%		1	0	5%		2	0	9	119	709	19%		92	0	22%		12	0		813
		R	13	16	16	16		6%	0	15			0	0		15%	0	6			0	0			0	0	0	21	38			0	0			0	0		38
3) Route 209/Maple Ave	EB	L	0	0	0	0			0	0		40%	0	10			0	0			0	0			0	0	10	0	10			0	0			0	0		10
October		T	0	0	0	0			0	0		5%	0	1			0	0			0	0			0	0	1	0	1			0	0			0	0		1
		R	0	0	0	0			0	0		55%	0	13			0	0			0	0			0	0	0	13	13			0	0			0	0		13
	NB	L	0	0	0	0			0	0	55%		12	0			0	0			0	0			0	0	12	0	12			0	0			0	0		12
		T	472	577	583	592	37%		97	0			0	0	20%		8	0		5%	0	1		5%	0	2	105	3	700		20%	0	97		25%	0	14		811
		R	6	7	7	8			0	0			0	0			0	0		2%	0	0		2%	0	1	0	1	8			0	0			0	0		8
	WB	L	5	6	6	6			0	0			0	0			0	0	2%		0	0	2%		1	0	1	0	7			0	0			0	0		7
		T	0	0	0	0			0	0	5%		1	0			0	0			0	0			0	0	1	0	1			0	0			0	0		1
		R	29	35	36	36	6%		16	0			0	0	5%		2	0			0	0			0	0	18	0	54			0	0			0	0		54
	SB	L	24	29	30	30		6%	0	15			0	0		5%	0	2			0	0			0	0	17	0	47			0	0			0	0		47
		T	564	690	697	707		37%	0	93			0	0		20%	0	8	5%		1	0	5%		2	0	3	102	812	20%		97	0	25%		14	0		922
		R	0	0	0	0			0	0	40%		8	0			0	0			0	0			0	0	8	0	8			0	0			0	0		8
4) Route 209/Canal S	EB	L	118	118	119	121	7%		18	0	10%		2	0	5%		2	0			0	0			0	0	23	0	144			0	0			0	0		144
August		T	16	16	16	16			0	0			0	0			0	0			0	0			0	0	0	0	16			0	0			0	0		16
		R	22	22	22	23			0	0			0	0			0	0	1%		0	0	1%		0	0	0	0	23			0	0			0	0		23
	NB	L	18	18	18	18			0	0			0	0			0	0		1%	0	0		1%	0	0	0	0	19			0	0			0	0		19
		T	345	345	348	354	26%		68	0	40%		8	0	15%		6	0		7%	0	1		7%	0	3	83	4	441		20%	0	97		25%	0	14		551
		R	22	22	22	23			0	0			0	0			0	0		1%	0	0		1%	0	0	0	0	23			0	0			0	0		23
	WB	L	42	42	42	43			0	0			0	0			0	0	1%		0	0	1%		0	0	0	0	44			0	0			0	0		44
		T	49	49	49	50			0	0			0	0			0	0			0	0			0	0	0	0	50			0	0			0	0		50
		R	45	45	45	46	4%		11	0	5%		1	0			0	0			0	0			0	0	12	0	58			0	0			0	0		58
	SB	L	64	64	65	66		4%	0	10		5%	0	1			0	0			0	0			0	0	11	0	77			0	0			0	0		77
		T	371	371	375	380		26%	0	66		40%	0	10		15%	0	6	7%		1	0	7%		3	0	4	81	466	20%		97	0	25%		14	0		576
		R	218	218	220	224		7%	0	18		10%	0	2		5%	0	2			0	0			0	0	0	22	246			0	0			0	0		246
5) Route 209/Center St	EB	L	108	108	109	111	7%		18	0	10%		2	0	5%		2	0			0	0			0	0	23	0	133			0	0			0	0		133
August		T	60	60	61	62			0	0			0	0			0	0			0	0			0	0	0	0	62			0	0			0	0		62
		R	64	64	65	66			0	0			0	0			0	0	3%		0	0	3%		1	0	1	0	67	3%		15	0	10%		5	0		87
	NB	L	45	45	45	46			0	0			0	0			0	0		3%	0	0		3%	0	1	0	1	48		3%	0	15		10%	0	5		67
		T	261	261	264	268	15%		39	0	25%		5	0	10%		4	0		9%	0	1		9%	0	4	49	5	321		20%	0	97		25%	0	14		432
		R	32	32	32	33			0	0			0	0			0	0		3%	0	0		3%	0	1	0	1	34		15%	0	72		20%	0	11		117
	WB	L	46	46	46	47			0	0			0	0			0	0	3%		0	0	3%		1	0	1	0	48	15%		72	0	20%		11	0		131
		T	25	25	25	26			0	0			0	0			0	0			0	0			0	0	0	0	26			0	0			0	0		26
		R	18	18	18	18	4%		11	0	5%		1	0			0	0			0	0			0	0	12	0	30			0	0			0	0		30
	SB	L	38	38	38	39		4%	0	10		5%	0	1			0	0			0	0			0	0	0	11	50			0	0			0	0		50
		T	336	336	339	344		15%	0	38		25%	0	6		10%	0	4	9%		1	0	9%		4	0	5	48	397	20%		97	0	25%		14	0		507
		R	23	23	23	24		7%	0	18		10%	0	2		5%	0	2			0	0			0	0	0	22	46			0	0			0	0		46
6) Route 209/Warren St	EB	L	9	11	11	11	2%		5	0	2%		0	0			0	0			0	0			0	0	6	0	17			0	0			0	0		17
October		T	10	12	12	13			0	0			0	0			0	0			0	0			0	0	0	0	13			0	0			0	0		13
		R	7	9	9	9			0	0			0	0			0	0			0	0			0	0	0	0	9			0	0			0	0		9
	NB	L	5	6	6	6			0	0			0	0			0	0			0	0			0	0	0	0	6			0	0			0	0		6
		T	241	295	298	302	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7	347		38%	0	184		55%	0	30		561
		R	2	2	2	3			0	0			0	0			0	0			0	0			0	0	0	0	3			0	0			0	0		3
	WB	L	6	7	7	8			0	0			0	0			0	0			0	0			0	0	0	0	8			0	0			0	0		8
		T	5	6	6	6			0	0			0	0			0	0			0	0			0	0	0	0	6			0	0			0	0		6
		R	13	16	16	16	2%		5	0	2%		0	0			0	0			0	0			0	0	6	0	22			0	0			0	0		22
	SB	L	17	21	21	21		2%	0	5		2%	0	0			0	0			0	0			0	0	0	6	27			0	0			0	0		27
		T	315	385	389	395		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37	439	38%		184	0	55%		30	0		653
		R	23	28	28	29		2%	0	5		2%	0	0			0	0			0	0			0	0	0	6	34			0	0			0	0		34
7) Route 209/Nevele Rd Nortl	NB	T	212	235	235	239	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7	283		33%	0	160		55%	0	30		473
June 2014		R	4	4	4	5			0	0			0	0			0	0			0	0			0	0	0	0	5			0	0			0	0		5
	WB	L	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
		R	58	64	64	65			0	0			0	0			0	0			0	0			0	0	0	0	65		5%	0	24			0	0		90
	SB	L	41	45	45	46			0	0			0	0			0	0			0	0			0	0	0	0	46	5%		24	0			0	0		70
		T	308	342	342	347		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37	398	33%		160	0	55%		30	0		580
8) Route 209/Nevele Rd Soutl	NB	T	274	274	277	281	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7	325			0	0		55%	0	30		355
August		R	14	14	14	14			0	0			0	0			0	0			0	0			0	0	0	0	14	62%		301	0			0	0	6	321
	WB	L	9	9	9	9			0	0			0	0			0	0			0	0			0	0	0	0	9		62%	0	301			0	0	6	316
		R	6	6	6	6			0	0			0	0			0	0			0	0			0	0	0	0	6		33%	0	160			0	0		166
	SB	L	5	5	5	5			0	0			0	0			0	0			0	0			0	0	0	0	5	33%		160	0			0	0		165
		T	373	373	377	382		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37	426			0	0	55%		30	0		456
9)Route 209/Kohls Driveway	EB	L	0	0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0			0	0		0
June 2014		T	0	0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0			0	0		0
		R	4	4	4	5			0	0			0	0			0	0			0	0			0	0	0	0	5			0	0			0	0		5
	NB	L	4	4	4	5			0	0			0	0			0	0			0	0			0	0	0	0	5			0	0			0	0		5
		T	209	232	232	235	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7	280	62%		301	0	45%		24	0		605
		R	3	3	3	3			0	0			0	0			0	0			0	0			0	0	0	0	3			0	0			0	0		3
	WB	L	6	7	7	7			0	0			0	0			0	0			0	0			0	0	0	0	7			0	0			0	0		7
		T	0	0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0			0	0		0
		R	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
	SB	L	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
		T	311	345	345	350		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37	394		62%	0	301		45%	0	24		719
		R	0	0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0			0	0		0
10) Route 209/CR 172	EB	L	71	71	72	73	3%		8	0	5%		1	0			0	0	13%		1	0			0	0	10	0	82	1%		5	0	5%		2	0		89
August		T	89	89	90	91			0	0			0	0			0	0			0	0			0	0	0	0	91			0	0			0	0		91
		R	48	48	48	49			0	0			0	0			0	0			0	0	13%		5	0	5	0	54			0	0			0	0		54
	NB	L	30	30	30	31			0	0			0	0			0	0			0	0		13%	0	5	0	5	36			0	0			0	0		36
		T	191	191	193	196	5%		13	0	11%		2	0	10%		4	0	57%		3	0		15%	0	6	23	6	225	58%		281	0	25%		14	0		519
		R	40	40	40	41			0	0			0	0			0	0			0	0		15%	0	6	0	6	47			0	0			0	0		47
	WB	L	43	43	43	44			0	0			0	0			0	0			0	0	15%		6	0	6	0	50			0	0			0	0		50
		T	106	106	107	109			0	0			0	0			0	0			0	0			0	0	0	0	109			0	0			0	0		109
		R	70	70	71	72	3%		8	0	5%		1	0			0	0	15%		1	0			0	0	10	0	81	3%		15	0	15%		8	0		104
	SB	L	51	51	52	52		3%	0	8		5%	0	1			0	0		15%	0	1			0	0	0	10	62		3%	0	15		15%	0	8		84
		T	359	359	363	368		5%	0	13		11%	0	3		10%	0	4		57%	0	3	15%		6	0	6	22	396		58%	0	281		25%	0	14		691
		R	68	68	69	70		3%	0	8		5%	0	1			0	0		13%	0	1			0	0	0	9	79		1%	0	5		5%	0	2		86
11) Route 209/Route 17 WB	NB	L	41	41	41	42			0	0			0	0			0	0			0	0			0	0	0	0	42			0	0			0	0		42
August		T	151	151	153	155	5%		13	0	11%		2	0	10%		4	0	17%		1	0	17%		7	0	27	0	182	14%		68	0	10%		6	0		256
	WB	L	45	45	45	46			0	0			0	0			0	0			0	0			0	0	0	0	46			0	0			0	0		46
		T	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
		R	104	104	105	107			0	0			0	0			0	0	40%		2	0	40%		16	0	18	0	124	44%		213	0	15%		8	0		346
	SB	T	390	390	394	400		5%	0	13		11%	0	3		10%	0	4		52%	0	3		52%	0	21	0	43	443		56%	0	271		20%	0	11		725
		R	43	43	43	44			0	0			0	0			0	0		5%	0	0		5%	0	2	0	2	46		2%	0	10		5%	0	3		59
12) Route 209/Route 17 EE	EB	L	45	45	45	46			0	0			0	0			0	0	5%		0	0	5%		2	0	2	0	48	2%		10	0	5%		3	0		61
August		T	1	1	1	1			0	0			0	0			0	0			0	0			0	0	0	0	1			0	0			0	0		1
		R	43	43	43	44			0	0			0	0			0	0			0	0			0	0	0	0	44			0	0			0	0		44
	NB	T	147	147	148	151	5%		13	0	11%		2	0	10%		4	0	12%		1	0	12%		5	0	25	0	176	12%		58	0	5%		3	0		237
		R	43	43	43	44			0	0			0	0			0	0			0	0			0	0	0	0	44			0	0			0	0		44
	SB	L	286	286	289	293			0	0			0	0			0	0		40%	0	2		40%	0	16	0	18	312		44%	0	213		15%	0	8		533
		T	149	149	150	153		5%	0	13		11%	0	3		10%	0	4		12%	0	1		12%	0	5	0	25	178		12%	0	58		5%	0	3		239
13) Nevele Rd/Arrowhead Rc	NB	T	10	10	10	10			0	0			0	0			0	0			0	0			0	0	0	0	10			0	0			0	0		10
October		R	9	9	9	9			0	0			0	0			0	0			0	0			0	0	0	0	9	95%		461	0			0	0	6	476
	WB	L	10	10	10	10			0	0			0	0			0	0			0	0			0	0	0	0	10		95%	0	461			0	0	6	477
		R	13	16	16	16			0	0			0	0			0	0			0	0			0	0	0	0	16		5%	0	24			0	0		41
	SB	L	8	10	10	10			0	0			0	0			0	0			0	0			0	0	0	0	10	5%		24	0			0	0		34
		T	5	5	5	5			0	0			0	0			0	0			0	0			0	0	0	0	5			0	0			0	0		5
14) Employee Lo	NB	T	288	288	291	295	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7	340	62%		301	0			0	0		641
		R		0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0	45%		24	0		24
	WB	L		0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0		45%	0	24		24
		R		0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0		55%	0	30	6	36
	SB	L		0	0	0			0	0			0	0			0	0			0	0			0	0	0	0	0			0	0	55%		30	0	6	36
		T	382	382	386	392		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37	435		62%	0	301			0	0		736

Appendix C

Accident Summary

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York

DETAILS OF ACCIDENT HISTORY FOR LOCATION

TE 213 (Equivalent)

Diagram No.:

County: Ulster/Sullivan

Municipality: Wawarsing/Mamakating

City:

Village of:

Time Period

From: Route 44/55

To: Rt 17 Int

No. of Months: 36

Case No: CM #112-068

File:

By: DQ

Date: 1/22/2014

PIN:

Route No. or Street Name: US Route 209

At Intersection with/ or Between:

Intersection No.	Accident No.	Case No.	Date	Day of Week	Time	No. of Veh.	Severity	Light Condition	Roadway Character	Roadway Surface Condition	Weather	All Apparent Contributing Factors	Apparent Contributing Factors	Type	Direction V1	Direction V2	Direction V3	Direction Ped	Description	Location
1	1	33523199	7/26/2010	MON	4:45 AM	3	INJ	4	5	1	1	4,19	4	RE	S	S	N		V1 traveling SB was speeding and not paying attention when struck V3 and V2	US Route 209/NY Route 44/55
1	2	34396604	7/24/2012	TUE	13:05 PM	2	PDO	1	1	1	1	9	9	RE	S	S			V1 rear ended V2 due to following too closely	US Route 209/NY Route 44/55
1	3	34331384	5/20/2012	SUN	16:35 PM	2	PDO	1	1	1	1	4,9	9	RE	S	S			V1 rear ended V2 due to following too closely and driver inattention	US Route 209/NY Route 44/55
1	4	34684690	2/4/2013	TUE	00:00 AM	1	INJ	UNK	UNK	UNK	UNK	61	61	Deer	UNK				V1 collision with deer	US Route 209/NY Route 44/55
1	5	33985914	8/14/2011	SUN	14:58 PM	2	PDO	1	1	1	2	9	9	RE	S	S			V1 rear ended V2 due to following too closely	US Route 209/NY Route 44/55
2	1	33581011	9/20/2010	MON	21:52 PM	2	NR	4	1	1	1	61,9	9	Deer	S	S			V1 hit a deer and slowed, V2 was following too closely and rear ended V1	US Route 209/NY Route 55
2	2	34507543	10/25/2012	THU	18:51 PM	1	NR	4	1	1	2	61,2	61	Deer	N				V1 hit a deer, alcohol was involved	US Route 209/NY Route 55
2	3	34430112	8/14/2012	TUE	13:23 PM	1	PDO	1	1	2	3	10,18	18	LT	W	E			V1 making improper left turn; has illness	US Route 209/NY Route 55
3	1	33912974	6/16/2011	THU	14:00 PM	2	PDO	1	1	1	2	9	9	RE	S	S			V2 rear ended V1 because of following too closely	US Route 209/Maple Ave
3	2	34058648	10/19/2011	WED	16:31 PM	1	INJ	1	1	2	3	4	4	RE	N	N			V1 rear ended V2 due to driver inattention	US Route 209/Maple Ave
3	3	34372881	7/10/2012	TUE	15:43 PM	1	INJ	1	1	1	1	4	4	PED	W			N/A	V1 was not paying attention and collided with ped outside of intersection	US Route 209/Maple Ave
3	4	34536246	7/10/2012	TUE	15:30 PM	1	INJ	UNK	UNK	UNK	UNK	UNK	UNK	PED	UNK			N/A	V1 collision w ped	US Route 209/Maple Ave
4	1	33942469	7/1/2011	FRI	14:46 PM	2	NR	1	1	1	1	4	4	RE	S	S			V1 rear ended V2 due to driver inattention	US Route 209/Canal St (NY Route 52)
4	2	34364728	7/11/2011	WED	14:22 PM	2	PDO	1	3	1	1	18,13	18	LT	S	S			V1 was making an improper left turn when V2 came from behind and tried to overtake V1 and collided	US Route 209/Canal St (NY Route 52)
4	3	34015053	8/29/2011	MON	17:41 PM	2	NR	1	1	1	1	4	4	RE	S	S			V1 rear ended V2 due to driver inattention	US Route 209/Canal St (NY Route 52)
4	4	34536933	11/20/2012	TUE	11:30 AM	2	NR	1	1	1	1	9	9	RE	W	W			V1 rear ended V2 due to following too closely	US Route 209/Canal St (NY Route 52)
4	5	34399035	8/4/2012	SAT	10:04 AM	2	NR	1	1	1	1	17	17	RE	N	N			V1 rear ended V2 while stopped in traffic due to disregarding the traffic control device	US Route 209/Canal St (NY Route 52)
4	6	33466790	6/9/2010	WED	16:50 PM	2	NR	1	1	2	3	9	9	RE	S	S			V1 rear ended V2 due to following too closely	US Route 209/Canal St (NY Route 52)
4	7	33694452	12/5/2010	SUN	22:57 PM	2	INJ	4	1	2	2	17	17	RA	S	W			Traffic control device was disregarded by both V1 and V2 resulting in a right angle collision	US Route 209/Canal St (NY Route 52)
4	8	33732087	1/14/2011	FRI	18:16 PM	1	INJ	4	1	1	1	69	69	PED	SW			N/A	V1 was making a left turn and had their view obstructed/limited and hit ped	US Route 209/Canal St (NY Route 52)
4	9	33921206	7/31/2010	SAT	21:05 PM	2	INJ	4	1	1	1	13	13	RT	E	E			V1 failed to keep right while turning right and got hit by V2	US Route 209/Canal St (NY Route 52)
4	10	34003616	8/25/2011	THU	23:49 PM	3	INJ	4	1	2	2	4,66	4	RE	N	N	N		V1 collided with V2 and V3 due to driver inattention and a wet, slippery surface	US Route 209/Canal St (NY Route 52)
4	11	34013750	9/4/2011	SUN	1:40 AM	2	INJ	4	1	1	1	69,3	3	RE	S	E			V2 rear ended V1 while V1 was backing unsafely with view obstructed	US Route 209/Canal St (NY Route 52)
4	12	34070913	10/28/2011	FRI	11:10 AM	2	PDO	1	1	1	1	7	7	OV	E	E			V1 failed to yield right of way and collided while overtaking V2	US Route 209/Canal St (NY Route 52)
4	13	34077789	11/1/2011	TUE	17:36 PM	2	PDO	1	1	1	1	9	9	RE	N	N			V1 rear ended V2 due to following too closely	US Route 209/Canal St (NY Route 52)
4	14	34078475	11/2/2011	WED	18:15 PM	1	PDO	4	1	1	1	5	5	FO	N				V1 collided with building/wall due to inexperience entering a parked position	US Route 209/Canal St (NY Route 52)
4	15	34110499	11/26/2011	SAT	18:35 PM	2	INJ	4	1	1	1	7	7	HO	SE	N			V1 collided head on with V2 because V1 failed to yield the right of way	US Route 209/Canal St (NY Route 52)
4	16	34490201	10/18/2012	THU	20:30 PM	2	PDO	4	1	1	1	18	18	SS	NW	E			V1 sideswiped V2 due to turning improperly	US Route 209/Canal St (NY Route 52)
4	17	NR3125462	5/25/2010	TUE	18:15 PM	2	NR	1	1	1	1	7	7	OV	N	N			V1 collided with V2 because they failed to yield the right of way	US Route 209/Canal St (NY Route 52)
5	1	34318857	5/20/2012	SUN	17:34 PM	2	INJ	1	1	1	1	4	4	RE	N	N			V1 rear ended V2 due to driver inattention	US Route 209/Center St (NY Route 52)
5	2	34409785	8/23/2012	TUE	21:40 PM	1	NR	4	2	1	1	3	3	FO	S				V1 was backing unsafely and collided with a sign post	US Route 209/Center St (NY Route 52)
5	3	33857623	4/29/2011	FRI	9:17 AM	2	NR	1	1	1	1	4	4	OV	W	W			V1 collided with V2 while overtaking due to driver inattention	US Route 209/Center St (NY Route 52)
5	4	33883406	5/6/2011	FRI	18:40 PM	1	PDO	1	1	1	1	69	69	SS	NW				V1 sideswiped a parked car (V2) due to an obstructed view	US Route 209/Center St (NY Route 52)
5	5	33587805	9/21/2010	TUE	16:55 PM	2	INJ	1	1	1	1	13	13	SS	N	N			V1 collided with V2 due to passing improperly	US Route 209/Center St (NY Route 52)
5	6	33592727	9/30/2010	THU	13:38 PM	2	INJ	1	1	2	3	9	9	RE	W	W			V1 rear ended V2 due to following too closely	US Route 209/Center St (NY Route 52)
5	7	33592747	9/29/2010	WED	15:46 PM	2	PDO	1	1	1	1	45,7	7	RT	S	SW			V1 collided with V2 while making a right turn because they failed to yield the right of way	US Route 209/Center St (NY Route 52)
5	8	33712375	12/27/2010	MON	17:53 PM	2	PDO	4	1	4	0	13	13	RT	SW	S			V1 was making right turn improperly when collided with V2	US Route 209/Center St (NY Route 52)
5	9	33921208	7/8/2010	THU	10:00 AM	2	INJ	1	1	1	1	9	9	RE	E	E			V1 rear ended V2 due to following too closely	US Route 209/Center St (NY Route 52)
5	10	33973939	7/18/2011	MON	16:09 PM	2	INJ	1	1	1	1	9	9	RE	SE	SE			V2 rear ended V1 due to following too closely	US Route 209/Center St (NY Route 52)
5	11	34000448	8/20/2011	SAT	13:34 PM	2	NR	1	1	1	1	13	13	RT	SW	S			V1 was making right turn improperly when collided with V2	US Route 209/Center St (NY Route 52)
5	12	34018541	9/13/2011	TUE	17:35 PM	2	INJ	1	1	1	1	7	7	LT	SE	E			V1 failed to yield the right of way while making a left turn and struck V2	US Route 209/Center St (NY Route 52)
5	13	34052807	10/14/2011	FRI	17:40 PM	2	NR	1	1	2	2	3	3	RE	E	E			V2 rear ended V1 due to V1 backing unsafely	US Route 209/Center St (NY Route 52)
5	14	34307434	5/18/2012	FRI	17:35 PM	2	NR	1	1	1	1	4	4	RE	E	E			V1 rear ended V2 due to driver inattention	US Route 209/Center St (NY Route 52)
5	15	34324167	5/31/2012	THU	15:21 PM	2	INJ	1	1	1	1	7	7	LT	E	W			V1 failed to yield the right of way while making a left turn and struck V2	US Route 209/Center St (NY Route 52)
5	16	34329732	6/9/2012	SAT	14:20 PM	2	INJ	1	1	1	2	3	3	Park	W	NE			V1 was backing unsafely and collided with a parked car (V2)	US Route 209/Center St (NY Route 52)
5	17	34375400	5/8/2012	TUE	13:19 PM	2	INJ	1	1	2	3	9,5	9	RE	N	N			V1 rear ended V2 due to following too closely and being an inexperienced driver	US Route 209/Center St (NY Route 52)
5	18	34704869	2/26/2013	TUE	7:20 AM	2	PDO	1	1	1	1	9	9	RE	N	N			V1 was following too closely and rear ended V2	US Route 209/Center St (NY Route 52)

DETAILS OF ACCIDENT HISTORY FOR LOCATION

TE 213 (Equivalent)

Diagram No.:

County: Ulster/Sullivan

Municipality: Wawarsing/Mamakating

City:

Village of:

Time Period

From: Route 44/55

To: Rt 17 Int

No. of Months: 36

Case No: CM #112-068

File:

By: DQ

Date: 1/22/2014

PIN:

Route No. or Street Name: US Route 209

At Intersection with/ or Between:

Intersection No.	Accident No.	Case No.	Date	Day of Week	Time	No. of Veh.	Severity	Light Condition	Roadway Character	Roadway Surface Condition	Weather	All Apparent Contributing Factors	Apparent Contributing Factors	Type	Direction V1	Direction V2	Direction V3	Direction Ped	Description	Location
6	1	33592717	10/2/2010	SAT	8:21 AM	2	PDO	1	1	1	1	7,4	7	RA	N	E			V2 failed to yield the right of way while not paying attention and had a right angle collision with V1	US Route 209/Warren St
6	2	34477497	9/16/2012	SUN	12:03 PM	2	PDO	1	1	1	1	4	4	RT	S	SW			V1 had a right turn collision with V2 because V1 was not paying attention	US Route 209/Warren St
6	3	33469914	5/5/2010	WED	13:28 PM	2	PDO	1	1	1	1	17,2	2	LT	N	S			V1 collided with V2 due to disregard of the traffic control device and alcohol use	US Route 209/Warren St
6	4	34248562	3/15/2012	THU	8:59 AM	2	INJ	1	1	1	1	7	7	RA	W	S			V1 failed to yield the right of way and had a right angle collision with V2	US Route 209/Warren St
6	5	34569963	12/7/2012	FRI	23:50 PM	2	INJ	4	1	1	2	2,14	2	PED	S			N/A	V1's view was obstructed and ped walked into the road due to confusion/error and alcohol involvement	US Route 209/Warren St
11	1	34324168	5/29/2012	SAT	21:35 pm	1	PDO	4	5	2	3	2	2	FO	N				V1 struck a tree traveling NB due to alcohol involvement	US Route 209/Nevele Rd North
11	2	34475456	10/11/2012	WED	7:30 AM	2	PDO	1	2	1	1	5,9	9	RE	S	S			V1 SB was following too closely and rear ended V2 (making left-turn) due to dirver inexperience	US Route 209/Nevele Rd North
7	1	34628159	12/14/2012	FRI	5:45 AM	1	PDO	5	4	1	1	61	61	Deer	S				V1 collided with deer	US Route 209/Nevele Rd South
8	1	33482043	6/14/2010	MON	20:40 PM	2	NR	3	1	1	1	3	3	Park	W	W			V2 was backing unsafely and hit a parked car	US Route 209/County Road 172 (Sullivan St)
8	2	33488902	6/9/2010	WED	7:45 AM	3	NR	1	2	1	1	9	9	RE	N	N	N		V3 was following too closely to V2 and V1 and collided with them while they were stopped in traffic	US Route 209/County Road 172 (Sullivan St)
8	3	33663077	11/21/2010	SUN	15:30 PM	2	NR	1	1	1	1	5	5	Park	N	SW			V2 collided with parked car while turning left due to driver inexperience	US Route 209/County Road 172 (Sullivan St)
8	4	33691418	12/4/2010	SAT	8:20 AM	2	PDO	1	1	1	2	9	9	RE	S	S			V2 rear ended V1 due to following too closely	US Route 209/County Road 172 (Sullivan St)
8	5	33835965	3/6/2011	SUN	19:45 PM	2	PDO	4	2	2	3	7	7	LT	N	S			V1 failed to yield the right of way while making a left turn and struck V2	US Route 209/County Road 172 (Sullivan St)
8	6	33847870	4/1/2011	FRI	9:00 AM	2	NR	1	2	2	3	4	4	RA	S	W			V2 had a right angle collision with V1 due to driver inattention	US Route 209/County Road 172 (Sullivan St)
8	7	33939015	6/22/2011	WED	8:30 AM	2	PDO	1	1	2	3	4	4	RE	N	N			V2 rear ended V1 due to driver inattention	US Route 209/County Road 172 (Sullivan St)
8	8	34103823	10/23/2011	SUN	12:50 PM	2	NR	1	1	1	1	4	4	RE	S	S			V1 rear ended V2 due to driver inattention	US Route 209/County Road 172 (Sullivan St)
8	9	34232375	1/19/2012	THU	N/A	1	PDO	UNK	UNK	UNK	UNK	61	61	Deer	UNK				V1 collided with deer	US Route 209/County Road 172 (Sullivan St)
8	10	34351192	6/27/2012	WED	9:10 AM	2	PDO	1	1	1	1	13	13	RT	N	NE			V1 had a right turn collision with V2 due to passing improperly	US Route 209/County Road 172 (Sullivan St)
8	11	34398538	8/10/2012	FRI	13:50 PM	2	NR	1	1	2	3	3,69	3	Back	S	W			V1 was backing unsafely while their view was obstructed and collided with a V2 parked in traffic	US Route 209/County Road 172 (Sullivan St)
8	12	34516408	10/31/2012	WED	8:45 AM	2	PDO	1	1	1	2	68	68	RA	E	N			V1 EB traveling through intersection and V2 NB traveling through intersection. Traffic signal not working properly	US Route 209/County Road 172 (Sullivan St)
9	1	33777767	2/9/2011	WED	17:54 PM	2	INJ	5	1	1	1	7	7	LT	S	N			V1 failed to yield the right of way while making left turn and struck V2	US Route 209/NY Route 17 Exit 113 WB Ramp
9	2	34056249	10/2/2011	SUN	8:50 AM	2	NR	1	1	2	2	17	17	RA	W	S			V1 disregarded traffic control devices and struck V2	US Route 209/NY Route 17 Exit 113 WB Ramp
10	1	33939321	6/25/2011	SAT	14:50 PM	2	NR	1	1	1	1	9,12	12	RE	N	N			V1 rear ended V2 due to following too closely and passenger distraction	US Route 209/NY Route 17 Exit 113 EB Ramp
10	2	34120679	12/1/2011	THU	7:45 AM	2	INJ	1	1	1	1	9	9	RE	N	N			V1 rear ended V2 due to following too closely	US Route 209/NY Route 17 Exit 113 EB Ramp

Severity
- NR- Non-Reportable
- PDO- Property Damage
- INJ- Injury
- FAT- Fatality

Light Condition
- 1- Daylight
- 2- Dawn
- 3- Dusk
- 4- Dark-Road Lighted
- 5-Dark Road-Unlighted

Roadway Character
- 1- Straight and Level
- 2- Straight and Grade
- 3- Straight at Hillcrest
- 4-Curve and Level

Road Surface Condition
- 1- Dry
- 2- Wet
- 4-Snow/Ice

Weather
- 1- Clear
- 2- Cloudy
- 3- Rain
- 4- Snow

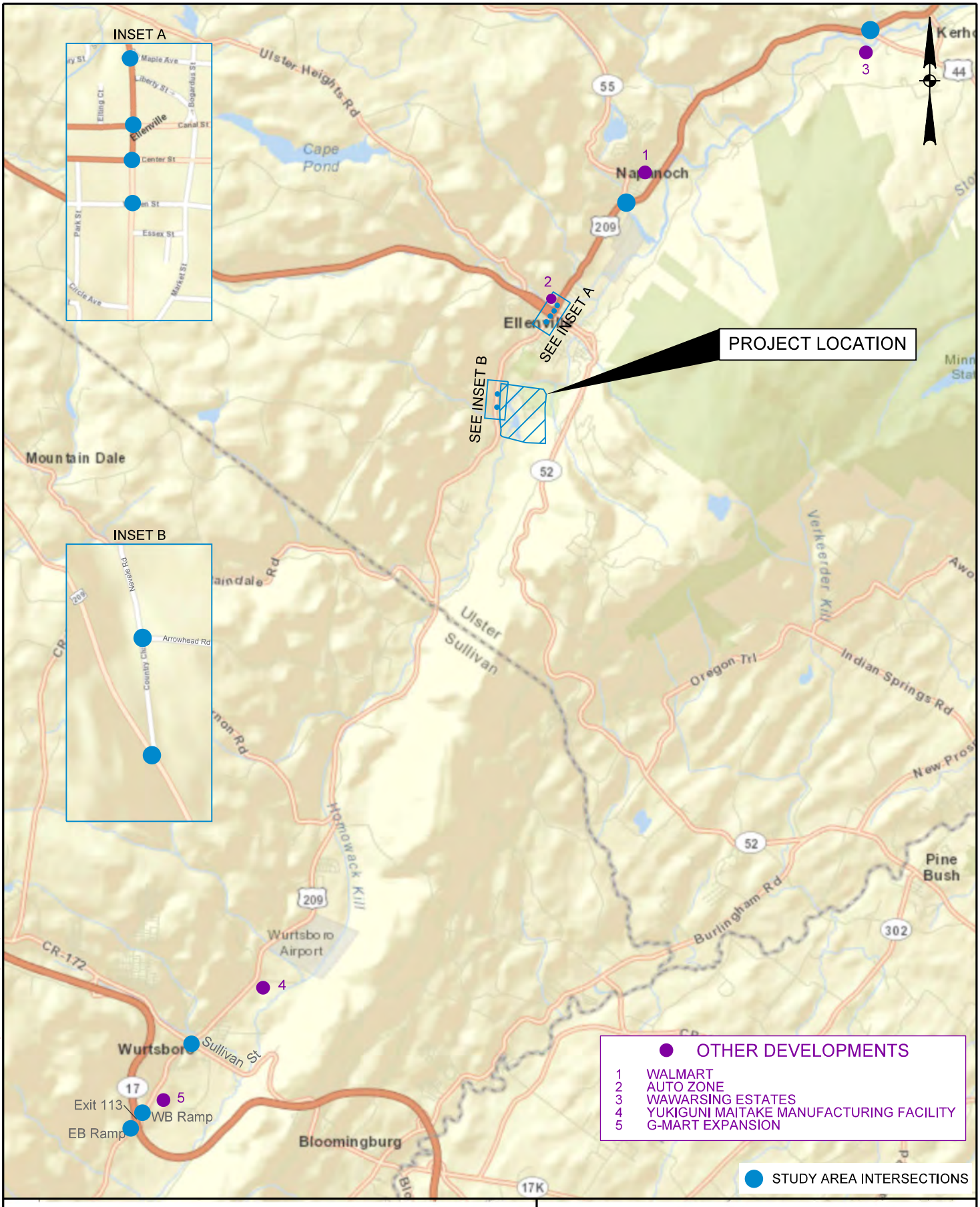
Apparent Contributing Factors
- 2-Alcohol Involvement
- 3-Backing Unsafely
- 4-Driver inattention/Distraction
- 5-Driver Inexperience
- 7-Failure to yield Right of Way
- 9-Following too Closely
- 10-Illness
- 12-Passenger Distraction
- 13-Passing or lane Usage Improper
- 14-Ped Confusion/ Error
- 17-Traffic Control Devices Disregardec
- 18-Turning Improperly
- 45-Oversized Vehicle
- 61-Animal Action
- 66-Pavement Slippery
- 68-Traffic Control Device Not Working
- 69-View Obstructed/Limited

Type
- RE - Rear End
- LT-Left-Turn
- Deer-Animal
- Ped-Pedestrian
- RA-Right Angle
- RT-Right-Turn
- OV-Overturn
- FO-Fixed Object
- HO-head On
- SS-Sideswipe
- Park-Parked Car
- Back-Backing

Appendix D

Other Development Traffic

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York



OTHER DEVELOPMENT LOCATIONS

NEVELE RESORT, CASINO & SPA
TOWN OF WAWARSING, NEW YORK

Creighton Manning

PROJECT: 112-068	DATE: 2/2014	FIGURE: A

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Number	Project	Traffic Study	Year	Company	Local Distribution Provided	Regional Trip Distribution Provided by	Trip Geneartion Provided	Trip Generation Updated by	Land Uses	Size	LUC (Trip Gen 9th Ed.)	Pass-By %	PM Peak Hour (Primary)			Weekend Peak Hour (Primary)		
													Enter	Exit	Total	Enter	Exit	Total
1	Wal-Mart Super Center	Traffic Impact Analysis for Proposed Retail Development	Sep-08	Atlantic Traffic & Design Engienering	Yes	Yes	Yes	Yes	Walmart	125,000 SF	813	PM=28%(LUC 813)/ Weekend=23%(LUC 815)***	191	201	392	255	243	498
												Pass-By	76	76	152	75	75	150
									Retail Use	7,342 SF	820	PM=34%(LUC 820)/ Weekend=26%(LUC 820)***	8	9	17	8	9	17
												Pass-by	5	5	10	3	3	6
											Total New		199	210	409	263	252	515
2	Auto-Zone	None	N/A	N/A	No	Yes	No	Yes	Auto-Zone	6,816	943		13	17	30	21	24	45
3	Wawarsing Estates	Traffic Impact Assessment	Aug-05	Chazen	No	Yes	Yes	Yes	Senior Condominiums	182	252		24	21	45	43	42	85
4	Yukiguni Maitake Manufacturing Facility	Traffic Impact Study	Apr-04	BFJ	Yes	Yes	Yes	Yes	Manufacturing Facility	825,377 SF	190 Employees/LUC 140*		43	54	97	5	5	10
5	G-Mart Expansion	None	N/A	N/A	No	Yes	No	Yes	Dunkin Donuts	2,000 SF	937	PM&Weekend=50% (LUC 934)	21	22	43	21	22	43
												Pass-by	22	21	43	22	21	43
									Dollar Store	21,000 SF	826/820	PM=25%/Weekend=30%**	23	31	54	18	19	37
												Pass-by	9	9	18	8	8	16
											Total New		44	53	97	39	41	80
									Total Other Development Trip Generation				**323**	**355**	**678**	**371**	**364**	**735**

* Trip Generation from PM peak hour was included in the TIS prepared for the manufacturing facility. The TIS used employees to determine tips assocaited with the site which was reviewed and approved by the Town. ITE was used to develop the Weekend peak hour trips.

** Pass-by percentage based on a review of various retail pass-by rates provided by ITE and based on previous discussion with NYSDOT of other retail projects.

*** This is the same methodolody used in the TIA prepared for the Wal-Mart Super Center.

PM Peak Hour-Friday

Intersection Growth Rate	Approach		Walmart Trip Distribution Enter	Walmart Trip Distribution Exit	Walmart Trip Assignment Enter 199	Walmart Trip Assignment Exit 210	AutoZone Trip Distribution Enter	AutoZone Trip Distribution Exit	AutoZone Trip Assignment Enter 13	AutoZone Trip Assignment Exit 17	Wawarsing Estates Trip Distribution Enter	Wawarsing Estates Trip Distribution Exit	Wawarsing Estates Trip Assignment Enter 24	Wawarsing Estates Trip Assignment Exit 21	Yukiguni Mushroom Factory Trip Distribution Enter	Yukiguni Mushroom Factory Trip Distribution Exit	Yukiguni Mushroom Factory Trip Assignment Enter 43	Yukiguni Mushroom Factory Trip Assignment Exit 54	G-Mart Expansion Trip Distribution Enter	G-Mart Expansion Trip Distribution Exit	G-Mart Expansion Trip Assignment Enter 44	G-Mart Expansion Trip Assignment Exit 53	Total Other Development Enter 323	Total Other Development Exit 355
1) Route 209/Route 44/55	NB	T		22%	0	46		20%	0	3		40%	0	8		5%	0	3		5%	0	3	0	63
October		R		10%	0	21		10%	0	2			0	0			0	0			0	0	0	23
	WB	L	10%		20	0	10%		1	0			0	0			0	0			0	0	21	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T	22%		44	0	20%		3	0	40%		10	0	5%		2	0	5%		2	0	60	0
2) Route 209/Route 55	EB	L	6%		12	0			0	0	15%		4	0			0	0			0	0	16	0
October		R			0	0	10%		1	0			0	0			0	0			0	0	1	0
	NB	L			0	0		10%	0	2			0	0			0	0			0	0	0	2
		T	43%		86	0		30%	0	5	25%		6	0		5%	0	3		5%	0	3	92	10
	SB	T		43%	0	90	30%		4	0		25%	0	5	5%		2	0	5%		2	0	8	96
		R		6%	0	13			0	0		15%	0	3			0	0			0	0	0	16
3) Route 209/Maple Ave	EB	L			0	0		40%	0	7			0	0			0	0			0	0	0	7
October		T			0	0		5%	0	1			0	0			0	0			0	0	0	1
		R			0	0		55%	0	9			0	0			0	0			0	0	0	9
	NB	L			0	0	55%		7	0			0	0			0	0			0	0	7	0
		T	37%		74	0			0	0	20%		5	0		5%	0	3		5%	0	3	78	5
		R			0	0			0	0			0	0		2%	0	1		2%	0	1	0	2
	WB	L			0	0			0	0			0	0	2%		1	0	2%		1	0	2	0
		T			0	0	5%		1	0			0	0			0	0			0	0	1	0
		R	6%		12	0			0	0	5%		1	0			0	0			0	0	13	0
	SB	L		6%	0	13			0	0		5%	0	1			0	0			0	0	0	14
		T		37%	0	78			0	0		20%	0	4	5%		2	0	5%		2	0	4	82
		R			0	0	40%		5	0			0	0			0	0			0	0	5	0
4) Route 209/Canal St	EB	L	7%		14	0	10%		1	0	5%		1	0			0	0			0	0	16	0
August		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0	1%		0	0	1%		0	0	1	0
	NB	L			0	0			0	0			0	0		1%	0	1		1%	0	1	0	1
		T	26%		52	0	40%		5	0	15%		4	0		7%	0	4		7%	0	4	61	7
		R			0	0			0	0			0	0		1%	0	1		1%	0	1	0	1
	WB	L			0	0			0	0			0	0	1%		0	0	1%		0	0	1	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R	4%		8	0	5%		1	0			0	0			0	0			0	0	9	0
	SB	L		4%	0	8		5%	0	1			0	0			0	0			0	0	0	9
		T		26%	0	55		40%	0	7		15%	0	3	7%		3	0	7%		3	0	6	65
		R		7%	0	15		10%	0	2		5%	0	1			0	0			0	0	0	17
5) Route 209/Center St	EB	L	7%		14	0	10%		1	0	5%		1	0			0	0			0	0	16	0
August		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0	3%		1	0	3%		1	0	3	0
	NB	L			0	0			0	0			0	0		3%	0	2		3%	0	2	0	3
		T	15%		30	0	25%		3	0	10%		2	0		9%	0	5		9%	0	5	36	10
		R			0	0			0	0			0	0		3%	0	2		3%	0	2	0	3
	WB	L			0	0			0	0			0	0	3%		1	0	3%		1	0	3	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R	4%		8	0	5%		1	0			0	0			0	0			0	0	9	0
	SB	L		4%	0	8		5%	0	1			0	0			0	0			0	0	0	9
		T		15%	0	32		25%	0	4		10%	0	2	9%		4	0	9%		4	0	8	38
		R		7%	0	15		10%	0	2		5%	0	1			0	0			0	0	0	17
6) Route 209/Warren St	EB	L	2%		4	0	2%		0	0			0	0			0	0			0	0	4	0
October		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	NB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16
		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R	2%		4	0	2%		0	0			0	0			0	0			0	0	4	0
	SB	L		2%	0	4		2%	0	0			0	0			0	0			0	0	0	5
		T		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29
		R		2%	0	4		2%	0	0			0	0			0	0			0	0	0	5
7) Route 209/Nevele Rd North	NB	T	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16
May 2014		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29
8) Route 209/Nevele Rd South	NB	T	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16
August		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29
9) Route 209/Kohls Driveway	EB	L			0	0			0	0			0	0			0	0			0	0	0	0
May 2014		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	NB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T	11%		22	0	21%		3	0	10%		2	0		15%	0	8		15%	0	8	27	16
		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T		11%	0	23		21%	0	4		10%	0	2	15%		6	0	15%		7	0	13	29
		R			0	0			0	0			0	0			0	0			0	0	0	0
10) Route 209/CR 172	EB	L	3%		6	0	5%		1	0			0	0	13%		6	0			0	0	12	0
August		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0	13%		6	0	6	0
	NB	L			0	0			0	0			0	0			0	0		13%	0	7	0	7
		T	5%		10	0	11%		1	0	10%		2	0	57%		25	0		15%	0	8	38	8
		R			0	0			0	0			0	0			0	0		15%	0	8	0	8
	WB	L			0	0			0	0			0	0			0	0	15%		7	0	7	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R	3%		6	0	5%		1	0			0	0	15%		6	0			0	0	13	0
	SB	L		3%	0	6		5%	0	1			0	0		15%	0	8			0	0	0	15
		T		5%	0	11		11%	0	2		10%	0	2		57%	0	31	15%		7	0	7	45
		R		3%	0	6		5%	0	1			0	0		13%	0	7			0	0	0	14
11) Route 209/Route 17 WB	NB	L			0	0			0	0			0	0			0	0			0	0	0	0
August		T	5%		10	0	11%		1	0	10%		2	0	17%		7	0	17%		7	0	29	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0	40%		17	0	40%		18	0	35	0
	SB	T		5%	0	11		11%	0	2		10%	0	2		52%	0	28		52%	0	28	0	70
		R			0	0			0	0			0	0		5%	0	3		5%	0	3	0	5
12) Route 209/Route 17 EB	EB	L			0	0			0	0			0	0	5%		2	0	5%		2	0	4	0
August		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	NB	T	5%		10	0	11%		1	0	10%		2	0	12%		5	0	12%		5	0	24	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0		40%	0	22		40%	0	21	0	43
		T		5%	0	11		11%	0	2		10%	0	2		12%	0	6		12%	0	6	0	27
13) Nevele Rd/Arrowhead Rd	NB	T			0	0			0	0			0	0			0	0			0	0	0	0
October		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0

Weekend Peak Hour

Intersection Growth Rate	Approach		Walmart Trip Distribution Enter	Walmart Trip Distribution Exit	Walmart Trip Assignment Enter 263	Walmart Trip Assignment Exit 252	AutoZone Trip Distribution Enter	AutoZone Trip Distribution Exit	AutoZone Trip Assignment Enter 21	AutoZone Trip Assignment Exit 24	Wawarsing Estates Trip Distribution Enter	Wawarsing Estates Trip Distribution Exit	Wawarsing Estates Trip Assignment Enter 43	Wawarsing Estates Trip Assignment Exit 42	Yukiguni Mushroom Factory Trip Distribution Enter	Yukiguni Mushroom Factory Trip Distribution Exit	Yukiguni Mushroom Factory Trip Assignment Enter 5	Yukiguni Mushroom Factory Trip Assignment Exit 5	G-Mart Expansion Trip Distribution Enter	G-Mart Expansion Trip Distribution Exit	G-Mart Expansion Trip Assignment Enter 39	G-Mart Expansion Trip Assignment Exit 41	Total Other Development Enter 371	Total Other Development Exit 364
1) Route 209/Route 44/55	NB	T		22%	0	55		20%	0	5		40%	0	17		5%	0	1		5%	0	2	0	80
October		R		10%	0	25		10%	0	2			0	0			0	0			0	0	0	28
	WB	L	10%		26	0	10%		2	0			0	0			0	0			0	0	28	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T	22%		58	0	20%		4	0	40%		17	0	5%		1	0	5%		2	0	82	0
2) Route 209/Route 55	EB	L	6%		16	0			0	0	15%		6	0			0	0			0	0	22	0
October		R			0	0	10%		2	0			0	0			0	0			0	0	2	0
	NB	L			0	0		10%	0	2			0	0			0	0			0	0	0	2
		T	43%		113	0		30%	0	7	25%		11	0		5%	0	1		5%	0	2	124	10
	SB	T		43%	0	108	30%		6	0		25%	0	11	5%		1	0	5%		2	0	9	119
		R		6%	0	15			0	0		15%	0	6			0	0			0	0	0	21
3) Route 209/Maple Ave	EB	L			0	0		40%	0	10			0	0			0	0			0	0	0	10
October		T			0	0		5%	0	1			0	0			0	0			0	0	0	1
		R			0	0		55%	0	13			0	0			0	0			0	0	0	13
	NB	L			0	0	55%		12	0			0	0			0	0			0	0	12	0
		T	37%		97	0			0	0	20%		8	0		5%	0	1		5%	0	2	105	3
		R			0	0			0	0			0	0		2%	0	0		2%	0	1	0	1
	WB	L			0	0			0	0			0	0	2%		0	0	2%		1	0	1	0
		T			0	0	5%		1	0			0	0			0	0			0	0	1	0
		R	6%		16	0			0	0	5%		2	0			0	0			0	0	18	0
	SB	L		6%	0	15			0	0		5%	0	2			0	0			0	0	0	17
		T		37%	0	93			0	0		20%	0	8	5%		1	0	5%		2	0	3	102
		R			0	0	40%		8	0			0	0			0	0			0	0	8	0
4) Route 209/Canal St	EB	L	7%		18	0	10%		2	0	5%		2	0			0	0			0	0	23	0
August		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0	1%		0	0	1%		0	0	0	0
	NB	L			0	0			0	0			0	0		1%	0	0		1%	0	0	0	0
		T	26%		68	0	40%		8	0	15%		6	0		7%	0	1		7%	0	3	83	4
		R			0	0			0	0			0	0		1%	0	0		1%	0	0	0	0
	WB	L			0	0			0	0			0	0	1%		0	0	1%		0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R	4%		11	0	5%		1	0			0	0			0	0			0	0	12	0
	SB	L		4%	0	10		5%	0	1			0	0			0	0			0	0	0	11
		T		26%	0	66		40%	0	10		15%	0	6	7%		1	0	7%		3	0	4	81
		R		7%	0	18		10%	0	2		5%	0	2			0	0			0	0	0	22
5) Route 209/Center St	EB	L	7%		18	0	10%		2	0	5%		2	0			0	0			0	0	23	0
August		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0	3%		0	0	3%		1	0	1	0
	NB	L			0	0			0	0			0	0		3%	0	0		3%	0	1	0	1
		T	15%		39	0	25%		5	0	10%		4	0		9%	0	1		9%	0	4	49	5
		R			0	0			0	0			0	0		3%	0	0		3%	0	1	0	1
	WB	L			0	0			0	0			0	0	3%		0	0	3%		1	0	1	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R	4%		11	0	5%		1	0			0	0			0	0			0	0	12	0
	SB	L		4%	0	10		5%	0	1			0	0			0	0			0	0	0	11
		T		15%	0	38		25%	0	6		10%	0	4	9%		1	0	9%		4	0	5	48
		R		7%	0	18		10%	0	2		5%	0	2			0	0			0	0	0	22
6) Route 209/Warren St	EB	L	2%		5	0	2%		0	0			0	0			0	0			0	0	6	0
October		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	NB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7
		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R	2%		5	0	2%		0	0			0	0			0	0			0	0	6	0
	SB	L		2%	0	5		2%	0	0			0	0			0	0			0	0	0	6
		T		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37
		R		2%	0	5		2%	0	0			0	0			0	0			0	0	0	6
7) Route 209/Nevele Rd North	NB	T	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7
June 2014		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37
8) Route 209/Nevele Rd South	NB	T	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7
August		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37
9)Route 209/Kohls Driveway	EB	L			0	0			0	0			0	0			0	0			0	0	0	0
June 2014		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	NB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T	11%		29	0	21%		4	0	10%		4	0		15%	0	1		15%	0	6	38	7
		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T		11%	0	28		21%	0	5		10%	0	4	15%		1	0	15%		6	0	7	37
		R			0	0			0	0			0	0			0	0			0	0	0	0
10) Route 209/CR 172	EB	L	3%		8	0	5%		1	0			0	0	13%		1	0			0	0	10	0
August		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0	13%		5	0	5	0
	NB	L			0	0			0	0			0	0			0	0		13%	0	5	0	5
		T	5%		13	0	11%		2	0	10%		4	0	57%		3	0		15%	0	6	23	6
		R			0	0			0	0			0	0			0	0		15%	0	6	0	6
	WB	L			0	0			0	0			0	0			0	0	15%		6	0	6	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R	3%		8	0	5%		1	0			0	0	15%		1	0			0	0	10	0
	SB	L		3%	0	8		5%	0	1			0	0		15%	0	1			0	0	0	10
		T		5%	0	13		11%	0	3		10%	0	4		57%	0	3	15%		6	0	6	22
		R		3%	0	8		5%	0	1			0	0		13%	0	1			0	0	0	9
11) Route 209/Route 17 WB	NB	L			0	0			0	0			0	0			0	0			0	0	0	0
August		T	5%		13	0	11%		2	0	10%		4	0	17%		1	0	17%		7	0	27	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0	40%		2	0	40%		16	0	18	0
	SB	T		5%	0	13		11%	0	3		10%	0	4		52%	0	3		52%	0	21	0	43
		R			0	0			0	0			0	0		5%	0	0		5%	0	2	0	2
12) Route 209/Route 17 EB	EB	L			0	0			0	0			0	0	5%		0	0	5%		2	0	2	0
August		T			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	NB	T	5%		13	0	11%		2	0	10%		4	0	12%		1	0	12%		5	0	25	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0		40%	0	2		40%	0	16	0	18
		T		5%	0	13		11%	0	3		10%	0	4		12%	0	1		12%	0	5	0	25
13) Nevele Rd/Arrowhead Rd	NB	T			0	0			0	0			0	0			0	0			0	0	0	0
October		R			0	0			0	0			0	0			0	0			0	0	0	0
	WB	L			0	0			0	0			0	0			0	0			0	0	0	0
		R			0	0			0	0			0	0			0	0			0	0	0	0
	SB	L			0	0			0	0			0	0			0	0			0	0	0	0
		T			0	0			0	0			0	0			0	0			0	0	0	0

Appendix E

Trip Generation Data

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York

Mohegan Sun Casino Information

Trip generation of Mohegan Sun Casino

MAS

Trip Generation on Friday Friday, August 16, 2002

Time	Driveway 1 Enter	Driveway 1 Exit	Driveway 2 Enter	Driveway 2 Exit	Driveway 3 Enter	Driveway 3 Exit	Total Enter	Total Exit	Total	Hour Sum
4 PM to 5 PM	1011	989	108	336	356	176	1475	1501	2976	2976

Trip Generation on Sunday, August 18, 2002

Time	Driveway 1 Enter	Driveway 1 Exit	Driveway 2 Enter	Driveway 2 Exit	Driveway 3 Enter	Driveway 3 Exit	Total Enter	Total Exit	Total	Hour Sum
3 PM to 4 PM	1278	1065	104	240	172	264	1554	1569	3123	3123

	Trips	Gaming Positions	Trip Rate
Friday Trip Gen	2976	10000	0.298
Sunday Trip Gen	3123	10000	0.312

Catskills Casino Information

Final Traffic Impact Study
Catskills Casino Resort

Town of Wawarsing, New York
CME Project #02-109

Submitted to:

Roger V. Blomquist, Ph.D., President
Environmental Resource Group (ERG)
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February 7, 2003

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Background Traffic Summary

In total, the base 2002 peak hour traffic volumes were increased by 29 to 79 percent depending on the specific location due to expected growth in the area and seasonal adjustments to represent 2005 volumes without the Catskills Casino Resort project. These worst-case peak summer 2005 No-Build traffic volumes are shown on Figures 3.1 and 3.2.

C. Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) Trip Generation, 6th edition, provides trip generation data for various land uses and is based on studies of several existing developments. Since ITE provides limited trip generation information for Casino's (ITE Land Use Code 473), the trips associated with the Catskills Casino Resort were estimated using trip generation information from other existing casino projects.

Current research indicates that casino trip generation correlates most directly to the number of gaming positions at the casino. The proposed Catskills Casino Resort will provide 3,025 gaming positions. CME gathered data on multiple casinos to create a trip generation rate based upon number of gaming positions. Table 3.2 details the information gathered and shows average trip generation rates for PM and Sunday peak hours that were used to calculate trip generation in this study.

Table 3.2 - Trip Generation Study Casinos

Casino	Gaming Area ksf	Hotel Rooms	Gaming Positions	Number of Trips		Trip Gen Rate Gaming Positions	
				PM	Sun	PM	Sun
Mohegan Sun[1]	300	1,200	10,000	2,976	3,123	0.2976	0.3123
Mystic Lake[2]	125	416	4,630	1,806	1,991	0.39	0.43
Mohegan Sun[3]		0	5,700	2,006	2,554	0.352	0.448
Foxwoods[3]	320	1,400	11,230	3,863	4,312	0.344	0.384
Ameristar[4]	38	356	1,803	805	904	0.4465	0.5014
Harvey's[4]	28.25	251	1,540	793	757	0.5149	0.4916
Average						**0.3908**	**0.4279**

1 – Number of Trips counted by CME in July 2002.
2 – Traffic Impact Study St. Croix Meadows Racing Park Proposed Casino Hudson, Wisconsin; BRW, Inc.
3 – Fax dated August 16, 2002 containing a portion of a Close, Jensen & Miller report
4 – Environmental Review of Proposed St. Croix Meadows Casino Hudson, Wisconsin; HDR Engineering, Inc.

Foxwoods Casino Information

TRIP GENERATION

A. Existing Traffic Patterns

The estimation of trip generation for the proposed Mohegan Sun expansion is based on the review of traffic patterns at Foxwoods Resort and Mohegan Sun Resort. Traffic volumes taken at both resorts were compared and analyzed. This comparison shows the following daily traffic patterns.

TABLE 2

EXISTING TRAFFIC AT FOXWOODS & MOHEGAN SUN RESORTS

	Foxwoods* Daily Traffic, Trips/Day Total Patrons & Employees	Mohegan Sun** Daily Traffic, Trips/Day Total Patrons & Employees
FRIDAY (5/16/97)	48,000	25,000
SATURDAY (5/10/97	58,000	32,000
SUNDAY (5/17/97)	54,000	30,800
HOLIDAY (Sunday Memorial Day Weekend) (5/25/97)	71,000	36,000

* Counts taken by F.A. Hesketh at Foxwoods Drives plus estimates of employee traffic based on previously established rates.
** Field counts taken by Close, Jensen and Miller, P.C.

A reliable method of estimating new traffic due to the expansion of Mohegan Sun can be directly tied to the expansion of "gambling seats", i.e., additional slots, table games and bingo seats. This method was used for estimating traffic for the construction of the Mohegan Sun Resort. Validated by current traffic volumes at Mohegan Sun, the model is strikingly accurate.

Rates for gambling seats include traffic generated by the multiple uses found at the resort such as gambling casino, hotels, shopping, restaurants, entertainment and others. The table below shows a summary of the trip generation rates found at both resorts.

TABLE 3

TRIP GENERATION RATES – FOXWOODS & MOHEGAN SUN

TRIPS PER GAMELING SEAT PER DAY
(TOTAL PATRONS AND EMPLOYEES)

	Foxwoods* Trips Per Seat Per Day	Mohegan Sun** Trips Per Seat Per Day
FRIDAY	4.3	4.4
SATURDAY	4.8	5.6
SUNDAY	4.8	5.4
HOLIDAY	6.3	6.3

* Based on a total of 11,230 gambling seats at Foxwoods.
** Based on a total of 5,700 gambling seats at Mohegan Sun.

Turning Stone Casino Information

Trip generation of Turning Stone Casino
10/16/2003
KWW

Trip Generation on Friday 10/3/03

Time	Driveway 1 Enter	Driveway 1 Exit	Driveway 2 Enter	Driveway 2 Exit	Driveway 3 Enter	Driveway 3 Exit	Driveway 4 Enter	Driveway 4 Exit	Total Enter	Total Exit	Total	Hour Sum
4:00									0	0	0	778
4:15	75	76	28	40	2	12	14	15	119	143	262	1013
4:30	78	76	29	42	4	13	18	22	129	153	282	988
4:45	84	48	31	34	1	5	13	18	129	105	234	990
5:00	71	58	28	36	4	8	19	11	122	113	235	1009
5:15	93	50	29	32	2	3	15	13	139	98	237	867
5:30	93	69	36	46	2	5	21	12	152	132	284	
5:45	91	56	48	26	2	3	17	10	158	95	253	
6:00			39	22	1	2	23	6	63	30	93	
Sum	585	433	268	278	18	51	140	107				

Trip Generation on Sunday 10/5/03

Time	Driveway 1 Enter	Driveway 1 Exit	Driveway 2 Enter	Driveway 2 Exit	Driveway 3 Enter	Driveway 3 Exit	Driveway 4 Enter	Driveway 4 Exit	Total Enter	Total Exit	Total	Hour Sum
4:00	65	136	28	61	2	3	8	19	103	219	322	1028
4:15	65	88	24	43	1	2	6	16	96	149	245	929
4:30	61	87	15	39	1	4	10	22	87	152	239	889
4:45	70	82	25	26	1	1	5	12	101	121	222	892
5:00	61	79	18	33	1	0	11	20	91	132	223	911
5:15	55	76	18	29	1	2	8	16	82	123	205	688
5:30	60	90	25	32	0	2	15	18	100	142	242	
5:45	66	88	27	31	2	2	11	14	106	135	241	
6:00											0	
Sum	503	726	180	294	9	16	74	137				

	Trips	Gaming Positions	Trip Rate
Friday Trip Gen	1013	2630	0.385
Sunday Trip Gen	1028	2630	0.391

Sands Bethlehem Casino Information

APPENDIX D

TRIP GENERATION INFORMATION

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MEMORANDUM

To: Tower Entertainment, LLC

From: Traffic Planning & Design, Inc.

Date: July 29, 2013

Re: Trip Generation Analysis– 400 North Broad Development
City of Philadelphia, PA

The following memorandum includes a trip generation analysis for the proposed 400 North Broad development in the City of Philadelphia, PA. The purpose of this analysis is to update the development of proposed traffic levels for the casino and ancillary components of the proposed development based on the 4/15/13 letter from Orth-Rodgers & Associates, Inc.

TRIP GENERATION

Casino Component

TPD performed traffic observations at a local Philadelphia casino, as well as supplemental traffic observations at other local, urban-context casino locations. The following is a brief description of the selected casino locations:

- City of Philadelphia (North Delaware): This casino, located on Delaware Avenue opposite Frankford Avenue, opened in September 2010. Based on the *FY 2011-12 PGCB Annual Report*, the maximum approved gaming floor area of 53,536 square feet (s.f.) consisted of an average of 54 table games and 1,602 slot machines. The site of this casino is within a 5-mile radius of the project site. Other amenities on site include ancillary uses, such as entertainment and dining options.
- City of Chester: This casino, located in Delaware County in the City of Chester, opened in January 2007. Based on the *FY 2011-12 PGCB Annual Report*, the maximum approved gaming floor area of 106,102 square feet (s.f.) consisted of an average of 125 table games and 2,794 slot machines. The site of this casino is within a 15-mile radius of the project site. Other amenities on site include a harness race-track and ancillary uses, such as entertainment and dining options.
- City of Bethlehem: This casino, located in Northampton County in the City of Bethlehem, opened in May 2009. Based on the *FY 2011-12 PGCB Annual Report*, the maximum approved gaming floor area of 143,244 square feet (s.f.) consisted of an average of 152 table games and 3,024 slot machines. The site of this casino is within a 50-mile radius of the project site. Other amenities on site include a retail outlet center, hotel and event centers, as well as ancillary uses, such as entertainment and dining options.

Table 1 below shows the locally obtained trip/visitor generation rates during the studied time periods.

TABLE 1
CASINO COMPONENT TRIP/VISITOR GENERATION RATES – LOCALLY OBTAINED DATA

Location	Independent Variable	Description	Rate per Gaming Position	Directional Split	
				Entering	Exiting
Friday P.M. (4:00-6:00 P.M.) Peak Hour					
City of Philadelphia (North Delaware)	2,007	Trips	**T** = 0.623*(**X**)	55%	45%
		Visitors	**T** = 0.925*(**X**)		
City of Chester	3,732	Trips	**T** = 0.275*(**X**)	55%	45%
		Visitors	**T** = 0.464*(**X**)		
City of Bethlehem	4,164	Trips	**T** = 0.341*(**X**)	55%	45%
		Visitors	**T** = 0.526*(**X**)		
Friday Evening (7:00-10:00 P.M.) Peak Hour					
City of Philadelphia (North Delaware)	2,007	Trips	**T** = 0.538*(**X**)	53%	47%
		Visitors	**T** = 0.895*(**X**)		
City of Chester	3,732	Trips	**T** = 0.412*(**X**)	52%	48%
		Visitors	**T** = 0.689*(**X**)		
City of Bethlehem	4,164	Trips	**T** = 0.442*(**X**)	64%	36%
		Visitors	**T** = 0.661*(**X**)		
Saturday Evening (6:00-9:00 P.M.) Peak Hour					
City of Philadelphia (North Delaware)	2,007	Trips	**T** = 0.608*(**X**)	48%	52%
		Visitors	**T** = 0.982*(**X**)		
City of Chester	3,732	Trips	**T** = 0.378*(**X**)	48%	52%
		Visitors	**T** = 0.624*(**X**)		
City of Bethlehem	4,164	Trips	**T** = 0.382*(**X**)	58%	42%
		Visitors	**T** = 0.612*(**X**)		

T = Total trips generated **X** = Gaming Positions (includes slot machines and table games)

Based on the observations conducted at the local casino sites, TPD recommends utilizing the observed trip generation rates from the City of Philadelphia (North Delaware) casino location for the casino component of the proposed development given the proximity subject to the project site and the conservative nature of the resultant values.

Ancillary Component

There are several ancillary uses associated with the proposed site that will likely serve as destination for external visitors as well as casino visitors. Although the locally collected data utilized for the casino component accounts for some entertainment and dining uses in the casino trip generation calculation, the ancillary component of the proposed site was determined to be in addition to the casino visitors. Therefore, trips were generated for the proposed ancillary uses based on information contained in the manual *Trip Generation*, Ninth Edition, 2012, an Institute of Transportation Engineers (ITE) Informational Report. **Table 2** shows the trip generation rates and directional splits utilized for the ancillary uses during the studied time periods.

TABLE 2
ANCILLARY COMPONENT TRIP GENERATION RATES – ITE DATA

Time Period	Independent Variable	Size / # of Units	Rates			Directional Split	
			Trip Generation	Operation[1]	Pass-By	Entering	Exiting
Hotel – ITE Land Use #310							
Friday P.M. Peak	Occupied Rooms	126 rooms	**T** = 0.70*(**X**)	100%	0%	49%	51%
Friday Evening Peak			**T** = 0.74*(**X**)	100%	0%	57%	43%
Saturday Evening Peak			**T** = 0.87*(**X**)	100%	0%	56%	44%
Restaurant – ITE Land Use #932							
Friday P.M. Peak	Square Footage	80,300 s.f.	**T** = 9.85*(**X**)	70%	43%	60%	40%
Friday Evening Peak			**T** = 11.76*(**X**)[2]	100%	25%	51%	49%
Saturday Evening Peak			**T** = 13.14*(**X**)[2]	100%	25%	60%	40%
Drinking Place – ITE Land Use #925							
Friday P.M. Peak	Square Footage	43,267 s.f.	**T** = 11.34*(**X**)	70%	43%	66%	34%
Friday Evening Peak			**T** = 15.49*(**X**)	100%	25%	51%	49%
Saturday Evening Peak			**T** = 15.49*(**X**)	100%	25%	60%	40%
Theater – ITE Land Use #441							
Friday P.M. Peak	Square Footage	70,197 s.f.	**T** = 1.11*(**X**)[3]	70%	0%	50%	50%
Friday Evening Peak			**T** = 12.07*(**X**)[4]	100%	0%	75%	25%
Saturday Evening Peak			**T** = 12.07*(**X**)[4]	100%	0%	75%	25%
Specialty Retail – ITE Land Use #826							
Friday P.M. Peak	Square Footage	72,264 s.f.	**T** = 2.71*(**X**)	100%	34%	44%	56%
Friday Evening Peak			**T** = 3.35*(**X**)[2]	100%	25%	52%	48%
Saturday Evening Peak			**T** = 2.10*(**X**)[2]	100%	25%	33%	67%

T = Total Trips **X** = Independent Variable

Based on the location and the surrounding amenities (transit) available to the proposed site, TPD recommends utilizing the following trip generation adjustments:

- Internal Capture – Visitors to the proposed casino use using the other on-site ancillary uses. This adjustment will be applied to ancillary uses of the proposed site only.
- Mass Transit Ridership – Proximity to available transit. Additionally, it is anticipated that a shuttle bus will be provided to transport patrons to/from the site to destinations such as hotels.
- Pedestrian / Bicycle Reduction – Site accessed by pedestrians / bicycles rather than vehicles.
- Pass-By Trips – Motorists already traveling on study area roadways.

The *Executive Summary of the Interim Report of Findings* by the Philadelphia Gaming Advisory Task Force contains information regarding the modal split of visitors to potential casino uses based on the different locales of potential sites throughout the Philadelphia region.

[1] Operational rate assumes percentage of uses utilized/open during the time period. Several uses were assumed to be operational at a 70% level given the nature of the use and anticipated hours of operation.
[2] Trip generation rates based on published hourly variation data for the land use to account for the time period analyzed.
[3] Based on correlation between seats to square footage.
[4] Based on the information contained in the report by ITE Technical Council Committee 6A-50.

Based on the modal splits observed at SugarHouse, the public transit was significantly higher **(183% increase)** when compared to the *Summary*. While the *Summary* noted the difference in the public transit access between the North Delaware location and the Center City location and adjusted the expected transportation modal split accordingly; the results of the observations at the North Delaware location indicate a shift in current vs. expected modal choice for casino patrons in Philadelphia. Additionally, recent studies by the *Philadelphia Mayor's Office of Transportation & Utilities* and the *Center City District & Central Philadelphia Development Corporation* have indicated a change in modeshare for Philadelphians' in recent years away from auto. As such, TPD utilized the expected typical distribution of transportation modes for a casino located in the Center City area of the City with minor modifications to reflect local observations and recent trends. Lastly, the Applicant is committed to provide shuttle service to such locations as the convention center (less than 3 blocks away), numerous hotels, and other popular destinations where perspective patrons will be located. With a significantly closer proximity to these amenities and population centers than the North Delaware area, it is anticipated that shuttle service will also accommodate a larger percentage of visitors. Therefore, TPD adjusted the modes of transportation accordingly to accommodate this optimal location.

Table 3 summarizes the expected and observed typical distribution of transportation modes.

TABLE 3
TYPICAL DISTRIBUTION OF TRANSPORTATION MODES

Description	North Delaware Area			Center City Sites		
	Task Force[1]	Locally Obtained	Difference	Task Force[1]	*Modifications*	Utilized
Public Transit	6%	17%	+11%	20%	*+11%*[2]	31%
Casino Bus	9%	7%	-2%	8%	*+5%*[3]	13%
Taxi	7%	5%	-2%	11%	*0%*	11%
Pedestrian	0%	0%	0%	4%	*+4%*[4]	8%
Auto	78%	71%	-7%	57%	*-20%*[5]	37%
Total	***100%***	***100%***	***0%***	***100%***	***0%***	***100%***

[1] *Executive Summary of the Interim Report of Findings* by the Philadelphia Gaming Advisory Task Force
[2] *Adjusted based on observations of public transit use at SugarHouse*
[3] *Adjusted based on Applicant's anticipated provision of significant shuttle service*
[4] *Adjusted based on recent City studies regarding modeshare*
[5] *Resultant change to usage based on other modal adjustments*

The utilized modal splits/reductions are summarized as follows:

Mass Transit Trip Generation Adjustment

The proposed development is adjacent or within reasonable walking distance of numerous mass transit assets as identified earlier in the report. TPD assumed a ***31% trip adjustment*** during the studied time periods. It is anticipated that a significant amount of visitors to the proposed site will utilized mass transit, to include people who are locally employed in the City and utilize mass transit to get to/from work. Additionally, TPD assumed an additional ***13% trip adjustment*** for patrons that will utilize a shuttle bus to/from the site. It is estimated that shuttles will generate approximately 12-15 new trips to the study area during the studied time periods.

Pedestrian / Bicycle Trip Generation Adjustment

Since the proposed site is in an urban area with high amounts of pedestrian traffic, a trip generation adjustment was assumed for access of the site by pedestrians / bicycles rather than vehicles or mass transit. TPD assumed an ***8% trip adjustment*** during the studied time periods.

Internal Capture Adjustment

The *Trip Generation Handbook* recommends that when studying multi-use developments (i.e. the proposed site), that an interaction factor be applied to the trip generation to determine the quantity of "external trips" (trips from external roadways) and "internal trips" (trips between uses on site that do not utilize the external roadways). For example, many of the on-site amenities are marketed for use by patrons of the Casino. For purposes of the study, it is recommended that a ***75% trip adjustment*** be applied to the trip generation for the ancillary component of the proposed development during the studied time periods.

To provide further justification for the internal capture adjustment utilized for the study, TPD reviewed the site-specific trip generation at the City of Bethlehem casino location. As previously outlined, the City of Bethlehem casino site includes a significant retail component consisting of a retail outlet center, hotel and events center, and various entertainment and dining options. Observations at the City of Bethlehem casino location indicate the total site trip generation is 1,419 trips during the Friday P.M. (4-6 PM) peak hour, 1,839 trips during the Friday evening (7-10 PM) peak hour, and 1,592 trips during the Saturday evening (6-9 PM) peak hour. If the trip generation methodology recommended for the proposed development in this memorandum (including the internal trip capture adjustment) were applied to the site specific uses of the City of Bethlehem casino location, the resultant trip generation would be higher than those observed at the City of Bethlehem casino location: 1,915 total external trips during the Friday P.M. (4-6 PM) peak hour, 1,898 total external trips during the Friday evening (7-10 PM) peak hour, and 1,892 total external trips during the Saturday evening (6-9 PM) peak hour. Therefore, this inflated trip generation justifies the use of the recommended internal capture adjustment for the ancillary component of the proposed development.

Pass-By Trips

According to the *Trip Generation Handbook*, not all of the trips generated by the proposed development will be new to the surrounding area. A distinction was made between "new" trips, which are trips made to/from the study area for the express purpose of visiting the site, "pass-by" trips, which are trips made to the site by traffic passing the retail center on the adjacent roadways en route to another destination. The pass-by trips do not add any additional traffic to the study area intersections but will result in shifts in turning movement at the site driveway intersections.

Trip Generation Summary – Proposed Development

The calculated trip generation for the proposed development is shown in **Tables 4 through 6** for the studied time periods. It should be noted that the proposed development assumed in the November 7, 2012 *Transportation Impact Study* consisted of a casino use with 3,000 slot machines and 150 tables games and ancillary uses based on information provided by Tower Entertainment, LLC. It is TPD's understanding that the casino component has been modified to accommodate a total of 3,300 slot machines, and as such, the calculated trip generation for the proposed development includes the casino component as currently proposed.

TABLE 4
TRIP GENERATION SUMMARY – FRIDAY P.M. (4:00-6:00 P.M.) PEAK HOUR

Land Use	Size / Units (X)	Total Trips	Int. Trips	External Trips					
				Mass Transit[1]	Ped-Bike	Pass-by	New Vehicle Trips[2]		
							Total	Enter	Exit
Casino Use									
Casino	3,300 slots / 150 tables	2,505	---	1,247	322	---	922	510	412
			Shuttle Bus Trips				14	7	7
Ancillary Uses									
Hotel	125	88	66	7	2	0	13	6	7
Restaurant	56,210[3]	554	416	43	11	30	54	32	22
Drinking Place	30,287[3]	343	257	27	7	20	32	21	11
Theater / Clubs	49,148[3]	55	41	4	1	0	9	7	2
Retail	72,264	196	147	15	4	10	20	9	11
Subtotal – Ancillary Trips		1,236	927	96	25	60	128	75	53
Total Site Trips		***3,741***	***927***	***1,343***	***347***	***60***	***1,064***	***592***	***472***

Int. = Internal Capture Trips **X** = Independent Variable (Size in KSF, Gaming Positions, Units)
[1] Includes visitors who are employed locally and use transit [2] New trips include passenger cars and taxis
[3] Assumes 30% of space not utilized/open during Friday P.M. (4-6 PM) peak hour

TABLE 5
TRIP GENERATION SUMMARY – FRIDAY EVENING (7:00-10:00 P.M.) PEAK HOUR

Land Use	Size / Units (X)	Total Trips	Int. Trips	External Trips					
				Mass Transit[1]	Ped-Bike	Pass-by	New Vehicle Trips[2]		
							Total	Enter	Exit
Casino Use									
Casino	3,300 slots / 150 tables	2,425	---	1,207	312	---	893	475	418
			Shuttle Bus Trips				13	7	6
Ancillary Uses									
Hotel	125	93	70	7	2	0	14	8	6
Restaurant	80,300[1]	944	708	73	19	30	114	58	56
Drinking Place	43,267[1]	670	503	52	13	22	80	54	26
Theater / Clubs	70,197[1]	847	635	66	17	0	129	97	32
Retail	72,264	242	182	19	5	8	28	15	13
Subtotal – Ancillary Trips		2,796	2,098	217	56	60	365	232	133
Total Site Trips		***5,221***	***2,098***	***1,424***	***368***	***60***	***1,271***	***714***	***557***

Int. = Internal Capture Trips **X** = Independent Variable (Size in KSF, Gaming Positions, Units)
[1] Includes visitors who are employed locally and use transit [2] New trips include passenger cars and taxis

TABLE 6
TRIP GENERATION SUMMARY – SATURDAY EVENING (6:00-9:00 P.M.) PEAK HOUR

Land Use	Size / Units (X)	Total Trips	Int. Trips	External Trips					
				Mass Transit[1]	Ped-Bike	Pass-by	New Vehicle Trips[2]		
							Total	Enter	Exit
Casino Use									
Casino	3,300 slots / 150 tables	2,661	---	1,324	342	---	980	467	513
			Shuttle Bus Trips				15	8	7
Ancillary Uses									
Hotel	125	110	83	8	2	0	17	10	7
Restaurant	80,300[1]	1,055	791	82	21	34	127	76	51
Drinking Place	43,267[1]	670	503	52	13	22	80	54	26
Theater / Clubs	70,197[1]	847	635	66	17	0	129	97	32
Retail	72,264	152	114	12	3	6	17	6	11
Subtotal – Ancillary Trips		2,834	2,126	220	56	62	370	243	127
Total Site Trips		***5,495***	***2,126***	***1,544***	***398***	***62***	***1,365***	***718***	***647***

Int. = Internal Capture Trips **X** = Independent Variable (Size in KSF, Gaming Positions, Units)
[1] Includes visitors who are employed locally and use transit [2] New trips include passenger cars and taxis

If any of you have any questions or concerns, please do not hesitate to contact us.

Appendix F

Level of Service Analysis

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York

LOS Definitions

The following is an excerpt from the 2010 Highway Capacity Manual (HCM).

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 surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c 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 v/c ratio no greater than 1.0. This level is typically assigned when the v/c 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 v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c 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 v/c 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).

Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections 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 by using criteria given in Exhibit 19-1. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 20-2. LOS F is assigned if the 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.

Exhibits 19-1/20-2:
Level-of-Service Criteria for Stop Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	**v/c ≥ 1.0**
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	82	32	365	125	26	375
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1794	1820	1683	1750	1750	1683
Adj Flow Rate, veh/h	85	17	376	0	27	387
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	0	0	4
Cap, veh/h	130	26	538	476	387	889
Arrive On Green	0.09	0.09	0.32	0.00	0.02	0.53
Sat Flow, veh/h	1382	276	1683	1487	1667	1683
Grp Volume(v), veh/h	103	0	376	0	27	387
Grp Sat Flow(s),veh/h/ln	1675	0	1683	1487	1667	1683
Q Serve(g_s), s	1.9	0.0	6.2	0.0	0.3	4.5
Cycle Q Clear(g_c), s	1.9	0.0	6.2	0.0	0.3	4.5
Prop In Lane	0.83	0.17		1.00	1.00	
Lane Grp Cap(c), veh/h	157	0	538	476	387	889
V/C Ratio(X)	0.65	0.00	0.70	0.00	0.07	0.44
Avail Cap(c_a), veh/h	1581	0	2117	1872	1140	3229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	9.5	0.0	6.9	4.6
Incr Delay (d2), s/veh	1.7	0.0	0.6	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	5.2	0.0	0.2	3.7
LnGrp Delay(d),s/veh	15.6	0.0	10.1	0.0	6.9	4.7
LnGrp LOS	B		B		A	A
Approach Vol, veh/h	103		376			414
Approach Delay, s/veh	15.6		10.1			4.9
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.6	16.2				22.8		9.0
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	15.0	40.0				61.0		30.0
Max Q Clear Time (g_c+I1), s	2.3	8.2				6.5		3.9
Green Ext Time (p_c), s	0.0	1.9				2.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	11	78	147	651	519	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	270	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	2	3	3	0
Mvmt Flow	12	82	155	685	546	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1552	557	568	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	126	524	1004	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	107	524	1004	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	305	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1004	-	269	524	-	-
HCM Lane V/C Ratio	0.154	-	0.043	0.157	-	-
HCM Control Delay (s)	9.2	-	19	13.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.1	0.6	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	14	115	842	12	61	729
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1727	1820	1802	1820	1716	1733
Adj Flow Rate, veh/h	15	104	915	13	66	792
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	2	1
Cap, veh/h	18	125	981	14	260	1230
Arrive On Green	0.10	0.10	0.55	0.55	0.06	0.71
Sat Flow, veh/h	186	1292	1773	25	1634	1733
Grp Volume(v), veh/h	120	0	0	928	66	792
Grp Sat Flow(s),veh/h/ln	1490	0	0	1798	1634	1733
Q Serve(g_s), s	4.1	0.0	0.0	24.7	0.0	12.6
Cycle Q Clear(g_c), s	4.1	0.0	0.0	24.7	0.0	12.6
Prop In Lane	0.12	0.87		0.01	1.00	
Lane Grp Cap(c), veh/h	144	0	0	995	260	1230
V/C Ratio(X)	0.83	0.00	0.00	0.93	0.25	0.64
Avail Cap(c_a), veh/h	720	0	0	1216	636	1230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	0.0	10.7	22.5	4.0
Incr Delay (d2), s/veh	4.7	0.0	0.0	10.5	0.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	0.0	21.1	1.6	10.1
LnGrp Delay(d),s/veh	27.6	0.0	0.0	21.2	22.7	4.9
LnGrp LOS	C			C	C	A
Approach Vol, veh/h	120		928			858
Approach Delay, s/veh	27.6		21.2			6.3
Approach LOS	C		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.1	33.7				41.8		10.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	35.0				35.0		25.0
Max Q Clear Time (g_c+I1), s	2.0	26.7				14.6		6.1
Green Ext Time (p_c), s	0.1	2.0				2.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	147	41	23	46	64	68	19	411	36	95	367	239
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	0.98		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1699	1717	1750	1784	1758	1820	1667	1771	1820	1750	1683	1767
Adj Flow Rate, veh/h	162	45	21	51	70	63	21	452	39	104	403	237
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	5	3	3	0	4	3
Cap, veh/h	264	331	154	299	117	105	355	514	44	274	480	506
Arrive On Green	0.06	0.30	0.30	0.14	0.14	0.14	0.10	0.32	0.32	0.06	0.29	0.29
Sat Flow, veh/h	1618	1104	515	1359	844	760	1587	1603	138	1667	1683	1481
Grp Volume(v), veh/h	162	0	66	51	0	133	21	0	491	104	403	237
Grp Sat Flow(s),veh/h/ln	1618	0	1620	1359	0	1604	1587	0	1741	1667	1683	1481
Q Serve(g_s), s	0.0	0.0	1.4	1.6	0.0	3.7	0.0	0.0	12.6	0.0	10.7	3.3
Cycle Q Clear(g_c), s	0.0	0.0	1.4	3.1	0.0	3.7	0.0	0.0	12.6	0.0	10.7	3.3
Prop In Lane	1.00		0.32	1.00		0.47	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	264	0	485	299	0	222	355	0	558	274	480	506
V/C Ratio(X)	0.61	0.00	0.14	0.17	0.00	0.60	0.06	0.00	0.88	0.38	0.84	0.47
Avail Cap(c_a), veh/h	515	0	854	828	0	846	532	0	918	520	887	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	12.1	19.6	0.0	19.2	17.2	0.0	15.2	20.7	15.9	12.2
Incr Delay (d2), s/veh	0.9	0.0	0.1	0.3	0.0	2.6	0.0	0.0	3.2	0.3	1.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	1.2	1.1	0.0	3.2	0.4	0.0	10.7	2.3	8.8	3.9
LnGrp Delay(d),s/veh	21.9	0.0	12.3	19.8	0.0	21.8	17.3	0.0	18.4	21.0	17.5	12.5
LnGrp LOS	C		B	B		C	B		B	C	B	B
Approach Vol, veh/h		228			184			512			744	
Approach Delay, s/veh		19.1			21.2			18.4			16.4	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	20.2		19.2	9.7	18.5	7.6	11.6
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	25.0		25.0	10.0	25.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	14.6		3.4	2.0	12.7	2.0	5.7
Green Ext Time (p_c), s	0.2	0.3		0.9	0.2	0.5	0.5	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	51	38	58	72	37	68	339	40	74	333	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.98		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1748	1820	1716	1796	1820	1636	1658	1750	1750	1736	1820
Adj Flow Rate, veh/h	99	52	39	59	73	38	69	346	41	76	340	67
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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
Percent Heavy Veh, %	5	5	5	2	2	2	7	5	5	0	4	4
Cap, veh/h	415	211	158	436	254	132	343	441	52	364	431	85
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.04	0.30	0.30	0.05	0.31	0.31
Sat Flow, veh/h	1212	915	686	1269	1101	573	1558	1453	172	1667	1406	277
Grp Volume(v), veh/h	99	0	91	59	0	111	69	0	387	76	0	407
Grp Sat Flow(s),veh/h/ln	1212	0	1601	1269	0	1674	1558	0	1625	1667	0	1683
Q Serve(g_s), s	2.6	0.0	1.7	1.4	0.0	1.9	0.0	0.0	7.8	0.0	0.0	7.9
Cycle Q Clear(g_c), s	4.6	0.0	1.7	3.1	0.0	1.9	0.0	0.0	7.8	0.0	0.0	7.9
Prop In Lane	1.00		0.43	1.00		0.34	1.00		0.11	1.00		0.16
Lane Grp Cap(c), veh/h	415	0	369	436	0	386	343	0	493	364	0	516
V/C Ratio(X)	0.24	0.00	0.25	0.14	0.00	0.29	0.20	0.00	0.79	0.21	0.00	0.79
Avail Cap(c_a), veh/h	1157	0	1349	1212	0	1410	934	0	1369	990	0	1418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	11.2	12.4	0.0	11.3	14.8	0.0	11.3	14.6	0.0	11.3
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.1	0.0	0.4	0.1	0.0	1.1	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	1.4	0.9	0.0	1.7	1.2	0.0	6.5	1.3	0.0	6.8
LnGrp Delay(d),s/veh	13.5	0.0	11.5	12.6	0.0	11.7	14.9	0.0	12.4	14.7	0.0	12.3
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		190			170			456			483	
Approach Delay, s/veh		12.5			12.0			12.8			12.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	15.8		13.2	6.5	15.9		13.2
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	2.0	9.8		6.6	2.0	9.9		5.1
Green Ext Time (p_c), s	0.3	0.3		2.1	0.3	0.3		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	19	19	11	8	17	26	8	439	4
Conflicting Peds, #/hr	11	0	0	0	0	11	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	14	0	0	0	4	0
Mvmt Flow	20	20	11	8	18	27	8	457	4

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	980	960	436	974	967	474	440	0	0
Stage 1	471	471	-	487	487	-	-	-	-
Stage 2	509	489	-	487	480	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.24	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.24	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.24	5.5	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.626	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	231	253	625	220	256	595	1131	-	-
Stage 1	577	553	-	540	554	-	-	-	-
Stage 2	550	543	-	540	558	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	200	240	617	194	243	587	1126	-	-
Mov Cap-2 Maneuver	200	240	-	194	243	-	-	-	-
Stage 1	566	535	-	530	543	-	-	-	-
Stage 2	500	533	-	496	540	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	22.6	18.1	0.1
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1126	-	-	255	328	1095	-	-
HCM Lane V/C Ratio	0.007	-	-	0.2	0.162	0.018	-	-
HCM Control Delay (s)	8.2	0	-	22.6	18.1	8.3	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.6	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	19	396	16
Conflicting Peds, #/hr	4	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	0	2	0
Mvmt Flow	20	412	17

Major/Minor	Major2		
Conflicting Flow All	472	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1100	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1095	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	45	393	2	50	359
Conflicting Peds, #/hr	5	4	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-9	-	-	9
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	48	423	2	54	386

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	730	429	0	0	430	0
Stage 1	429	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	377	630	-	-	1140	-
Stage 1	661	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	353	627	-	-	1140	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	617	1140	-
HCM Lane V/C Ratio	-	-	0.08	0.047	-
HCM Control Delay (s)	-	-	11.3	8.3	0.2
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	11	6	340	21	6	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	6	354	22	6	301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	679	365	0	0	376	0
Stage 1	365	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	420	685	-	-	1194	-
Stage 1	707	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	417	685	-	-	1194	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	484	1194	-
HCM Lane V/C Ratio	-	-	0.037	0.005	-
HCM Control Delay (s)	-	-	12.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	7	0	6	5	410	15	8	309	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1750	1750	1213	1820	1820	1750	1716	1319	1750	1700	1750
Adj Flow Rate, veh/h	1	0	1	8	0	7	6	477	17	9	359	1
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	50	0	0	2	2	38	3	3	3
Cap, veh/h	3	0	3	36	0	48	100	993	686	105	973	3
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	786	0	786	1156	0	1547	4	1709	1121	11	1674	5
Grp Volume(v), veh/h	2	0	0	8	0	7	483	0	17	369	0	0
Grp Sat Flow(s),veh/h/ln	1572	0	0	1156	0	1547	1713	0	1121	1690	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	0.2	6.2	0.0	0.2	4.4	0.0	0.0
Prop In Lane	0.50		0.50	1.00		1.00	0.01		1.00	0.02		0.00
Lane Grp Cap(c), veh/h	7	0	0	36	0	48	1092	0	686	1080	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.22	0.00	0.15	0.44	0.00	0.02	0.34	0.00	0.00
Avail Cap(c_a), veh/h	452	0	0	795	0	1064	1872	0	1200	1842	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.6	0.0	0.0	17.7	0.0	17.7	4.6	0.0	2.9	4.2	0.0	0.0
Incr Delay (d2), s/veh	16.2	0.0	0.0	3.8	0.0	1.7	1.0	0.0	0.1	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.2	5.6	0.0	0.2	3.9	0.0	0.0
LnGrp Delay(d),s/veh	34.8	0.0	0.0	21.5	0.0	19.4	5.6	0.0	2.9	4.9	0.0	0.0
LnGrp LOS	C			C		B	A		A	A		
Approach Vol, veh/h		2			15			500			369	
Approach Delay, s/veh		34.8			20.5			5.5			4.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.8		4.4		27.8		5.4
Change Period (Y+Rc), s		6.0		* 4.2		6.0		4.2
Max Green Setting (Gmax), s		39.0		* 11		39.0		25.8
Max Q Clear Time (g_c+I1), s		8.2		2.0		6.4		2.3
Green Ext Time (p_c), s		13.6		0.0		14.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	108	33	66	218	176	47	211	48	57	206	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1696	1750	1750	1735	1750	1750	1709	1750	1750	1691	1750
Adj Flow Rate, veh/h	63	111	30	68	225	176	48	218	41	59	212	36
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	4	4	4
Cap, veh/h	185	281	64	137	297	211	145	541	93	168	516	79
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	252	784	179	151	829	588	140	1244	213	188	1187	183
Grp Volume(v), veh/h	204	0	0	469	0	0	307	0	0	307	0	0
Grp Sat Flow(s),veh/h/ln	1214	0	0	1568	0	0	1598	0	0	1558	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	13.5	0.0	0.0	6.3	0.0	0.0	6.4	0.0	0.0
Prop In Lane	0.31		0.15	0.14		0.38	0.16		0.13	0.19		0.12
Lane Grp Cap(c), veh/h	530	0	0	645	0	0	778	0	0	763	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.73	0.00	0.00	0.39	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	734	0	0	879	0	0	1327	0	0	1297	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	0.0	0.0	14.5	0.0	0.0	9.7	0.0	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.6	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	0.0	10.2	0.0	0.0	5.7	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	12.0	0.0	0.0	16.1	0.0	0.0	10.9	0.0	0.0	11.0	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		204			469			307			307	
Approach Delay, s/veh		12.0			16.1			10.9			11.0	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.3		22.4		27.3		22.4
Change Period (Y+Rc), s		5.7		4.6		5.7		4.6
Max Green Setting (Gmax), s		39.3		25.4		39.3		25.4
Max Q Clear Time (g_c+I1), s		8.3		6.7		8.4		15.5
Green Ext Time (p_c), s		13.3		2.2		13.2		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	65	1	148	36	159	0
Conflicting Peds, #/hr	0	0	0	2	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	129	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	5	0	5	3	2	0
Mvmt Flow	0	0	0	68	1	154	38	166	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	497	497	170	254	0	0
Stage 1	243	243	-	-	-	-
Stage 2	254	254	-	-	-	-
Critical Hdwy	6.45	6.5	6.25	4.13	-	-
Critical Hdwy Stg 1	5.45	5.5	-	-	-	-
Critical Hdwy Stg 2	5.45	5.5	-	-	-	-
Follow-up Hdwy	3.545	4	3.345	2.227	-	-
Pot Cap-1 Maneuver	527	477	866	1305	-	-
Stage 1	790	708	-	-	-	-
Stage 2	781	701	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	510	0	863	1303	-	-
Mov Cap-2 Maneuver	510	0	-	-	-	-
Stage 1	766	0	-	-	-	-
Stage 2	780	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.1	1.4
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1303	-	-	510	863	1420	-	-
HCM Lane V/C Ratio	0.029	-	-	0.135	0.179	-	-	-
HCM Control Delay (s)	7.8	-	-	13.2	10.1	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.6	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	244	42
Conflicting Peds, #/hr	1	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	Yeild
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	0	3	5
Mvmt Flow	0	254	44

Major/Minor	Major2		
Conflicting Flow All	168	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1422	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1420	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	4	65	0	0	0	0	135	44	134	175	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1650	1820				0	1716	1750	1716	1699	0
Adj Flow Rate, veh/h	62	4	49				0	141	39	140	182	0
Adj No. of Lanes	0	1	1				0	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	2	3	0
Cap, veh/h	207	13	217				0	366	101	596	980	0
Arrive On Green	0.14	0.14	0.14				0.00	0.28	0.28	0.15	0.58	0.00
Sat Flow, veh/h	1480	95	1547				0	1295	358	1634	1699	0
Grp Volume(v), veh/h	66	0	49				0	0	180	140	182	0
Grp Sat Flow(s),veh/h/ln	1576	0	1547				0	0	1653	1634	1699	0
Q Serve(g_s), s	1.6	0.0	1.2				0.0	0.0	3.7	0.0	2.2	0.0
Cycle Q Clear(g_c), s	1.6	0.0	1.2				0.0	0.0	3.7	0.0	2.2	0.0
Prop In Lane	0.94		1.00				0.00		0.22	1.00		0.00
Lane Grp Cap(c), veh/h	221	0	217				0	0	467	596	980	0
V/C Ratio(X)	0.30	0.00	0.23				0.00	0.00	0.39	0.23	0.19	0.00
Avail Cap(c_a), veh/h	1078	0	1059				0	0	1522	887	1564	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.4	0.0	16.2				0.0	0.0	12.2	11.7	4.3	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.4				0.0	0.0	0.7	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.9				0.0	0.0	3.1	2.4	1.9	0.0
LnGrp Delay(d),s/veh	16.9	0.0	16.6				0.0	0.0	13.0	11.9	4.4	0.0
LnGrp LOS	B		B						B	B	A	
Approach Vol, veh/h		115						180			322	
Approach Delay, s/veh		16.8						13.0			7.6	
Approach LOS		B						B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.5	18.0		11.9		30.4		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	14.0	39.0		29.0		39.0		
Max Q Clear Time (g_c+I1), s	2.0	5.7		3.6		4.2		
Green Ext Time (p_c), s	3.4	6.3		0.0		6.1		

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	13	14	10	18	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	19	14	24	20	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	72	26	0	0	38	0
Stage 1	26	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	937	1056	-	-	1585	-
Stage 1	1002	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	925	1056	-	-	1585	-
Mov Cap-2 Maneuver	925	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	969	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	5.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	989	1585	-
HCM Lane V/C Ratio	-	-	0.037	0.013	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	105	32	434	149	26	440
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1793	1820	1683	1750	1750	1683
Adj Flow Rate, veh/h	108	17	447	0	27	454
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	0	0	4
Cap, veh/h	146	23	604	534	362	929
Arrive On Green	0.10	0.10	0.36	0.00	0.02	0.55
Sat Flow, veh/h	1440	227	1683	1487	1667	1683
Grp Volume(v), veh/h	126	0	447	0	27	454
Grp Sat Flow(s),veh/h/ln	1680	0	1683	1487	1667	1683
Q Serve(g_s), s	2.5	0.0	8.0	0.0	0.3	5.7
Cycle Q Clear(g_c), s	2.5	0.0	8.0	0.0	0.3	5.7
Prop In Lane	0.86	0.13		1.00	1.00	
Lane Grp Cap(c), veh/h	170	0	604	534	362	929
V/C Ratio(X)	0.74	0.00	0.74	0.00	0.07	0.49
Avail Cap(c_a), veh/h	1456	0	1944	1719	1052	2965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	9.7	0.0	7.1	4.8
Incr Delay (d2), s/veh	2.4	0.0	0.7	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	6.7	0.0	0.2	4.6
LnGrp Delay(d),s/veh	17.5	0.0	10.4	0.0	7.1	4.9
LnGrp LOS	B		B		A	A
Approach Vol, veh/h	126		447			481
Approach Delay, s/veh	17.5		10.4			5.0
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.7	18.4				25.1		9.5
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	15.0	40.0				61.0		30.0
Max Q Clear Time (g_c+I1), s	2.3	10.0				7.7		4.5
Green Ext Time (p_c), s	0.0	2.4				2.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	26	80	151	763	631	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	270	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	2	3	3	0
Mvmt Flow	27	84	159	803	664	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1805	684	703	0	-	0
Stage 1	684	-	-	-	-	-
Stage 2	1121	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	88	444	895	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	444	895	-	-	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	895	-	225	444	-	-
HCM Lane V/C Ratio	0.178	-	0.122	0.19	-	-
HCM Control Delay (s)	9.9	-	23.2	15	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.4	0.7	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1	9	16	1	130	7	939	14	76	826	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1717	1750	1820	1661	1820	1750	1802	1820	1716	1733	1750
Adj Flow Rate, veh/h	8	1	10	17	1	120	8	1021	15	83	898	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	3	3	3	0	1	1	2	1	1
Cap, veh/h	133	35	93	80	10	151	288	1033	15	193	1224	7
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.58	0.58	0.58	0.04	0.71	0.71
Sat Flow, veh/h	393	291	760	103	82	1235	627	1772	26	1634	1721	10
Grp Volume(v), veh/h	19	0	0	138	0	0	8	0	1036	83	0	903
Grp Sat Flow(s),veh/h/ln	1444	0	0	1420	0	0	627	0	1798	1634	0	1731
Q Serve(g_s), s	0.0	0.0	0.0	2.7	0.0	0.0	0.6	0.0	34.0	0.0	0.0	18.9
Cycle Q Clear(g_c), s	0.6	0.0	0.0	5.7	0.0	0.0	19.5	0.0	34.0	0.0	0.0	18.9
Prop In Lane	0.42		0.53	0.12		0.87	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	261	0	0	241	0	0	288	0	1049	193	0	1231
V/C Ratio(X)	0.07	0.00	0.00	0.57	0.00	0.00	0.03	0.00	0.99	0.43	0.00	0.73
Avail Cap(c_a), veh/h	669	0	0	655	0	0	288	0	1049	528	0	1231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	25.6	0.0	0.0	16.3	0.0	12.3	27.4	0.0	5.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	24.8	0.6	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	4.1	0.0	0.0	0.2	0.0	31.6	2.4	0.0	14.5
LnGrp Delay(d),s/veh	23.5	0.0	0.0	26.4	0.0	0.0	16.3	0.0	37.1	27.9	0.0	7.2
LnGrp LOS	C			C			B		D	C		A
Approach Vol, veh/h		19			138			1044			986	
Approach Delay, s/veh		23.5			26.4			36.9			9.0	
Approach LOS		C			C			D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.7	40.0		12.3		47.7		12.3
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	15.0	35.0		25.0		35.0		25.0
Max Q Clear Time (g_c+I1), s	2.0	36.0		2.6		20.9		7.7
Green Ext Time (p_c), s	0.2	0.0		0.5		2.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	23.5
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	42	24	48	65	77	21	485	38	106	443	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.98		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1699	1717	1750	1784	1756	1820	1667	1771	1820	1750	1683	1767
Adj Flow Rate, veh/h	182	46	22	53	71	73	23	533	41	116	487	260
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	5	3	3	0	4	3
Cap, veh/h	250	322	154	292	113	117	319	583	45	245	550	565
Arrive On Green	0.05	0.29	0.29	0.14	0.14	0.14	0.09	0.36	0.36	0.06	0.33	0.33
Sat Flow, veh/h	1618	1095	524	1357	786	808	1587	1619	125	1667	1683	1484
Grp Volume(v), veh/h	182	0	68	53	0	144	23	0	574	116	487	260
Grp Sat Flow(s),veh/h/ln	1618	0	1618	1357	0	1593	1587	0	1744	1667	1683	1484
Q Serve(g_s), s	0.3	0.0	1.6	1.9	0.0	4.4	0.0	0.0	16.3	0.0	14.3	4.0
Cycle Q Clear(g_c), s	0.3	0.0	1.6	3.5	0.0	4.4	0.0	0.0	16.3	0.0	14.3	4.0
Prop In Lane	1.00		0.32	1.00		0.51	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	250	0	476	292	0	230	319	0	628	245	550	565
V/C Ratio(X)	0.73	0.00	0.14	0.18	0.00	0.63	0.07	0.00	0.91	0.47	0.89	0.46
Avail Cap(c_a), veh/h	475	0	777	748	0	765	479	0	838	469	808	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	13.5	21.3	0.0	20.9	19.7	0.0	15.9	23.1	16.6	12.1
Incr Delay (d2), s/veh	1.5	0.0	0.1	0.3	0.0	2.8	0.0	0.0	10.2	0.5	6.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.0	1.3	1.3	0.0	3.8	0.5	0.0	14.7	2.9	11.9	4.5
LnGrp Delay(d),s/veh	24.8	0.0	13.7	21.6	0.0	23.7	19.8	0.0	26.0	23.6	22.7	12.3
LnGrp LOS	C		B	C		C	B		C	C	C	B
Approach Vol, veh/h		250			197			597			863	
Approach Delay, s/veh		21.7			23.1			25.8			19.7	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	23.7		20.3	9.7	22.0	7.8	12.5
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	25.0		25.0	10.0	25.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	18.3		3.6	2.0	16.3	2.3	6.4
Green Ext Time (p_c), s	0.2	0.3		0.9	0.2	0.5	0.6	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	51	42	61	73	47	72	390	44	84	384	84
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.98		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1748	1820	1716	1798	1820	1636	1659	1750	1750	1735	1820
Adj Flow Rate, veh/h	117	52	43	62	74	48	73	398	45	86	392	86
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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
Percent Heavy Veh, %	5	5	5	2	2	2	7	5	5	0	4	4
Cap, veh/h	408	219	181	435	252	164	296	476	54	337	464	102
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.04	0.33	0.33	0.05	0.34	0.34
Sat Flow, veh/h	1202	874	723	1267	1007	653	1558	1462	165	1667	1376	302
Grp Volume(v), veh/h	117	0	95	62	0	122	73	0	443	86	0	478
Grp Sat Flow(s),veh/h/ln	1202	0	1596	1267	0	1661	1558	0	1627	1667	0	1677
Q Serve(g_s), s	3.5	0.0	1.9	1.7	0.0	2.4	0.0	0.0	10.2	0.0	0.0	10.7
Cycle Q Clear(g_c), s	5.9	0.0	1.9	3.6	0.0	2.4	0.0	0.0	10.2	0.0	0.0	10.7
Prop In Lane	1.00		0.45	1.00		0.39	1.00		0.10	1.00		0.18
Lane Grp Cap(c), veh/h	408	0	400	435	0	416	296	0	530	337	0	566
V/C Ratio(X)	0.29	0.00	0.24	0.14	0.00	0.29	0.25	0.00	0.84	0.26	0.00	0.84
Avail Cap(c_a), veh/h	998	0	1184	1057	0	1232	809	0	1207	866	0	1244
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	12.1	13.5	0.0	12.3	17.7	0.0	12.6	16.9	0.0	12.4
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.1	0.0	0.4	0.2	0.0	1.4	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	1.6	1.1	0.0	2.0	1.4	0.0	8.3	1.7	0.0	8.8
LnGrp Delay(d),s/veh	15.1	0.0	12.4	13.7	0.0	12.7	17.8	0.0	14.0	17.1	0.0	13.8
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		212			184			516			564	
Approach Delay, s/veh		13.9			13.0			14.5			14.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	18.2		15.1	6.7	18.6		15.1
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	2.0	12.2		7.9	2.0	12.7		5.6
Green Ext Time (p_c), s	0.4	0.3		2.3	0.4	0.4		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	23	19	11	8	17	26	8	439	4
Conflicting Peds, #/hr	11	0	0	0	0	11	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	14	0	0	0	4	0
Mvmt Flow	24	20	11	8	18	27	8	457	4

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1042	1022	487	1036	1031	474	494	0	0
Stage 1	533	533	-	487	487	-	-	-	-
Stage 2	509	489	-	549	544	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.24	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.24	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.24	5.5	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.626	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	210	232	585	199	235	595	1080	-	-
Stage 1	534	518	-	540	554	-	-	-	-
Stage 2	550	543	-	499	522	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	180	218	577	174	221	587	1075	-	-
Mov Cap-2 Maneuver	180	218	-	174	221	-	-	-	-
Stage 1	524	497	-	530	543	-	-	-	-
Stage 2	500	533	-	453	501	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	26	19.3	0.1
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1075	-	-	226	305	1095	-	-
HCM Lane V/C Ratio	0.008	-	-	0.244	0.174	0.023	-	-
HCM Control Delay (s)	8.4	0	-	26	19.3	8.4	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.6	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	24	443	21
Conflicting Peds, #/hr	4	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	0	2	0
Mvmt Flow	25	461	22

Major/Minor	Major2		
Conflicting Flow All	472	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1100	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1095	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	46	442	2	51	406
Conflicting Peds, #/hr	5	4	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-9	-	-	9
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	1	49	475	2	55	437

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	809	481	0	0	482	0
Stage 1	481	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	337	589	-	-	1091	-
Stage 1	626	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	313	587	-	-	1091	-
Mov Cap-2 Maneuver	313	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	661	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	576	1091	-
HCM Lane V/C Ratio	-	-	0.088	0.05	-
HCM Control Delay (s)	-	-	11.9	8.5	0.2
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	11	6	389	22	6	335
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	6	405	23	6	349

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	778	417	0	0	428	0
Stage 1	417	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	368	640	-	-	1142	-
Stage 1	669	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	640	-	-	1142	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	1142	-
HCM Lane V/C Ratio	-	-	0.041	0.005	-
HCM Control Delay (s)	-	-	13.7	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	7	0	6	5	460	15	8	309	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1750	1750	1213	1820	1820	1750	1716	1319	1750	1700	1750
Adj Flow Rate, veh/h	1	0	1	8	0	7	6	535	17	9	359	1
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	50	0	0	2	2	38	3	3	3
Cap, veh/h	3	0	3	36	0	48	94	1027	708	100	1005	3
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	786	0	786	1156	0	1547	4	1710	1121	11	1673	5
Grp Volume(v), veh/h	2	0	0	8	0	7	541	0	17	369	0	0
Grp Sat Flow(s),veh/h/ln	1572	0	0	1156	0	1547	1713	0	1121	1689	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.3	0.0	0.2	7.3	0.0	0.2	4.4	0.0	0.0
Prop In Lane	0.50		0.50	1.00		1.00	0.01		1.00	0.02		0.00
Lane Grp Cap(c), veh/h	7	0	0	36	0	48	1121	0	708	1108	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.23	0.00	0.15	0.48	0.00	0.02	0.33	0.00	0.00
Avail Cap(c_a), veh/h	429	0	0	754	0	1009	1778	0	1140	1747	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	18.7	0.0	18.7	4.6	0.0	2.7	4.0	0.0	0.0
Incr Delay (d2), s/veh	16.2	0.0	0.0	3.8	0.0	1.7	1.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.2	6.6	0.0	0.2	3.9	0.0	0.0
LnGrp Delay(d),s/veh	35.8	0.0	0.0	22.5	0.0	20.4	5.8	0.0	2.8	4.7	0.0	0.0
LnGrp LOS	D			C		C	A		A	A		
Approach Vol, veh/h		2			15			558			369	
Approach Delay, s/veh		35.8			21.5			5.7			4.7	
Approach LOS		D			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.8		4.4		29.8		5.4
Change Period (Y+Rc), s		6.0		* 4.2		6.0		4.2
Max Green Setting (Gmax), s		39.0		* 11		39.0		25.8
Max Q Clear Time (g_c+I1), s		9.3		2.1		6.4		2.3
Green Ext Time (p_c), s		14.5		0.0		15.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	74	110	40	73	221	191	55	261	57	73	261	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1696	1750	1750	1735	1750	1750	1709	1750	1750	1692	1750
Adj Flow Rate, veh/h	76	113	37	75	228	192	57	269	51	75	269	52
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	4	4	4
Cap, veh/h	170	223	61	131	284	218	139	570	100	166	532	95
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	248	622	170	169	792	609	147	1219	214	200	1138	202
Grp Volume(v), veh/h	226	0	0	495	0	0	377	0	0	396	0	0
Grp Sat Flow(s),veh/h/ln	1041	0	0	1570	0	0	1579	0	0	1540	0	0
Q Serve(g_s), s	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	0.0	17.3	0.0	0.0	9.2	0.0	0.0	10.0	0.0	0.0
Prop In Lane	0.34		0.16	0.15		0.39	0.15		0.14	0.19		0.13
Lane Grp Cap(c), veh/h	454	0	0	633	0	0	809	0	0	793	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.78	0.00	0.00	0.47	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	548	0	0	742	0	0	1110	0	0	1085	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	17.6	0.0	0.0	10.8	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.3	0.0	0.0	1.5	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	0.0	12.9	0.0	0.0	8.0	0.0	0.0	8.5	0.0	0.0
LnGrp Delay(d),s/veh	15.1	0.0	0.0	22.0	0.0	0.0	12.3	0.0	0.0	12.8	0.0	0.0
LnGrp LOS	B			C			B			B		
Approach Vol, veh/h		226			495			377			396	
Approach Delay, s/veh		15.1			22.0			12.3			12.8	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.3		25.8		33.3		25.8
Change Period (Y+Rc), s		5.7		4.6		5.7		4.6
Max Green Setting (Gmax), s		39.3		25.4		39.3		25.4
Max Q Clear Time (g_c+I1), s		11.2		11.3		12.0		19.3
Green Ext Time (p_c), s		16.0		2.2		15.7		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	66	1	186	37	190	0
Conflicting Peds, #/hr	0	0	0	2	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	129	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	5	0	5	3	2	0
Mvmt Flow	0	0	0	69	1	194	39	198	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	608	608	202	331	0	0
Stage 1	277	277	-	-	-	-
Stage 2	331	331	-	-	-	-
Critical Hdwy	6.45	6.5	6.25	4.13	-	-
Critical Hdwy Stg 1	5.45	5.5	-	-	-	-
Critical Hdwy Stg 2	5.45	5.5	-	-	-	-
Follow-up Hdwy	3.545	4	3.345	2.227	-	-
Pot Cap-1 Maneuver	454	413	831	1223	-	-
Stage 1	763	685	-	-	-	-
Stage 2	721	649	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	438	0	828	1221	-	-
Mov Cap-2 Maneuver	438	0	-	-	-	-
Stage 1	737	0	-	-	-	-
Stage 2	720	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.8	1.3
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1221	-	-	438	828	1382	-	-
HCM Lane V/C Ratio	0.032	-	-	0.159	0.234	-	-	-
HCM Control Delay (s)	8	-	-	14.8	10.7	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.9	0	-	-

Intersection	
Int Delay, s/veh	

Movement	SBL	SBT	SBR
Vol, veh/h	0	318	48
Conflicting Peds, #/hr	1	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	Yeild
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	0	3	5
Mvmt Flow	0	331	50

Major/Minor	Major2		
Conflicting Flow All	200	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1384	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1382	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	4	66	0	0	0	0	162	45	179	205	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1649	1820				0	1720	1750	1716	1699	0
Adj Flow Rate, veh/h	68	4	50				0	169	40	186	214	0
Adj No. of Lanes	0	1	1				0	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	2	3	0
Cap, veh/h	206	12	214				0	411	97	608	1014	0
Arrive On Green	0.14	0.14	0.14				0.00	0.31	0.31	0.16	0.60	0.00
Sat Flow, veh/h	1487	87	1547				0	1345	318	1634	1699	0
Grp Volume(v), veh/h	72	0	50				0	0	209	186	214	0
Grp Sat Flow(s),veh/h/ln	1574	0	1547				0	0	1664	1634	1699	0
Q Serve(g_s), s	1.9	0.0	1.3				0.0	0.0	4.5	0.0	2.6	0.0
Cycle Q Clear(g_c), s	1.9	0.0	1.3				0.0	0.0	4.5	0.0	2.6	0.0
Prop In Lane	0.94		1.00				0.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	218	0	214				0	0	508	608	1014	0
V/C Ratio(X)	0.33	0.00	0.23				0.00	0.00	0.41	0.31	0.21	0.00
Avail Cap(c_a), veh/h	1007	0	989				0	0	1431	852	1461	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.6	0.0	17.4				0.0	0.0	12.5	12.4	4.2	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.4				0.0	0.0	0.8	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	1.0				0.0	0.0	3.9	3.4	2.2	0.0
LnGrp Delay(d),s/veh	18.3	0.0	17.8				0.0	0.0	13.3	12.7	4.4	0.0
LnGrp LOS	B		B						B	B	A	
Approach Vol, veh/h		122						209			400	
Approach Delay, s/veh		18.1						13.3			8.2	
Approach LOS		B						B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.2	19.8		12.3		33.1		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	14.0	39.0		29.0		39.0		
Max Q Clear Time (g_c+I1), s	2.0	6.5		3.9		4.6		
Green Ext Time (p_c), s	4.1	7.3		0.0		7.3		

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	13	14	10	18	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	19	14	24	22	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	75	26	0	0	38	0
Stage 1	26	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	933	1056	-	-	1585	-
Stage 1	1002	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	920	1056	-	-	1585	-
Mov Cap-2 Maneuver	920	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	5.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	986	1585	-
HCM Lane V/C Ratio	-	-	0.037	0.014	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	120	32	516	165	26	523
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1820	1683	1750	1750	1683
Adj Flow Rate, veh/h	124	17	532	0	27	539
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	0	0	4
Cap, veh/h	154	21	682	603	336	978
Arrive On Green	0.11	0.11	0.41	0.00	0.02	0.58
Sat Flow, veh/h	1469	201	1683	1487	1667	1683
Grp Volume(v), veh/h	142	0	532	0	27	539
Grp Sat Flow(s),veh/h/ln	1682	0	1683	1487	1667	1683
Q Serve(g_s), s	3.2	0.0	10.5	0.0	0.3	7.5
Cycle Q Clear(g_c), s	3.2	0.0	10.5	0.0	0.3	7.5
Prop In Lane	0.87	0.12		1.00	1.00	
Lane Grp Cap(c), veh/h	177	0	682	603	336	978
V/C Ratio(X)	0.80	0.00	0.78	0.00	0.08	0.55
Avail Cap(c_a), veh/h	1318	0	1759	1555	957	2682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	9.9	0.0	7.4	4.9
Incr Delay (d2), s/veh	3.2	0.0	0.7	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	8.5	0.0	0.3	6.3
LnGrp Delay(d),s/veh	20.0	0.0	10.6	0.0	7.5	5.1
LnGrp LOS	B		B		A	A
Approach Vol, veh/h	142		532			566
Approach Delay, s/veh	20.0		10.6			5.2
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.7	21.5				28.3		10.0
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	15.0	40.0				61.0		30.0
Max Q Clear Time (g_c+I1), s	2.3	12.5				9.5		5.2
Green Ext Time (p_c), s	0.0	3.0				3.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	26	86	157	861	729	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	270	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	2	3	3	0
Mvmt Flow	27	91	165	906	767	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2024	787	806	0	-	0
Stage 1	787	-	-	-	-	-
Stage 2	1237	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	64	387	819	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	51	387	819	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	220	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	819	-	191	387	-	-
HCM Lane V/C Ratio	0.202	-	0.143	0.234	-	-
HCM Control Delay (s)	10.5	-	27	17.1	-	-
HCM Lane LOS	B	-	D	C	-	-
HCM 95th %tile Q(veh)	0.8	-	0.5	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1	9	16	1	130	7	1042	14	76	930	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1717	1750	1820	1661	1820	1750	1802	1820	1716	1733	1750
Adj Flow Rate, veh/h	8	1	10	17	1	120	8	1133	15	83	1011	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	3	3	3	0	1	1	2	1	1
Cap, veh/h	134	36	93	81	10	151	220	1044	14	182	1223	6
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.59	0.59	0.59	0.04	0.71	0.71
Sat Flow, veh/h	394	292	763	103	82	1235	564	1775	23	1634	1723	9
Grp Volume(v), veh/h	19	0	0	138	0	0	8	0	1148	83	0	1016
Grp Sat Flow(s),veh/h/ln	1449	0	0	1420	0	0	564	0	1798	1634	0	1731
Q Serve(g_s), s	0.0	0.0	0.0	2.7	0.0	0.0	0.7	0.0	35.0	0.0	0.0	24.5
Cycle Q Clear(g_c), s	0.6	0.0	0.0	5.6	0.0	0.0	25.2	0.0	35.0	0.0	0.0	24.5
Prop In Lane	0.42		0.53	0.12		0.87	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	263	0	0	241	0	0	220	0	1058	182	0	1229
V/C Ratio(X)	0.07	0.00	0.00	0.57	0.00	0.00	0.04	0.00	1.08	0.46	0.00	0.83
Avail Cap(c_a), veh/h	675	0	0	661	0	0	220	0	1058	533	0	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	25.4	0.0	0.0	20.5	0.0	12.2	27.6	0.0	6.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	53.6	0.7	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	4.0	0.0	0.0	0.2	0.0	59.1	2.4	0.0	18.7
LnGrp Delay(d),s/veh	23.2	0.0	0.0	26.2	0.0	0.0	20.5	0.0	65.9	28.2	0.0	10.6
LnGrp LOS	C			C			C		F	C		B
Approach Vol, veh/h		19			138			1156			1099	
Approach Delay, s/veh		23.2			26.2			65.6			11.9	
Approach LOS		C			C			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	7.2	40.0		12.3		47.2		12.3
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	15.0	35.0		25.0		35.0		25.0
Max Q Clear Time (g_c+I1), s	2.0	37.0		2.6		26.5		7.6
Green Ext Time (p_c), s	0.2	0.0		0.5		2.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	38.5
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	42	24	48	65	77	21	589	38	106	547	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.98		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1699	1717	1750	1784	1756	1820	1667	1770	1820	1750	1683	1767
Adj Flow Rate, veh/h	182	46	22	53	71	73	23	647	41	116	601	260
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	5	3	3	0	4	3
Cap, veh/h	239	308	147	269	110	113	277	682	43	208	644	655
Arrive On Green	0.06	0.28	0.28	0.14	0.14	0.14	0.08	0.41	0.41	0.05	0.38	0.38
Sat Flow, veh/h	1618	1095	523	1357	785	807	1587	1644	104	1667	1683	1486
Grp Volume(v), veh/h	182	0	68	53	0	144	23	0	688	116	601	260
Grp Sat Flow(s),veh/h/ln	1618	0	1618	1357	0	1593	1587	0	1748	1667	1683	1486
Q Serve(g_s), s	1.0	0.0	1.9	2.1	0.0	5.1	0.0	0.0	22.5	0.0	20.3	3.6
Cycle Q Clear(g_c), s	1.0	0.0	1.9	4.0	0.0	5.1	0.0	0.0	22.5	0.0	20.3	3.6
Prop In Lane	1.00		0.32	1.00		0.51	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	239	0	456	269	0	223	277	0	725	208	644	655
V/C Ratio(X)	0.76	0.00	0.15	0.20	0.00	0.65	0.08	0.00	0.95	0.56	0.93	0.40
Avail Cap(c_a), veh/h	420	0	683	651	0	672	414	0	737	405	710	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	16.0	24.5	0.0	24.1	23.7	0.0	16.7	26.7	17.6	11.3
Incr Delay (d2), s/veh	1.9	0.0	0.1	0.4	0.0	3.1	0.0	0.0	21.1	0.9	17.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	1.5	1.5	0.0	4.3	0.6	0.0	21.3	3.3	18.3	4.6
LnGrp Delay(d),s/veh	28.2	0.0	16.1	24.9	0.0	27.2	23.7	0.0	37.9	27.6	35.2	11.4
LnGrp LOS	C		B	C		C	C		D	C	D	B
Approach Vol, veh/h		250			197			711			977	
Approach Delay, s/veh		24.9			26.6			37.4			28.0	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	29.6		21.7	9.9	27.7	8.4	13.3
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	25.0		25.0	10.0	25.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	24.5		3.9	2.0	22.3	3.0	7.1
Green Ext Time (p_c), s	0.2	0.1		0.9	0.2	0.4	0.5	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	51	60	140	73	47	91	493	123	84	488	84
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.98		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1751	1820	1716	1798	1820	1636	1651	1750	1750	1738	1820
Adj Flow Rate, veh/h	117	52	61	143	74	48	93	503	126	86	498	86
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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
Percent Heavy Veh, %	5	5	5	2	2	2	7	5	5	0	4	4
Cap, veh/h	374	188	220	385	261	169	306	538	135	201	540	93
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.09	0.42	0.42	0.04	0.37	0.37
Sat Flow, veh/h	1203	724	849	1248	1008	654	1558	1272	319	1667	1442	249
Grp Volume(v), veh/h	117	0	113	143	0	122	93	0	629	86	0	584
Grp Sat Flow(s),veh/h/ln	1203	0	1574	1248	0	1661	1558	0	1591	1667	0	1691
Q Serve(g_s), s	4.6	0.0	3.1	5.6	0.0	3.2	0.0	0.0	20.4	0.0	0.0	17.8
Cycle Q Clear(g_c), s	7.8	0.0	3.1	8.7	0.0	3.2	0.0	0.0	20.4	0.0	0.0	17.8
Prop In Lane	1.00		0.54	1.00		0.39	1.00		0.20	1.00		0.15
Lane Grp Cap(c), veh/h	374	0	408	385	0	430	306	0	672	201	0	633
V/C Ratio(X)	0.31	0.00	0.28	0.37	0.00	0.28	0.30	0.00	0.94	0.43	0.00	0.92
Avail Cap(c_a), veh/h	732	0	876	757	0	925	602	0	885	597	0	941
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	15.9	19.4	0.0	16.0	22.0	0.0	14.9	24.8	0.0	16.1
Incr Delay (d2), s/veh	0.5	0.0	0.4	0.6	0.0	0.4	0.2	0.0	12.7	0.5	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	2.5	3.5	0.0	2.7	2.3	0.0	16.6	2.2	0.0	14.8
LnGrp Delay(d),s/veh	19.6	0.0	16.3	20.0	0.0	16.3	22.2	0.0	27.5	25.4	0.0	24.3
LnGrp LOS	B		B	B		B	C		C	C		C
Approach Vol, veh/h		230			265			722			670	
Approach Delay, s/veh		18.0			18.3			26.8			24.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	27.8		19.0	9.8	25.2		19.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	2.0	22.4		9.8	2.0	19.8		10.7
Green Ext Time (p_c), s	0.4	0.4		2.9	0.4	0.4		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	23	19	11	8	17	26	8	640	4
Conflicting Peds, #/hr	11	0	0	0	0	11	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	14	0	0	0	4	0
Mvmt Flow	24	20	11	8	18	27	8	667	4

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1463	1443	698	1455	1451	684	705	0	0
Stage 1	744	744	-	696	696	-	-	-	-
Stage 2	719	699	-	759	755	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.24	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.24	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.24	5.5	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.626	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	108	130	444	101	132	452	902	-	-
Stage 1	410	416	-	413	446	-	-	-	-
Stage 2	423	436	-	381	420	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	85	120	438	81	122	446	898	-	-
Mov Cap-2 Maneuver	85	120	-	81	122	-	-	-	-
Stage 1	401	394	-	403	436	-	-	-	-
Stage 2	374	426	-	335	397	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	60.7	35	0.1
HCM LOS	F	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	898	-	-	117	172	916	-	-
HCM Lane V/C Ratio	0.009	-	-	0.472	0.309	0.027	-	-
HCM Control Delay (s)	9	0	-	60.7	35	9	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.1	1.2	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	24	645	21
Conflicting Peds, #/hr	4	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	0	2	0
Mvmt Flow	25	672	22

Major/Minor	Major2		
Conflicting Flow All	682	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	920	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	916	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	69	620	2	74	585
Conflicting Peds, #/hr	5	4	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-9	-	-	9
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	1	74	667	2	80	629

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1147	673	0	0	674	0
Stage 1	673	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	208	459	-	-	927	-
Stage 1	511	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	180	457	-	-	927	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	447	927	-
HCM Lane V/C Ratio	-	-	0.168	0.086	-
HCM Control Delay (s)	-	-	14.7	9.2	0.5
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

Intersection	
Int Delay, s/veh	220.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	300	157	416	310	157	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	5	0	5	5	0
Mvmt Flow	312	164	433	323	164	378

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1300	595	0	0	756	0
Stage 1	595	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	~ 175	499	-	-	841	-
Stage 1	545	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 132	499	-	-	841	-
Mov Cap-2 Maneuver	~ 132	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 816.7	0	3.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	177	841	-
HCM Lane V/C Ratio	-	-	2.69	0.194	-
HCM Control Delay (s)	-	-	$ 816.7	10.3	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	41.7	0.7	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	7	0	6	5	765	15	8	660	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1750	1750	1213	1820	1820	1750	1716	1319	1750	1700	1750
Adj Flow Rate, veh/h	1	0	1	8	0	7	6	890	17	9	767	1
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	50	0	0	2	2	38	3	3	3
Cap, veh/h	3	0	3	35	0	46	69	1190	814	72	1171	2
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	786	0	786	1156	0	1547	2	1710	1121	5	1683	2
Grp Volume(v), veh/h	2	0	0	8	0	7	896	0	17	777	0	0
Grp Sat Flow(s),veh/h/ln	1572	0	0	1156	0	1547	1713	0	1121	1690	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.4	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.4	0.0	0.2	17.7	0.0	0.2	13.7	0.0	0.0
Prop In Lane	0.50		0.50	1.00		1.00	0.01		1.00	0.01		0.00
Lane Grp Cap(c), veh/h	7	0	0	35	0	46	1260	0	814	1244	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.23	0.00	0.15	0.71	0.00	0.02	0.62	0.00	0.00
Avail Cap(c_a), veh/h	318	0	0	559	0	748	1319	0	853	1302	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	25.3	0.0	25.2	5.2	0.0	2.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	16.3	0.0	0.0	4.1	0.0	1.8	3.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.3	0.0	0.2	14.2	0.0	0.2	11.3	0.0	0.0
LnGrp Delay(d),s/veh	42.8	0.0	0.0	29.3	0.0	27.0	8.1	0.0	2.1	6.5	0.0	0.0
LnGrp LOS	D			C		C	A		A	A		
Approach Vol, veh/h		2			15			913			777	
Approach Delay, s/veh		42.8			28.3			8.0			6.5	
Approach LOS		D			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.1		4.4		43.1		5.8
Change Period (Y+Rc), s		6.0		* 4.2		6.0		4.2
Max Green Setting (Gmax), s		39.0		* 11		39.0		25.8
Max Q Clear Time (g_c+I1), s		19.7		2.1		15.7		2.4
Green Ext Time (p_c), s		17.4		0.0		20.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	110	40	73	221	213	55	538	57	93	538	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1696	1750	1750	1735	1750	1750	1705	1750	1750	1688	1750
Adj Flow Rate, veh/h	82	113	37	75	228	215	57	555	51	96	555	59
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	4	4	4
Cap, veh/h	131	158	42	108	240	208	87	614	54	109	488	49
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	194	466	125	158	708	615	67	1171	103	105	931	94
Grp Volume(v), veh/h	232	0	0	518	0	0	663	0	0	710	0	0
Grp Sat Flow(s),veh/h/ln	785	0	0	1481	0	0	1341	0	0	1130	0	0
Q Serve(g_s), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	19.2	0.0	0.0	25.4	0.0	0.0	33.4	0.0	0.0	39.3	0.0	0.0
Prop In Lane	0.35		0.16	0.14		0.42	0.09		0.08	0.14		0.08
Lane Grp Cap(c), veh/h	331	0	0	557	0	0	755	0	0	647	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.93	0.00	0.00	0.88	0.00	0.00	1.10	0.00	0.00
Avail Cap(c_a), veh/h	331	0	0	557	0	0	755	0	0	647	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	25.1	0.0	0.0	15.1	0.0	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	6.1	0.0	0.0	22.4	0.0	0.0	13.1	0.0	0.0	65.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	0.0	0.0	20.3	0.0	0.0	21.5	0.0	0.0	45.0	0.0	0.0
LnGrp Delay(d),s/veh	27.2	0.0	0.0	47.4	0.0	0.0	28.2	0.0	0.0	83.7	0.0	0.0
LnGrp LOS	C			D			C			F		
Approach Vol, veh/h		232			518			663			710	
Approach Delay, s/veh		27.2			47.4			28.2			83.7	
Approach LOS		C			D			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		30.0		45.0		30.0
Change Period (Y+Rc), s		5.7		4.6		5.7		4.6
Max Green Setting (Gmax), s		39.3		25.4		39.3		25.4
Max Q Clear Time (g_c+I1), s		35.4		21.2		41.3		27.4
Green Ext Time (p_c), s		3.7		1.2		0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.4
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	66	1	393	37	258	0
Conflicting Peds, #/hr	0	0	0	2	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	129	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	5	0	5	3	2	0
Mvmt Flow	0	0	0	69	1	409	39	269	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	956	956	273	608	0	0
Stage 1	348	348	-	-	-	-
Stage 2	608	608	-	-	-	-
Critical Hdwy	6.45	6.5	6.25	4.13	-	-
Critical Hdwy Stg 1	5.45	5.5	-	-	-	-
Critical Hdwy Stg 2	5.45	5.5	-	-	-	-
Follow-up Hdwy	3.545	4	3.345	2.227	-	-
Pot Cap-1 Maneuver	283	260	759	966	-	-
Stage 1	708	638	-	-	-	-
Stage 2	538	489	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	271	0	756	964	-	-
Mov Cap-2 Maneuver	271	0	-	-	-	-
Stage 1	678	0	-	-	-	-
Stage 2	537	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	16.3	1.1
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	964	-	-	271	756	1302	-	-
HCM Lane V/C Ratio	0.04	-	-	0.258	0.542	-	-	-
HCM Control Delay (s)	8.9	-	-	22.8	15.2	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	3.3	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	584	60
Conflicting Peds, #/hr	1	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	Yeild
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	0	3	5
Mvmt Flow	0	608	62

Major/Minor	Major2		
Conflicting Flow All	271	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1304	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1302	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	4	66	0	0	0	0	218	45	387	261	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1647	1820				0	1726	1750	1716	1699	0
Adj Flow Rate, veh/h	80	4	50				0	227	40	403	272	0
Adj No. of Lanes	0	1	1				0	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	2	3	0
Cap, veh/h	202	10	208				0	498	88	608	1064	0
Arrive On Green	0.13	0.13	0.13				0.00	0.35	0.35	0.16	0.63	0.00
Sat Flow, veh/h	1498	75	1547				0	1430	252	1634	1699	0
Grp Volume(v), veh/h	84	0	50				0	0	267	403	272	0
Grp Sat Flow(s),veh/h/ln	1573	0	1547				0	0	1682	1634	1699	0
Q Serve(g_s), s	2.5	0.0	1.5				0.0	0.0	6.2	0.0	3.6	0.0
Cycle Q Clear(g_c), s	2.5	0.0	1.5				0.0	0.0	6.2	0.0	3.6	0.0
Prop In Lane	0.95		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	212	0	208				0	0	586	608	1064	0
V/C Ratio(X)	0.40	0.00	0.24				0.00	0.00	0.46	0.66	0.26	0.00
Avail Cap(c_a), veh/h	908	0	893				0	0	1306	804	1319	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	19.4				0.0	0.0	12.7	15.4	4.2	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.4				0.0	0.0	0.8	0.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0	1.1				0.0	0.0	5.3	8.5	3.1	0.0
LnGrp Delay(d),s/veh	20.8	0.0	19.9				0.0	0.0	13.5	16.3	4.4	0.0
LnGrp LOS	C		B						B	B	A	
Approach Vol, veh/h		134						267			675	
Approach Delay, s/veh		20.4						13.5			11.5	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.0	23.5		12.8		37.5		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	14.0	39.0		29.0		39.0		
Max Q Clear Time (g_c+I1), s	2.0	8.2		4.5		5.6		
Green Ext Time (p_c), s	5.6	9.3		0.0		9.7		

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	15.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	453	37	10	457	38	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	477	39	11	481	40	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	335	251	0	0	492	0
Stage 1	251	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	654	780	-	-	1056	-
Stage 1	784	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	629	780	-	-	1056	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.1	0	7.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	638	1056	-
HCM Lane V/C Ratio	-	-	0.808	0.038	-
HCM Control Delay (s)	-	-	30.1	8.5	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	8.2	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	22	34	693	23	34	692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	19	2	1	19	1
Mvmt Flow	23	36	729	24	36	728

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1542	742	0	0	754	0
Stage 1	742	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Critical Hdwy	6.41	6.39	-	-	4.29	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.471	-	-	2.371	-
Pot Cap-1 Maneuver	127	389	-	-	784	-
Stage 1	473	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	389	-	-	784	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.8	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	203	784	-
HCM Lane V/C Ratio	-	-	0.29	0.046	-
HCM Control Delay (s)	-	-	29.8	9.8	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	120	32	516	165	26	523
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1820	1683	1750	1750	1683
Adj Flow Rate, veh/h	124	17	532	0	27	539
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	0	0	4
Cap, veh/h	154	21	682	603	336	978
Arrive On Green	0.11	0.11	0.41	0.00	0.02	0.58
Sat Flow, veh/h	1469	201	1683	1487	1667	1683
Grp Volume(v), veh/h	142	0	532	0	27	539
Grp Sat Flow(s),veh/h/ln	1682	0	1683	1487	1667	1683
Q Serve(g_s), s	3.2	0.0	10.5	0.0	0.3	7.5
Cycle Q Clear(g_c), s	3.2	0.0	10.5	0.0	0.3	7.5
Prop In Lane	0.87	0.12		1.00	1.00	
Lane Grp Cap(c), veh/h	177	0	682	603	336	978
V/C Ratio(X)	0.80	0.00	0.78	0.00	0.08	0.55
Avail Cap(c_a), veh/h	1318	0	1759	1555	957	2682
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	9.9	0.0	7.4	4.9
Incr Delay (d2), s/veh	3.2	0.0	0.7	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	8.5	0.0	0.3	6.3
LnGrp Delay(d),s/veh	20.0	0.0	10.6	0.0	7.5	5.1
LnGrp LOS	B		B		A	A
Approach Vol, veh/h	142		532			566
Approach Delay, s/veh	20.0		10.6			5.2
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.7	21.5				28.3		10.0
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	15.0	40.0				61.0		30.0
Max Q Clear Time (g_c+I1), s	2.3	12.5				9.5		5.2
Green Ext Time (p_c), s	0.0	3.0				3.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	26	86	157	861	729	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	270	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	5	2	3	3	0
Mvmt Flow	27	91	165	906	767	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2024	787	806	0	-	0
Stage 1	787	-	-	-	-	-
Stage 2	1237	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	64	387	819	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	51	387	819	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	220	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	819	-	191	387	-	-
HCM Lane V/C Ratio	0.202	-	0.143	0.234	-	-
HCM Control Delay (s)	10.5	-	27	17.1	-	-
HCM Lane LOS	B	-	D	C	-	-
HCM 95th %tile Q(veh)	0.8	-	0.5	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1	9	16	1	130	7	1042	14	76	930	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1717	1750	1820	1661	1820	1750	1802	1820	1716	1733	1750
Adj Flow Rate, veh/h	8	1	10	17	1	120	8	1133	15	83	1011	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	3	3	3	0	1	1	2	1	1
Cap, veh/h	103	28	78	60	10	145	267	1168	15	175	1315	7
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.66	0.66	0.66	0.05	0.76	0.76
Sat Flow, veh/h	360	238	665	101	84	1235	564	1775	23	1634	1723	9
Grp Volume(v), veh/h	19	0	0	138	0	0	8	0	1148	83	0	1016
Grp Sat Flow(s),veh/h/ln	1263	0	0	1420	0	0	564	0	1798	1634	0	1731
Q Serve(g_s), s	0.0	0.0	0.0	3.8	0.0	0.0	0.8	0.0	50.8	0.0	0.0	28.3
Cycle Q Clear(g_c), s	0.9	0.0	0.0	8.0	0.0	0.0	29.1	0.0	50.8	0.0	0.0	28.3
Prop In Lane	0.42		0.53	0.12		0.87	1.00		0.01	1.00		0.00
Lane Grp Cap(c), veh/h	210	0	0	215	0	0	267	0	1183	175	0	1322
V/C Ratio(X)	0.09	0.00	0.00	0.64	0.00	0.00	0.03	0.00	0.97	0.47	0.00	0.77
Avail Cap(c_a), veh/h	375	0	0	384	0	0	298	0	1282	198	0	1322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	0.0	36.2	0.0	0.0	19.6	0.0	13.6	38.1	0.0	5.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.2	0.0	0.0	0.0	0.0	17.4	0.7	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	5.8	0.0	0.0	0.2	0.0	39.3	3.4	0.0	20.0
LnGrp Delay(d),s/veh	33.2	0.0	0.0	37.4	0.0	0.0	19.6	0.0	31.0	38.8	0.0	8.2
LnGrp LOS	C			D			B		C	D		A
Approach Vol, veh/h		19			138			1156			1099	
Approach Delay, s/veh		33.2			37.4			30.9			10.6	
Approach LOS		C			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.9	60.4		14.9		69.3		14.9
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	5.0	60.0		20.0		60.0		20.0
Max Q Clear Time (g_c+I1), s	2.0	52.8		2.9		30.3		10.0
Green Ext Time (p_c), s	0.1	2.6		0.5		3.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	42	24	48	65	77	21	589	38	106	547	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.98		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1699	1717	1750	1784	1756	1820	1667	1770	1820	1750	1683	1767
Adj Flow Rate, veh/h	182	46	22	53	71	73	23	647	41	116	601	260
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3	2	2	2	5	3	3	0	4	3
Cap, veh/h	235	275	132	288	107	110	300	804	51	519	823	794
Arrive On Green	0.04	0.25	0.25	0.14	0.14	0.14	0.09	0.98	0.98	0.04	0.49	0.49
Sat Flow, veh/h	1618	1094	523	1353	785	807	1587	1644	104	1667	1683	1490
Grp Volume(v), veh/h	182	0	68	53	0	144	23	0	688	116	601	260
Grp Sat Flow(s),veh/h/ln	1618	0	1617	1353	0	1592	1587	0	1748	1667	1683	1490
Q Serve(g_s), s	3.0	0.0	2.3	2.4	0.0	6.0	0.0	0.0	2.8	0.0	19.7	3.1
Cycle Q Clear(g_c), s	3.0	0.0	2.3	2.4	0.0	6.0	0.0	0.0	2.8	0.0	19.7	3.1
Prop In Lane	1.00		0.32	1.00		0.51	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	235	0	407	288	0	218	300	0	855	519	823	794
V/C Ratio(X)	0.77	0.00	0.17	0.18	0.00	0.66	0.08	0.00	0.80	0.22	0.73	0.33
Avail Cap(c_a), veh/h	235	0	652	493	0	458	300	0	855	519	823	794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.72	0.00	0.72	0.57	0.57	0.57
Uniform Delay (d), s/veh	29.2	0.0	20.3	27.0	0.0	28.5	19.4	0.0	0.4	10.5	14.1	2.4
Incr Delay (d2), s/veh	13.5	0.0	0.2	0.3	0.0	3.4	0.0	0.0	5.8	0.0	3.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	0.0	1.9	1.7	0.0	5.1	0.6	0.0	3.3	2.4	13.6	3.4
LnGrp Delay(d),s/veh	42.7	0.0	20.5	27.3	0.0	31.9	19.4	0.0	6.2	10.6	17.4	3.0
LnGrp LOS	D		C	C		C	B		A	B	B	A
Approach Vol, veh/h		250			197			711			977	
Approach Delay, s/veh		36.6			30.7			6.7			12.8	
Approach LOS		D			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	39.0		22.5	18.5	39.0	8.0	14.5
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	3.0	34.0		28.0	3.0	34.0	3.0	20.0
Max Q Clear Time (g_c+I1), s	2.0	4.8		4.3	2.0	21.7	5.0	8.0
Green Ext Time (p_c), s	0.0	0.5		1.5	0.0	0.7	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	51	60	140	73	47	91	493	123	84	488	84
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.98		0.97	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1751	1820	1716	1798	1820	1636	1651	1750	1750	1738	1820
Adj Flow Rate, veh/h	117	52	61	143	74	48	93	503	126	86	498	86
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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
Percent Heavy Veh, %	5	5	5	2	2	2	7	5	5	0	4	4
Cap, veh/h	282	158	185	291	220	143	589	696	174	362	779	135
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.55	0.55	0.08	1.00	1.00
Sat Flow, veh/h	1200	722	847	1245	1006	652	1558	1273	319	1667	1442	249
Grp Volume(v), veh/h	117	0	113	143	0	122	93	0	629	86	0	584
Grp Sat Flow(s),veh/h/ln	1200	0	1569	1245	0	1658	1558	0	1592	1667	0	1692
Q Serve(g_s), s	7.0	0.0	4.7	8.4	0.0	4.8	2.0	0.0	22.7	1.8	0.0	0.0
Cycle Q Clear(g_c), s	11.8	0.0	4.7	13.1	0.0	4.8	2.0	0.0	22.7	1.8	0.0	0.0
Prop In Lane	1.00		0.54	1.00		0.39	1.00		0.20	1.00		0.15
Lane Grp Cap(c), veh/h	282	0	344	291	0	363	589	0	870	362	0	914
V/C Ratio(X)	0.41	0.00	0.33	0.49	0.00	0.34	0.16	0.00	0.72	0.24	0.00	0.64
Avail Cap(c_a), veh/h	332	0	408	342	0	432	620	0	870	362	0	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.00	0.79
Uniform Delay (d), s/veh	30.3	0.0	25.2	30.7	0.0	25.3	7.0	0.0	13.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.6	1.3	0.0	0.5	0.0	0.0	5.2	0.1	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	0.0	3.7	5.3	0.0	4.0	1.5	0.0	16.7	1.4	0.0	1.2
LnGrp Delay(d),s/veh	31.2	0.0	25.8	32.0	0.0	25.8	7.1	0.0	18.2	10.4	0.0	2.7
LnGrp LOS	C		C	C		C	A		B	B		A
Approach Vol, veh/h		230			265			722			670	
Approach Delay, s/veh		28.6			29.2			16.8			3.7	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	50.2		21.8	8.5	49.7		21.8
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	3.0	42.0		20.0	5.0	40.0		20.0
Max Q Clear Time (g_c+I1), s	3.8	24.7		13.8	4.0	2.0		15.1
Green Ext Time (p_c), s	0.0	1.0		1.6	0.0	1.0		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	23	19	11	8	17	26	8	640	4
Conflicting Peds, #/hr	11	0	0	0	0	11	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	14	0	0	0	4	0
Mvmt Flow	24	20	11	8	18	27	8	667	4

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1463	1443	698	1455	1451	684	705	0	0
Stage 1	744	744	-	696	696	-	-	-	-
Stage 2	719	699	-	759	755	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.24	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.24	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.24	5.5	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.626	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	59	72	*567	56	73	452	*851	-	-
Stage 1	505	441	-	413	446	-	-	-	-
Stage 2	423	436	-	471	438	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-
Mov Cap-1 Maneuver	50	68	*560	49	69	446	*847	-	-
Mov Cap-2 Maneuver	210	220	-	210	226	-	-	-	-
Stage 1	496	425	-	405	438	-	-	-	-
Stage 2	376	428	-	426	422	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	23.8	19.7	0.1
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 847	-	-	246	297	916	-	-
HCM Lane V/C Ratio	0.01	-	-	0.224	0.179	0.027	-	-
HCM Control Delay (s)	9.3	-	-	23.8	19.7	9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.6	0.1	-	-

Notes

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

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	24	645	21
Conflicting Peds, #/hr	4	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	50	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	0	2	0
Mvmt Flow	25	672	22

Major/Minor	Major2		
Conflicting Flow All	682	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	920	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	916	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	69	620	2	74	585
Conflicting Peds, #/hr	5	4	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-9	-	-	9
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	1	74	667	2	80	629

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1147	673	0	0	674	0
Stage 1	673	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.6	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	208	459	-	-	927	-
Stage 1	511	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	180	457	-	-	927	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	447	927	-
HCM Lane V/C Ratio	-	-	0.168	0.086	-
HCM Control Delay (s)	-	-	14.7	9.2	0.5
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	300	157	416	310	157	363
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1667	1750	1667	1667	1750
Adj Flow Rate, veh/h	312	118	433	197	164	378
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	0	5	5	0
Cap, veh/h	387	487	543	785	388	919
Arrive On Green	0.24	0.24	0.31	0.31	0.10	0.52
Sat Flow, veh/h	1587	1417	1750	1417	1587	1750
Grp Volume(v), veh/h	312	118	433	197	164	378
Grp Sat Flow(s),veh/h/ln	1587	1417	1750	1417	1587	1750
Q Serve(g_s), s	8.0	2.6	9.8	3.1	2.7	5.7
Cycle Q Clear(g_c), s	8.0	2.6	9.8	3.1	2.7	5.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	387	487	543	785	388	919
V/C Ratio(X)	0.81	0.24	0.80	0.25	0.42	0.41
Avail Cap(c_a), veh/h	917	959	808	1000	597	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	10.2	13.7	5.0	9.2	6.2
Incr Delay (d2), s/veh	1.5	0.1	1.9	0.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	1.8	8.6	3.4	2.1	4.8
LnGrp Delay(d),s/veh	16.9	10.3	15.6	5.1	9.5	6.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	430		630			542
Approach Delay, s/veh	15.1		12.3			7.3
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.3	18.4				27.7		15.6
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	20.0				20.0		25.0
Max Q Clear Time (g_c+I1), s	4.7	11.8				7.7		10.0
Green Ext Time (p_c), s	0.1	1.6				3.1		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	7	0	6	5	765	15	8	660	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1750	1750	1213	1820	1820	1750	1716	1319	1750	1700	1750
Adj Flow Rate, veh/h	1	0	1	8	0	7	6	890	17	9	767	1
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	50	0	0	2	2	38	3	3	3
Cap, veh/h	3	0	3	35	0	46	69	1190	814	72	1171	2
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	786	0	786	1156	0	1547	2	1710	1121	5	1683	2
Grp Volume(v), veh/h	2	0	0	8	0	7	896	0	17	777	0	0
Grp Sat Flow(s),veh/h/ln	1572	0	0	1156	0	1547	1713	0	1121	1690	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.4	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	0.4	0.0	0.2	17.7	0.0	0.2	13.7	0.0	0.0
Prop In Lane	0.50		0.50	1.00		1.00	0.01		1.00	0.01		0.00
Lane Grp Cap(c), veh/h	7	0	0	35	0	46	1260	0	814	1244	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.23	0.00	0.15	0.71	0.00	0.02	0.62	0.00	0.00
Avail Cap(c_a), veh/h	318	0	0	559	0	748	1319	0	853	1302	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	25.3	0.0	25.2	5.2	0.0	2.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	16.3	0.0	0.0	4.1	0.0	1.8	3.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.3	0.0	0.2	14.2	0.0	0.2	11.3	0.0	0.0
LnGrp Delay(d),s/veh	42.8	0.0	0.0	29.3	0.0	27.0	8.1	0.0	2.1	6.5	0.0	0.0
LnGrp LOS	D			C		C	A		A	A		
Approach Vol, veh/h		2			15			913			777	
Approach Delay, s/veh		42.8			28.3			8.0			6.5	
Approach LOS		D			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		43.1		4.4		43.1		5.8
Change Period (Y+Rc), s		6.0		* 4.2		6.0		4.2
Max Green Setting (Gmax), s		39.0		* 11		39.0		25.8
Max Q Clear Time (g_c+I1), s		19.7		2.1		15.7		2.4
Green Ext Time (p_c), s		17.4		0.0		20.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	110	40	73	221	213	55	538	57	93	538	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1696	1750	1750	1735	1750	1699	1704	1750	1683	1689	1750
Adj Flow Rate, veh/h	82	113	37	75	228	215	57	555	51	96	555	59
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	4	4	4
Cap, veh/h	153	186	51	118	266	230	252	746	69	260	729	77
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	223	511	139	160	731	632	797	1538	141	795	1501	160
Grp Volume(v), veh/h	232	0	0	518	0	0	57	0	606	96	0	614
Grp Sat Flow(s),veh/h/ln	874	0	0	1523	0	0	797	0	1679	795	0	1661
Q Serve(g_s), s	0.0	0.0	0.0	7.6	0.0	0.0	4.3	0.0	19.8	7.5	0.0	20.6
Cycle Q Clear(g_c), s	14.8	0.0	0.0	22.4	0.0	0.0	24.9	0.0	19.8	27.4	0.0	20.6
Prop In Lane	0.35		0.16	0.14		0.42	1.00		0.08	1.00		0.10
Lane Grp Cap(c), veh/h	389	0	0	614	0	0	252	0	815	260	0	806
V/C Ratio(X)	0.60	0.00	0.00	0.84	0.00	0.00	0.23	0.00	0.74	0.37	0.00	0.76
Avail Cap(c_a), veh/h	401	0	0	628	0	0	254	0	820	263	0	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	20.8	0.0	0.0	24.5	0.0	14.1	25.2	0.0	14.3
Incr Delay (d2), s/veh	2.0	0.0	0.0	9.8	0.0	0.0	1.6	0.0	5.4	3.1	0.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	0.0	16.5	0.0	0.0	1.9	0.0	15.6	3.4	0.0	16.1
LnGrp Delay(d),s/veh	19.3	0.0	0.0	30.6	0.0	0.0	26.1	0.0	19.6	28.3	0.0	20.4
LnGrp LOS	B			C			C		B	C		C
Approach Vol, veh/h		232			518			663			710	
Approach Delay, s/veh		19.3			30.6			20.1			21.5	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.8		29.4		38.8		29.4
Change Period (Y+Rc), s		5.7		4.6		5.7		4.6
Max Green Setting (Gmax), s		33.3		25.4		33.3		25.4
Max Q Clear Time (g_c+I1), s		26.9		16.8		29.4		24.4
Green Ext Time (p_c), s		6.0		1.9		3.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	66	1	393	37	258	0
Conflicting Peds, #/hr	0	0	0	2	0	1	2	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	129	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	5	0	5	3	2	0
Mvmt Flow	0	0	0	69	1	409	39	269	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	956	956	273	608	0	0
Stage 1	348	348	-	-	-	-
Stage 2	608	608	-	-	-	-
Critical Hdwy	6.45	6.5	6.25	4.13	-	-
Critical Hdwy Stg 1	5.45	5.5	-	-	-	-
Critical Hdwy Stg 2	5.45	5.5	-	-	-	-
Follow-up Hdwy	3.545	4	3.345	2.227	-	-
Pot Cap-1 Maneuver	283	260	759	966	-	-
Stage 1	708	638	-	-	-	-
Stage 2	538	489	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	271	0	756	964	-	-
Mov Cap-2 Maneuver	271	0	-	-	-	-
Stage 1	678	0	-	-	-	-
Stage 2	537	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	16.3	1.1
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	964	-	-	271	756	1302	-	-
HCM Lane V/C Ratio	0.04	-	-	0.258	0.542	-	-	-
HCM Control Delay (s)	8.9	-	-	22.8	15.2	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	3.3	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	584	60
Conflicting Peds, #/hr	1	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	Yeild
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	0	3	5
Mvmt Flow	0	608	62

Major/Minor	Major2		
Conflicting Flow All	271	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1304	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1302	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	4	66	0	0	0	0	218	45	387	261	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1647	1820				0	1726	1750	1716	1699	0
Adj Flow Rate, veh/h	80	4	50				0	227	40	403	272	0
Adj No. of Lanes	0	1	1				0	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0				0	0	0	2	3	0
Cap, veh/h	202	10	208				0	498	88	608	1064	0
Arrive On Green	0.13	0.13	0.13				0.00	0.35	0.35	0.16	0.63	0.00
Sat Flow, veh/h	1498	75	1547				0	1430	252	1634	1699	0
Grp Volume(v), veh/h	84	0	50				0	0	267	403	272	0
Grp Sat Flow(s),veh/h/ln	1573	0	1547				0	0	1682	1634	1699	0
Q Serve(g_s), s	2.5	0.0	1.5				0.0	0.0	6.2	0.0	3.6	0.0
Cycle Q Clear(g_c), s	2.5	0.0	1.5				0.0	0.0	6.2	0.0	3.6	0.0
Prop In Lane	0.95		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	212	0	208				0	0	586	608	1064	0
V/C Ratio(X)	0.40	0.00	0.24				0.00	0.00	0.46	0.66	0.26	0.00
Avail Cap(c_a), veh/h	908	0	893				0	0	1306	804	1319	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	19.4				0.0	0.0	12.7	15.4	4.2	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.4				0.0	0.0	0.8	0.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0	1.1				0.0	0.0	5.3	8.5	3.1	0.0
LnGrp Delay(d),s/veh	20.8	0.0	19.9				0.0	0.0	13.5	16.3	4.4	0.0
LnGrp LOS	C		B						B	B	A	
Approach Vol, veh/h		134						267			675	
Approach Delay, s/veh		20.4						13.5			11.5	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.0	23.5		12.8		37.5		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	14.0	39.0		29.0		39.0		
Max Q Clear Time (g_c+I1), s	2.0	8.2		4.5		5.6		
Green Ext Time (p_c), s	5.6	9.3		0.0		9.7		

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	457	453	37	38	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	481	477	39	40	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	516	0	-	0	998	496
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	502	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1035	-	-	-	267	568
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1035	-	-	-	263	568
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1035	-	-	-	277
HCM Lane V/C Ratio	0.01	-	-	-	0.16
HCM Control Delay (s)	8.5	0	-	-	20.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	22	34	693	23	34	692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	19	2	1	19	1
Mvmt Flow	23	36	729	24	36	728

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1542	742	0	0	754	0
Stage 1	742	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Critical Hdwy	6.41	6.39	-	-	4.29	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.471	-	-	2.371	-
Pot Cap-1 Maneuver	127	389	-	-	784	-
Stage 1	473	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	389	-	-	784	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	321	389	784	-
HCM Lane V/C Ratio	-	-	0.072	0.092	0.046	-
HCM Control Delay (s)	-	-	17.1	15.2	9.8	-
HCM Lane LOS	-	-	C	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.3	0.1	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	112	51	322	112	70	358
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1820	1820	1733	1733	1716	1733
Adj Flow Rate, veh/h	124	39	358	0	78	398
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	1	1	2	1
Cap, veh/h	154	48	516	439	408	907
Arrive On Green	0.12	0.12	0.30	0.00	0.05	0.52
Sat Flow, veh/h	1273	400	1733	1473	1634	1733
Grp Volume(v), veh/h	164	0	358	0	78	398
Grp Sat Flow(s),veh/h/ln	1684	0	1733	1473	1634	1733
Q Serve(g_s), s	3.2	0.0	6.2	0.0	1.0	4.8
Cycle Q Clear(g_c), s	3.2	0.0	6.2	0.0	1.0	4.8
Prop In Lane	0.76	0.24		1.00	1.00	
Lane Grp Cap(c), veh/h	204	0	516	439	408	907
V/C Ratio(X)	0.80	0.00	0.69	0.00	0.19	0.44
Avail Cap(c_a), veh/h	1498	0	2055	1746	1058	3133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	10.5	0.0	7.3	5.0
Incr Delay (d2), s/veh	2.8	0.0	0.6	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	5.4	0.0	0.8	4.0
LnGrp Delay(d),s/veh	17.3	0.0	11.1	0.0	7.4	5.1
LnGrp LOS	B		B		A	A
Approach Vol, veh/h	164		358			476
Approach Delay, s/veh	17.3		11.1			5.5
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.6	16.1				23.7		10.1
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	15.0	40.0				61.0		30.0
Max Q Clear Time (g_c+I1), s	3.0	8.2				6.8		5.2
Green Ext Time (p_c), s	0.1	1.9				1.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	17	100	86	436	572	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	270	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	17	101	87	440	578	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1200	586	594	0	-	0
Stage 1	586	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	206	514	992	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	188	514	992	-	-	-
Mov Cap-2 Maneuver	391	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	992	-	391	514	-	-
HCM Lane V/C Ratio	0.088	-	0.044	0.197	-	-
HCM Control Delay (s)	9	-	14.6	13.7	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.7	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	36	583	7	30	697
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1793	1820	1802	1820	1750	1733
Adj Flow Rate, veh/h	7	19	641	8	33	766
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	1	1	0	1
Cap, veh/h	14	39	755	9	456	1204
Arrive On Green	0.04	0.04	0.43	0.43	0.13	0.69
Sat Flow, veh/h	408	1107	1776	22	1667	1733
Grp Volume(v), veh/h	27	0	0	649	33	766
Grp Sat Flow(s),veh/h/ln	1573	0	0	1798	1667	1733
Q Serve(g_s), s	0.6	0.0	0.0	12.0	0.0	9.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	12.0	0.0	9.0
Prop In Lane	0.26	0.70		0.01	1.00	
Lane Grp Cap(c), veh/h	56	0	0	765	456	1204
V/C Ratio(X)	0.49	0.00	0.00	0.85	0.07	0.64
Avail Cap(c_a), veh/h	1060	0	0	1697	905	1635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	9.6	13.0	3.1
Incr Delay (d2), s/veh	2.4	0.0	0.0	1.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	10.0	0.5	7.4
LnGrp Delay(d),s/veh	20.0	0.0	0.0	10.6	13.0	3.3
LnGrp LOS	B			B	B	A
Approach Vol, veh/h	27		649			799
Approach Delay, s/veh	20.0		10.6			3.7
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.0	20.8				30.8		6.3
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	35.0				35.0		25.0
Max Q Clear Time (g_c+I1), s	2.0	14.0				11.0		2.6
Green Ext Time (p_c), s	1.9	1.6				2.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	16	22	42	49	45	18	348	22	65	375	220
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.95		0.98	0.96		0.95	1.00		0.96	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1733	1728	1750	1784	1811	1820	1750	1770	1820	1750	1733	1820
Adj Flow Rate, veh/h	124	17	19	44	51	36	19	362	22	68	391	204
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	1	3	3	2	1	1	0	3	3	0	1	0
Cap, veh/h	289	216	241	310	114	80	338	440	27	371	482	509
Arrive On Green	0.05	0.29	0.29	0.12	0.12	0.12	0.07	0.27	0.27	0.08	0.28	0.28
Sat Flow, veh/h	1650	738	825	1363	968	683	1667	1648	100	1667	1733	1525
Grp Volume(v), veh/h	124	0	36	44	0	87	19	0	384	68	391	204
Grp Sat Flow(s),veh/h/ln	1650	0	1564	1363	0	1651	1667	0	1748	1667	1733	1525
Q Serve(g_s), s	0.0	0.0	0.7	1.3	0.0	2.1	0.0	0.0	8.6	0.0	8.8	2.0
Cycle Q Clear(g_c), s	0.0	0.0	0.7	2.0	0.0	2.1	0.0	0.0	8.6	0.0	8.8	2.0
Prop In Lane	1.00		0.53	1.00		0.41	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	289	0	456	310	0	194	338	0	467	371	482	509
V/C Ratio(X)	0.43	0.00	0.08	0.14	0.00	0.45	0.06	0.00	0.82	0.18	0.81	0.40
Avail Cap(c_a), veh/h	593	0	934	963	0	986	618	0	1044	632	1035	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	10.7	17.5	0.0	17.2	16.3	0.0	14.4	16.5	14.1	10.7
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.2	0.0	1.6	0.0	0.0	1.4	0.1	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	0.6	0.9	0.0	1.9	0.4	0.0	7.8	1.3	7.7	3.0
LnGrp Delay(d),s/veh	19.0	0.0	10.8	17.7	0.0	18.8	16.3	0.0	15.8	16.6	15.3	10.9
LnGrp LOS	B		B	B		B	B		B	B	B	B
Approach Vol, veh/h		160			131			403			663	
Approach Delay, s/veh		17.1			18.4			15.8			14.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	16.2		17.2	8.0	16.6	7.3	9.9
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	25.0		25.0	10.0	25.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	10.6		2.7	2.0	10.8	2.0	4.1
Green Ext Time (p_c), s	0.1	0.3		0.6	0.1	0.4	0.3	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	9	6	277	14	5	377
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	318	16	6	433

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	771	326	0	0	334	0
Stage 1	326	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	371	720	-	-	1237	-
Stage 1	736	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	720	-	-	1237	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	458	1237	-
HCM Lane V/C Ratio	-	-	0.038	0.005	-
HCM Control Delay (s)	-	-	13.2	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	109	61	65	46	25	18	45	264	32	38	339	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1820	1820	1750	1820	1820	1683	1699	1750	1750	1803	1820
Adj Flow Rate, veh/h	122	69	73	52	28	20	51	297	36	43	381	26
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	4	3	3	0	1	1
Cap, veh/h	463	174	184	384	213	152	374	479	58	422	538	37
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.03	0.32	0.32	0.03	0.32	0.32
Sat Flow, veh/h	1332	803	850	1252	982	701	1603	1483	180	1667	1666	114
Grp Volume(v), veh/h	122	0	142	52	0	48	51	0	333	43	0	407
Grp Sat Flow(s),veh/h/ln	1332	0	1654	1252	0	1683	1603	0	1663	1667	0	1780
Q Serve(g_s), s	2.9	0.0	2.6	1.3	0.0	0.8	0.0	0.0	6.0	0.0	0.0	7.1
Cycle Q Clear(g_c), s	3.7	0.0	2.6	3.9	0.0	0.8	0.0	0.0	6.0	0.0	0.0	7.1
Prop In Lane	1.00		0.51	1.00		0.42	1.00		0.11	1.00		0.06
Lane Grp Cap(c), veh/h	463	0	358	384	0	365	374	0	537	422	0	574
V/C Ratio(X)	0.26	0.00	0.40	0.14	0.00	0.13	0.14	0.00	0.62	0.10	0.00	0.71
Avail Cap(c_a), veh/h	1312	0	1412	1182	0	1437	1005	0	1420	1078	0	1520
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	11.8	13.5	0.0	11.1	13.2	0.0	10.1	12.1	0.0	10.4
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2	0.0	0.2	0.1	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0	2.3	0.8	0.0	0.7	0.8	0.0	4.9	0.6	0.0	6.3
LnGrp Delay(d),s/veh	12.9	0.0	12.5	13.6	0.0	11.3	13.3	0.0	10.5	12.2	0.0	11.1
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		264			100			384			450	
Approach Delay, s/veh		12.7			12.5			10.9			11.2	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	16.3		12.6	6.2	16.3		12.6
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	2.0	8.0		5.7	2.0	9.1		5.9
Green Ext Time (p_c), s	0.2	0.2		2.1	0.2	0.3		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	11	12	9	7	6	16	6	298	2
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	13	10	8	7	18	7	331	2

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	868	857	459	868	872	343	471	0	0
Stage 1	502	502	-	354	354	-	-	-	-
Stage 2	366	355	-	514	518	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	275	297	606	275	291	704	1101	-	-
Stage 1	555	545	-	667	634	-	-	-	-
Stage 2	657	633	-	547	536	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	254	283	600	252	278	697	1097	-	-
Mov Cap-2 Maneuver	254	283	-	252	278	-	-	-	-
Stage 1	547	528	-	657	625	-	-	-	-
Stage 2	626	624	-	509	519	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	17.7	14.8	0.2
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1097	-	-	318	401	1225	-	-
HCM Lane V/C Ratio	0.006	-	-	0.112	0.08	0.019	-	-
HCM Control Delay (s)	8.3	0	-	17.7	14.8	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	21	389	28
Conflicting Peds, #/hr	3	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	0	0	0
Mvmt Flow	23	432	31

Major/Minor	Major2		
Conflicting Flow All	341	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1229	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1225	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	64	235	4	45	342
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-9	-	-	9
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	1	0	2	0
Mvmt Flow	1	74	273	5	52	398

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	581	278	0	0	280	0
Stage 1	278	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.6	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	464	760	-	-	1283	-
Stage 1	774	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	439	759	-	-	1283	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	751	1283	-
HCM Lane V/C Ratio	-	-	0.101	0.041	-
HCM Control Delay (s)	-	-	10.3	7.9	0.2
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	16	10	9	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	18	11	10	11	6

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	46	17	0	0	22	0
Stage 1	17	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	969	1068	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	962	1068	-	-	1607	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1025	1607	-
HCM Lane V/C Ratio	-	-	0.029	0.007	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	4	7	0	1	4	232	3	1	345	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1750	1750	995	1820	1820	1750	1750	1090	1750	1733	1750
Adj Flow Rate, veh/h	0	0	5	8	0	1	5	270	3	1	401	0
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	83	0	0	0	0	67	1	1	1
Cap, veh/h	0	0	16	18	0	30	116	915	505	112	911	0
Arrive On Green	0.00	0.00	0.01	0.02	0.00	0.02	0.53	0.53	0.53	0.53	0.53	0.00
Sat Flow, veh/h	0	0	1487	947	0	1547	7	1739	926	1	1732	0
Grp Volume(v), veh/h	0	0	5	8	0	1	275	0	3	402	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1488	947	0	1547	1745	0	926	1732	0	0
Q Serve(g_s), s	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	2.9	0.0	0.0	4.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00	0.02		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	0	16	18	0	30	1031	0	505	1023	0	0
V/C Ratio(X)	0.00	0.00	0.31	0.44	0.00	0.03	0.27	0.00	0.01	0.39	0.00	0.00
Avail Cap(c_a), veh/h	0	0	495	753	0	1230	2198	0	1131	2192	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	15.9	15.7	0.0	15.6	4.3	0.0	3.4	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.8	18.8	0.0	0.5	0.5	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.3	0.0	0.0	2.7	0.0	0.0	4.3	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	23.7	34.6	0.0	16.2	4.8	0.0	3.4	5.6	0.0	0.0
LnGrp LOS			C	C		B	A		A	A		
Approach Vol, veh/h		5			9			278			402	
Approach Delay, s/veh		23.7			32.5			4.8			5.6	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		23.1		4.6		23.1		4.8
Change Period (Y+Rc), s		6.0		* 4.2		6.0		4.2
Max Green Setting (Gmax), s		39.0		* 11		39.0		25.8
Max Q Clear Time (g_c+I1), s		4.9		2.1		6.6		2.3
Green Ext Time (p_c), s		10.6		0.0		10.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	90	48	43	107	71	30	193	40	52	363	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1744	1750	1750	1750	1750	1750	1712	1750	1750	1720	1750
Adj Flow Rate, veh/h	86	107	52	51	127	79	36	230	38	62	432	78
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	3	3	3	2	2	2
Cap, veh/h	184	197	79	130	232	126	130	710	110	132	718	123
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	376	755	305	203	889	485	106	1276	197	109	1291	221
Grp Volume(v), veh/h	245	0	0	257	0	0	304	0	0	572	0	0
Grp Sat Flow(s),veh/h/ln	1435	0	0	1577	0	0	1580	0	0	1621	0	0
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	7.9	0.0	0.0	5.5	0.0	0.0	13.0	0.0	0.0
Prop In Lane	0.35		0.21	0.20		0.31	0.12		0.12	0.11		0.14
Lane Grp Cap(c), veh/h	461	0	0	488	0	0	950	0	0	973	0	0
V/C Ratio(X)	0.53	0.00	0.00	0.53	0.00	0.00	0.32	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	734	0	0	778	0	0	1165	0	0	1199	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	18.2	0.0	0.0	6.8	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	0.0	6.5	0.0	0.0	4.9	0.0	0.0	10.6	0.0	0.0
LnGrp Delay(d),s/veh	19.0	0.0	0.0	18.9	0.0	0.0	7.5	0.0	0.0	10.5	0.0	0.0
LnGrp LOS	B			B			A			B		
Approach Vol, veh/h		245			257			304			572	
Approach Delay, s/veh		19.0			18.9			7.5			10.5	
Approach LOS		B			B			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.0		19.3		37.0		19.3
Change Period (Y+Rc), s		5.7		4.6		5.7		4.6
Max Green Setting (Gmax), s		39.3		25.4		39.3		25.4
Max Q Clear Time (g_c+I1), s		7.5		10.6		15.0		9.9
Green Ext Time (p_c), s		19.7		1.4		16.3		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	45	1	105	41	153	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	129	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	0	7	0	0	0
Mvmt Flow	0	0	0	51	1	119	47	174	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	715	715	174	448	0	0
Stage 1	267	267	-	-	-	-
Stage 2	448	448	-	-	-	-
Critical Hdwy	6.42	6.5	6.27	4.1	-	-
Critical Hdwy Stg 1	5.42	5.5	-	-	-	-
Critical Hdwy Stg 2	5.42	5.5	-	-	-	-
Follow-up Hdwy	3.518	4	3.363	2.2	-	-
Pot Cap-1 Maneuver	397	359	857	1123	-	-
Stage 1	778	692	-	-	-	-
Stage 2	644	576	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	380	0	857	1123	-	-
Mov Cap-2 Maneuver	380	0	-	-	-	-
Stage 1	745	0	-	-	-	-
Stage 2	644	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.8	1.8
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	380	857	1415	-	-
HCM Lane V/C Ratio	0.041	-	-	0.138	0.139	-	-	-
HCM Control Delay (s)	8.3	-	-	16	9.9	0	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.5	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	394	43
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	Yeild
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	0	1	2
Mvmt Flow	0	448	49

Major/Minor	Major2		
Conflicting Flow All	174	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1415	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1415	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	1	43	0	0	0	0	148	43	289	150	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1817	1767				0	1685	1750	1683	1667	0
Adj Flow Rate, veh/h	56	1	32				0	185	45	361	188	0
Adj No. of Lanes	0	1	1				0	1	0	1	1	0
Peak Hour Factor	0.80	0.80	0.80				0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	10	3				0	5	5	4	5	0
Cap, veh/h	200	4	176				0	428	104	621	1042	0
Arrive On Green	0.12	0.12	0.12				0.00	0.33	0.33	0.17	0.63	0.00
Sat Flow, veh/h	1701	30	1502				0	1310	319	1603	1667	0
Grp Volume(v), veh/h	57	0	32				0	0	230	361	188	0
Grp Sat Flow(s),veh/h/ln	1732	0	1502				0	0	1629	1603	1667	0
Q Serve(g_s), s	1.4	0.0	0.9				0.0	0.0	5.2	0.0	2.2	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.9				0.0	0.0	5.2	0.0	2.2	0.0
Prop In Lane	0.98		1.00				0.00		0.20	1.00		0.00
Lane Grp Cap(c), veh/h	203	0	176				0	0	532	621	1042	0
V/C Ratio(X)	0.28	0.00	0.18				0.00	0.00	0.43	0.58	0.18	0.00
Avail Cap(c_a), veh/h	1077	0	934				0	0	1362	830	1394	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	0.0	18.6				0.0	0.0	12.3	13.9	3.7	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.4				0.0	0.0	0.8	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.7				0.0	0.0	4.4	7.1	1.8	0.0
LnGrp Delay(d),s/veh	19.3	0.0	18.9				0.0	0.0	13.1	14.5	3.8	0.0
LnGrp LOS	B		B						B	B	A	
Approach Vol, veh/h		89						230			549	
Approach Delay, s/veh		19.2						13.1			10.9	
Approach LOS		B						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.9	21.2		11.5		35.2		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	14.0	39.0		29.0		39.0		
Max Q Clear Time (g_c+I1), s	2.0	7.2		3.4		4.2		
Green Ext Time (p_c), s	4.1	8.1		0.0		6.5		

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	143	51	407	142	71	446
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1820	1820	1733	1733	1716	1733
Adj Flow Rate, veh/h	159	39	452	0	79	496
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	1	1	2	1
Cap, veh/h	197	48	599	510	369	947
Arrive On Green	0.15	0.15	0.35	0.00	0.05	0.55
Sat Flow, veh/h	1352	332	1733	1473	1634	1733
Grp Volume(v), veh/h	199	0	452	0	79	496
Grp Sat Flow(s),veh/h/ln	1693	0	1733	1473	1634	1733
Q Serve(g_s), s	4.4	0.0	9.0	0.0	1.1	7.1
Cycle Q Clear(g_c), s	4.4	0.0	9.0	0.0	1.1	7.1
Prop In Lane	0.80	0.20		1.00	1.00	
Lane Grp Cap(c), veh/h	247	0	599	510	369	947
V/C Ratio(X)	0.81	0.00	0.75	0.00	0.21	0.52
Avail Cap(c_a), veh/h	1301	0	1776	1510	920	2708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	11.3	0.0	8.0	5.6
Incr Delay (d2), s/veh	2.4	0.0	0.7	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	7.8	0.0	0.9	6.0
LnGrp Delay(d),s/veh	18.5	0.0	12.0	0.0	8.1	5.8
LnGrp LOS	B		B		A	A
Approach Vol, veh/h	199		452			575
Approach Delay, s/veh	18.5		12.0			6.1
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.8	19.5				27.3		11.7
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	15.0	40.0				61.0		30.0
Max Q Clear Time (g_c+I1), s	3.1	11.0				9.1		6.4
Green Ext Time (p_c), s	0.1	2.5				2.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	104	90	577	709	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	270	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	40	105	91	583	716	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	735	755	0	-	0
Stage 1	735	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	136	423	865	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	423	865	-	-	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	865	-	318	423	-	-
HCM Lane V/C Ratio	0.105	-	0.127	0.248	-	-
HCM Control Delay (s)	9.7	-	18	16.3	-	-
HCM Lane LOS	A	-	C	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.4	1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	1	13	7	1	54	12	700	8	47	812	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1717	1750	1820	1730	1820	1750	1802	1820	1750	1733	1750
Adj Flow Rate, veh/h	11	1	14	8	1	38	13	769	9	52	892	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	0	1	1
Cap, veh/h	154	9	55	109	5	80	266	860	10	381	1213	12
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.48	0.48	0.48	0.11	0.71	0.71
Sat Flow, veh/h	577	132	827	216	69	1202	627	1778	21	1667	1712	17
Grp Volume(v), veh/h	26	0	0	47	0	0	13	0	778	52	0	901
Grp Sat Flow(s),veh/h/ln	1536	0	0	1487	0	0	627	0	1798	1667	0	1729
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.8	0.0	17.5	0.0	0.0	14.1
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.3	0.0	0.0	14.9	0.0	17.5	0.0	0.0	14.1
Prop In Lane	0.42		0.54	0.17		0.81	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	218	0	0	194	0	0	266	0	870	381	0	1225
V/C Ratio(X)	0.12	0.00	0.00	0.24	0.00	0.00	0.05	0.00	0.89	0.14	0.00	0.74
Avail Cap(c_a), veh/h	922	0	0	916	0	0	456	0	1414	755	0	1360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	20.0	0.0	0.0	15.8	0.0	10.5	16.9	0.0	3.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	2.8	0.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.0	0.2	0.0	14.1	1.0	0.0	11.4
LnGrp Delay(d),s/veh	19.8	0.0	0.0	20.2	0.0	0.0	15.8	0.0	13.3	17.0	0.0	5.5
LnGrp LOS	B			C			B		B	B		A
Approach Vol, veh/h		26			47			791			953	
Approach Delay, s/veh		19.8			20.2			13.3			6.1	
Approach LOS		B			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	26.5		8.0		36.5		8.0
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	15.0	35.0		25.0		35.0		25.0
Max Q Clear Time (g_c+I1), s	2.0	19.5		2.7		16.1		3.3
Green Ext Time (p_c), s	2.4	2.0		0.2		2.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	144	16	23	44	50	58	19	441	23	77	466	246
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.96		0.95	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1733	1728	1750	1784	1812	1820	1750	1770	1820	1750	1733	1802
Adj Flow Rate, veh/h	150	17	20	46	52	49	20	459	23	80	485	231
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	1	3	3	2	1	1	0	3	3	0	1	1
Cap, veh/h	274	205	241	299	102	96	304	526	26	329	561	575
Arrive On Green	0.06	0.29	0.29	0.12	0.12	0.12	0.07	0.32	0.32	0.07	0.32	0.32
Sat Flow, veh/h	1650	717	843	1363	838	790	1667	1668	84	1667	1733	1513
Grp Volume(v), veh/h	150	0	37	46	0	101	20	0	482	80	485	231
Grp Sat Flow(s),veh/h/ln	1650	0	1560	1363	0	1628	1667	0	1751	1667	1733	1513
Q Serve(g_s), s	0.0	0.0	0.8	1.4	0.0	2.7	0.0	0.0	12.0	0.0	12.1	2.6
Cycle Q Clear(g_c), s	0.0	0.0	0.8	2.2	0.0	2.7	0.0	0.0	12.0	0.0	12.1	2.6
Prop In Lane	1.00		0.54	1.00		0.49	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	274	0	446	299	0	199	304	0	553	329	561	575
V/C Ratio(X)	0.55	0.00	0.08	0.15	0.00	0.51	0.07	0.00	0.87	0.24	0.86	0.40
Avail Cap(c_a), veh/h	540	0	846	872	0	883	557	0	950	569	940	905
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	12.0	19.1	0.0	18.9	18.4	0.0	14.9	19.0	14.6	10.5
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.2	0.0	2.0	0.0	0.0	2.0	0.1	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	0.6	1.0	0.0	2.4	0.4	0.0	10.1	1.7	10.0	3.5
LnGrp Delay(d),s/veh	21.1	0.0	12.1	19.4	0.0	21.0	18.5	0.0	16.9	19.1	16.8	10.6
LnGrp LOS	C		B	B		C	B		B	B	B	B
Approach Vol, veh/h		187			147			502			796	
Approach Delay, s/veh		19.3			20.5			17.0			15.3	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	19.6		18.2	8.0	19.9	7.6	10.6
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	25.0		25.0	10.0	25.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	14.0		2.8	2.0	14.1	2.0	4.7
Green Ext Time (p_c), s	0.1	0.3		0.7	0.1	0.5	0.4	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	132	62	67	48	26	30	48	321	34	50	397	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1820	1820	1750	1820	1820	1683	1699	1750	1750	1804	1820
Adj Flow Rate, veh/h	148	70	75	54	29	34	54	361	38	56	446	52
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	4	3	3	0	1	1
Cap, veh/h	461	193	207	393	183	215	282	467	49	390	546	64
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.03	0.31	0.31	0.07	0.35	0.35
Sat Flow, veh/h	1317	799	856	1250	758	889	1603	1508	159	1667	1582	184
Grp Volume(v), veh/h	148	0	145	54	0	63	54	0	399	56	0	498
Grp Sat Flow(s),veh/h/ln	1317	0	1654	1250	0	1648	1603	0	1667	1667	0	1766
Q Serve(g_s), s	3.9	0.0	2.9	1.5	0.0	1.2	0.0	0.0	8.6	0.0	0.0	10.2
Cycle Q Clear(g_c), s	5.1	0.0	2.9	4.4	0.0	1.2	0.0	0.0	8.6	0.0	0.0	10.2
Prop In Lane	1.00		0.52	1.00		0.54	1.00		0.10	1.00		0.10
Lane Grp Cap(c), veh/h	461	0	400	393	0	398	282	0	516	390	0	609
V/C Ratio(X)	0.32	0.00	0.36	0.14	0.00	0.16	0.19	0.00	0.77	0.14	0.00	0.82
Avail Cap(c_a), veh/h	1142	0	1255	1040	0	1250	836	0	1265	906	0	1340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.8	0.0	12.5	14.3	0.0	11.8	17.6	0.0	12.4	14.7	0.0	11.8
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.2	0.0	0.2	0.1	0.0	0.9	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	2.4	0.9	0.0	1.0	1.0	0.0	7.2	1.0	0.0	8.7
LnGrp Delay(d),s/veh	14.2	0.0	13.0	14.4	0.0	12.0	17.7	0.0	13.3	14.8	0.0	12.9
LnGrp LOS	B		B	B		B	B		B	B		B
Approach Vol, veh/h		293			117			453			554	
Approach Delay, s/veh		13.6			13.1			13.9			13.0	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.7	17.2		14.6	6.3	18.6		14.6
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	2.0	10.6		7.1	2.0	12.2		6.4
Green Ext Time (p_c), s	0.2	0.3		2.4	0.2	0.4		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	17	13	9	8	6	22	6	347	3
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	14	10	9	7	24	7	386	3

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	999	985	518	996	1003	398	534	0	0
Stage 1	575	575	-	409	409	-	-	-	-
Stage 2	424	410	-	587	594	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	224	250	562	225	244	656	1044	-	-
Stage 1	507	506	-	623	600	-	-	-	-
Stage 2	612	599	-	499	496	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	202	236	556	201	230	649	1041	-	-
Mov Cap-2 Maneuver	202	236	-	201	230	-	-	-	-
Stage 1	499	485	-	613	591	-	-	-	-
Stage 2	575	590	-	457	475	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	22.3	16.2	0.1
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1041	-	-	251	361	1169	-	-
HCM Lane V/C Ratio	0.006	-	-	0.173	0.111	0.026	-	-
HCM Control Delay (s)	8.5	0	-	22.3	16.2	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.4	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	27	439	34
Conflicting Peds, #/hr	3	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	0	0	0
Mvmt Flow	30	488	38

Major/Minor	Major2		
Conflicting Flow All	397	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1173	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1169	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.4
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	65	283	5	46	390
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-9	-	-	9
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	1	0	2	0
Mvmt Flow	1	76	329	6	53	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	668	334	0	0	337	0
Stage 1	334	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.6	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	411	707	-	-	1222	-
Stage 1	730	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	387	706	-	-	1222	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	697	1222	-
HCM Lane V/C Ratio	-	-	0.11	0.044	-
HCM Control Delay (s)	-	-	10.8	8.1	0.2
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	9	6	325	14	5	426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	374	16	6	490

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	883	382	0	0	390	0
Stage 1	382	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	319	670	-	-	1180	-
Stage 1	694	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	317	670	-	-	1180	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	1180	-
HCM Lane V/C Ratio	-	-	0.043	0.005	-
HCM Control Delay (s)	-	-	14.4	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	5	7	0	1	5	280	3	1	394	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1750	1750	995	1820	1820	1750	1750	1090	1750	1733	1750
Adj Flow Rate, veh/h	0	0	6	8	0	1	6	326	3	1	458	0
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	83	0	0	0	0	67	1	1	1
Cap, veh/h	0	0	19	18	0	30	107	978	539	102	975	0
Arrive On Green	0.00	0.00	0.01	0.02	0.00	0.02	0.56	0.56	0.56	0.56	0.56	0.00
Sat Flow, veh/h	0	0	1487	947	0	1547	7	1738	926	1	1732	0
Grp Volume(v), veh/h	0	0	6	8	0	1	332	0	3	459	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1488	947	0	1547	1744	0	926	1732	0	0
Q Serve(g_s), s	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.3	0.0	0.0	3.6	0.0	0.0	5.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00	0.02		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	0	19	18	0	30	1085	0	539	1076	0	0
V/C Ratio(X)	0.00	0.00	0.31	0.44	0.00	0.03	0.31	0.00	0.01	0.43	0.00	0.00
Avail Cap(c_a), veh/h	0	0	452	687	0	1123	2006	0	1034	2001	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	17.4	17.2	0.0	17.1	4.2	0.0	3.1	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	6.6	19.0	0.0	0.6	0.6	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.2	0.3	0.0	0.0	3.5	0.0	0.0	5.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	24.0	36.3	0.0	17.7	4.8	0.0	3.1	5.6	0.0	0.0
LnGrp LOS			C	D		B	A		A	A		
Approach Vol, veh/h		6			9			335			459	
Approach Delay, s/veh		24.0			34.2			4.8			5.6	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		26.0		4.7		26.0		4.9
Change Period (Y+Rc), s		6.0		* 4.2		6.0		4.2
Max Green Setting (Gmax), s		39.0		* 11		39.0		25.8
Max Q Clear Time (g_c+I1), s		5.6		2.1		7.6		2.3
Green Ext Time (p_c), s		12.7		0.0		12.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	82	91	54	50	109	81	36	225	47	62	396	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1744	1750	1750	1750	1750	1750	1712	1750	1750	1721	1750
Adj Flow Rate, veh/h	98	108	59	60	130	90	43	268	46	74	471	90
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	3	3	3	2	2	2
Cap, veh/h	184	183	82	131	225	135	127	695	112	135	695	126
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	377	656	296	219	807	486	113	1249	201	126	1249	227
Grp Volume(v), veh/h	265	0	0	280	0	0	357	0	0	635	0	0
Grp Sat Flow(s),veh/h/ln	1329	0	0	1512	0	0	1563	0	0	1602	0	0
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	11.7	0.0	0.0	10.1	0.0	0.0	7.5	0.0	0.0	17.6	0.0	0.0
Prop In Lane	0.37		0.22	0.21		0.32	0.12		0.13	0.12		0.14
Lane Grp Cap(c), veh/h	449	0	0	491	0	0	935	0	0	956	0	0
V/C Ratio(X)	0.59	0.00	0.00	0.57	0.00	0.00	0.38	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	631	0	0	684	0	0	1043	0	0	1070	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	19.7	0.0	0.0	7.8	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	0.0	7.7	0.0	0.0	6.5	0.0	0.0	13.4	0.0	0.0
LnGrp Delay(d),s/veh	21.1	0.0	0.0	20.5	0.0	0.0	8.7	0.0	0.0	13.0	0.0	0.0
LnGrp LOS	C			C			A			B		
Approach Vol, veh/h		265			280			357			635	
Approach Delay, s/veh		21.1			20.5			8.7			13.0	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		40.5		22.0		40.5		22.0
Change Period (Y+Rc), s		5.7		4.6		5.7		4.6
Max Green Setting (Gmax), s		39.3		25.4		39.3		25.4
Max Q Clear Time (g_c+I1), s		9.5		13.7		19.6		12.1
Green Ext Time (p_c), s		21.2		1.5		15.2		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	46	1	124	42	182	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	129	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	0	7	0	0	0
Mvmt Flow	0	0	0	52	1	141	48	207	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	805	805	207	503	0	0
Stage 1	302	302	-	-	-	-
Stage 2	503	503	-	-	-	-
Critical Hdwy	6.42	6.5	6.27	4.1	-	-
Critical Hdwy Stg 1	5.42	5.5	-	-	-	-
Critical Hdwy Stg 2	5.42	5.5	-	-	-	-
Follow-up Hdwy	3.518	4	3.363	2.2	-	-
Pot Cap-1 Maneuver	352	318	821	1072	-	-
Stage 1	750	668	-	-	-	-
Stage 2	607	545	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	336	0	821	1072	-	-
Mov Cap-2 Maneuver	336	0	-	-	-	-
Stage 1	716	0	-	-	-	-
Stage 2	607	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.3	1.6
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	336	821	1376	-	-
HCM Lane V/C Ratio	0.045	-	-	0.159	0.172	-	-	-
HCM Control Delay (s)	8.5	-	-	17.7	10.3	0	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.6	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	443	46
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	Yeild
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	88	88	88
Heavy Vehicles, %	0	1	2
Mvmt Flow	0	503	52

Major/Minor	Major2		
Conflicting Flow All	207	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1376	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1376	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	1	44	0	0	0	0	176	44	312	178	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1817	1767				0	1683	1750	1683	1667	0
Adj Flow Rate, veh/h	60	1	33				0	220	46	390	222	0
Adj No. of Lanes	0	1	1				0	1	0	1	1	0
Peak Hour Factor	0.80	0.80	0.80				0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	3	10	3				0	5	5	4	5	0
Cap, veh/h	200	3	177				0	480	100	611	1065	0
Arrive On Green	0.12	0.12	0.12				0.00	0.36	0.36	0.16	0.64	0.00
Sat Flow, veh/h	1703	28	1502				0	1350	282	1603	1667	0
Grp Volume(v), veh/h	61	0	33				0	0	266	390	222	0
Grp Sat Flow(s),veh/h/ln	1732	0	1502				0	0	1633	1603	1667	0
Q Serve(g_s), s	1.6	0.0	1.0				0.0	0.0	6.2	0.0	2.7	0.0
Cycle Q Clear(g_c), s	1.6	0.0	1.0				0.0	0.0	6.2	0.0	2.7	0.0
Prop In Lane	0.98		1.00				0.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	204	0	177				0	0	580	611	1065	0
V/C Ratio(X)	0.30	0.00	0.19				0.00	0.00	0.46	0.64	0.21	0.00
Avail Cap(c_a), veh/h	1020	0	885				0	0	1293	807	1320	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	19.6				0.0	0.0	12.2	14.8	3.7	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.4				0.0	0.0	0.8	0.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.8				0.0	0.0	5.2	8.1	2.3	0.0
LnGrp Delay(d),s/veh	20.5	0.0	20.0				0.0	0.0	13.0	15.7	3.8	0.0
LnGrp LOS	C		B						B	B	A	
Approach Vol, veh/h		94						266			612	
Approach Delay, s/veh		20.3						13.0			11.4	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	14.0	23.5		11.8		37.4		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	14.0	39.0		29.0		39.0		
Max Q Clear Time (g_c+I1), s	2.0	8.2		3.6		4.7		
Green Ext Time (p_c), s	4.7	9.3		0.0		7.8		

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	16	10	9	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	18	11	10	11	6

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	46	17	0	0	22	0
Stage 1	17	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	969	1068	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	962	1068	-	-	1607	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1025	1607	-
HCM Lane V/C Ratio	-	-	0.029	0.007	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	159	51	496	158	71	534
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1820	1820	1733	1733	1716	1733
Adj Flow Rate, veh/h	177	39	551	0	79	593
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	1	1	2	1
Cap, veh/h	217	48	687	584	333	997
Arrive On Green	0.16	0.16	0.40	0.00	0.05	0.58
Sat Flow, veh/h	1383	305	1733	1473	1634	1733
Grp Volume(v), veh/h	217	0	551	0	79	593
Grp Sat Flow(s),veh/h/ln	1696	0	1733	1473	1634	1733
Q Serve(g_s), s	5.6	0.0	12.6	0.0	1.2	9.9
Cycle Q Clear(g_c), s	5.6	0.0	12.6	0.0	1.2	9.9
Prop In Lane	0.82	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	266	0	687	584	333	997
V/C Ratio(X)	0.81	0.00	0.80	0.00	0.24	0.59
Avail Cap(c_a), veh/h	1133	0	1544	1312	805	2354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	12.0	0.0	8.8	6.1
Incr Delay (d2), s/veh	2.3	0.0	0.8	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	10.2	0.0	1.0	8.2
LnGrp Delay(d),s/veh	20.6	0.0	12.8	0.0	9.0	6.4
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	217		551			672
Approach Delay, s/veh	20.6		12.8			6.7
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.0	23.8				31.8		13.0
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	15.0	40.0				61.0		30.0
Max Q Clear Time (g_c+I1), s	3.2	14.6				11.9		7.6
Green Ext Time (p_c), s	0.1	3.2				3.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	110	97	681	813	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	270	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	40	111	98	688	821	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1724	840	860	0	-	0
Stage 1	840	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	99	368	790	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	368	790	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	790	-	272	368	-	-
HCM Lane V/C Ratio	0.124	-	0.149	0.302	-	-
HCM Control Delay (s)	10.2	-	20.5	19	-	-
HCM Lane LOS	B	-	C	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	1.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	1	13	7	1	54	12	811	8	47	922	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1717	1750	1820	1730	1820	1750	1802	1820	1750	1733	1750
Adj Flow Rate, veh/h	11	1	14	8	1	38	13	891	9	52	1013	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	0	1	1
Cap, veh/h	143	9	54	101	5	78	234	969	10	311	1248	11
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.54	0.54	0.54	0.08	0.73	0.73
Sat Flow, veh/h	563	146	828	209	75	1200	560	1781	18	1667	1715	15
Grp Volume(v), veh/h	26	0	0	47	0	0	13	0	900	52	0	1022
Grp Sat Flow(s),veh/h/ln	1538	0	0	1484	0	0	560	0	1799	1667	0	1730
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	1.0	0.0	22.0	0.0	0.0	18.9
Cycle Q Clear(g_c), s	0.7	0.0	0.0	1.4	0.0	0.0	19.9	0.0	22.0	0.0	0.0	18.9
Prop In Lane	0.42		0.54	0.17		0.81	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	206	0	0	184	0	0	234	0	979	311	0	1259
V/C Ratio(X)	0.13	0.00	0.00	0.26	0.00	0.00	0.06	0.00	0.92	0.17	0.00	0.81
Avail Cap(c_a), veh/h	852	0	0	846	0	0	336	0	1307	698	0	1259
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	21.7	0.0	0.0	17.8	0.0	10.0	19.8	0.0	4.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	7.4	0.1	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	1.1	0.0	0.0	0.3	0.0	18.6	1.2	0.0	15.0
LnGrp Delay(d),s/veh	21.5	0.0	0.0	22.0	0.0	0.0	17.8	0.0	17.4	19.9	0.0	8.2
LnGrp LOS	C			C			B		B	B		A
Approach Vol, veh/h		26			47			913			1074	
Approach Delay, s/veh		21.5			22.0			17.4			8.8	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.8	31.2		8.1		40.0		8.1
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	15.0	35.0		25.0		35.0		25.0
Max Q Clear Time (g_c+I1), s	2.0	24.0		2.7		20.9		3.4
Green Ext Time (p_c), s	1.8	2.2		0.2		3.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	144	16	23	44	50	58	19	551	23	77	576	246
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.98	0.96		0.95	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1733	1728	1750	1784	1812	1820	1750	1769	1820	1750	1733	1820
Adj Flow Rate, veh/h	150	17	20	46	52	49	20	574	23	80	600	231
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	1	3	3	2	1	1	0	3	3	0	1	0
Cap, veh/h	254	193	227	280	100	94	267	626	25	291	657	660
Arrive On Green	0.05	0.27	0.27	0.12	0.12	0.12	0.06	0.37	0.37	0.07	0.38	0.38
Sat Flow, veh/h	1650	716	843	1363	838	790	1667	1687	68	1667	1733	1531
Grp Volume(v), veh/h	150	0	37	46	0	101	20	0	597	80	600	231
Grp Sat Flow(s),veh/h/ln	1650	0	1559	1363	0	1627	1667	0	1754	1667	1733	1531
Q Serve(g_s), s	0.0	0.0	0.9	1.6	0.0	3.0	0.0	0.0	16.6	0.0	16.8	2.5
Cycle Q Clear(g_c), s	0.0	0.0	0.9	2.5	0.0	3.0	0.0	0.0	16.6	0.0	16.8	2.5
Prop In Lane	1.00		0.54	1.00		0.49	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	254	0	419	280	0	195	267	0	651	291	657	660
V/C Ratio(X)	0.59	0.00	0.09	0.16	0.00	0.52	0.07	0.00	0.92	0.28	0.91	0.35
Avail Cap(c_a), veh/h	491	0	762	783	0	795	495	0	858	506	847	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	14.0	21.4	0.0	21.1	21.3	0.0	15.3	21.7	15.1	9.7
Incr Delay (d2), s/veh	0.8	0.0	0.1	0.3	0.0	2.1	0.0	0.0	10.5	0.2	10.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	0.7	1.1	0.0	2.6	0.5	0.0	15.0	1.9	15.1	3.5
LnGrp Delay(d),s/veh	23.7	0.0	14.1	21.6	0.0	23.3	21.4	0.0	25.8	21.9	25.7	9.9
LnGrp LOS	C		B	C		C	C		C	C	C	A
Approach Vol, veh/h		187			147			617			911	
Approach Delay, s/veh		21.8			22.8			25.7			21.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	24.0		18.8	8.0	24.4	7.6	11.1
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	25.0		25.0	10.0	25.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	2.0	18.6		2.9	2.0	18.8	2.0	5.0
Green Ext Time (p_c), s	0.1	0.3		0.7	0.1	0.5	0.4	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	133	62	87	131	26	30	67	432	117	50	507	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1820	1820	1750	1820	1820	1683	1699	1750	1750	1803	1820
Adj Flow Rate, veh/h	149	70	98	147	29	34	75	485	131	56	570	52
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	4	3	3	0	1	1
Cap, veh/h	465	190	266	376	211	248	264	522	141	206	618	56
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.06	0.41	0.41	0.03	0.38	0.38
Sat Flow, veh/h	1319	682	955	1226	759	890	1603	1284	347	1667	1625	148
Grp Volume(v), veh/h	149	0	168	147	0	63	75	0	616	56	0	622
Grp Sat Flow(s),veh/h/ln	1319	0	1637	1226	0	1650	1603	0	1631	1667	0	1774
Q Serve(g_s), s	5.1	0.0	4.4	5.8	0.0	1.5	0.0	0.0	19.0	0.0	0.0	17.7
Cycle Q Clear(g_c), s	6.6	0.0	4.4	10.2	0.0	1.5	0.0	0.0	19.0	0.0	0.0	17.7
Prop In Lane	1.00		0.58	1.00		0.54	1.00		0.21	1.00		0.08
Lane Grp Cap(c), veh/h	465	0	455	376	0	459	264	0	663	206	0	675
V/C Ratio(X)	0.32	0.00	0.37	0.39	0.00	0.14	0.28	0.00	0.93	0.27	0.00	0.92
Avail Cap(c_a), veh/h	847	0	929	731	0	936	627	0	926	626	0	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	15.3	19.4	0.0	14.3	22.9	0.0	15.0	24.6	0.0	15.6
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.7	0.0	0.1	0.2	0.0	10.4	0.3	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	0.0	3.6	3.7	0.0	1.3	1.9	0.0	15.6	1.5	0.0	15.1
LnGrp Delay(d),s/veh	17.2	0.0	15.8	20.1	0.0	14.5	23.1	0.0	25.3	24.9	0.0	23.3
LnGrp LOS	B		B	C		B	C		C	C		C
Approach Vol, veh/h		317			210			691			678	
Approach Delay, s/veh		16.5			18.4			25.1			23.4	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	26.5		19.7	8.0	25.1		19.7
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	15.0	30.0		30.0	15.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	2.0	21.0		8.6	2.0	19.7		12.2
Green Ext Time (p_c), s	0.3	0.4		3.1	0.3	0.4		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	17	13	9	8	6	22	6	561	3
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	14	10	9	7	24	7	623	3

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1474	1460	755	1471	1477	636	771	0	0
Stage 1	812	812	-	646	646	-	-	-	-
Stage 2	662	648	-	825	831	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	106	130	412	106	127	481	853	-	-
Stage 1	376	395	-	464	470	-	-	-	-
Stage 2	454	469	-	370	387	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	90	120	408	88	117	476	850	-	-
Mov Cap-2 Maneuver	90	120	-	88	117	-	-	-	-
Stage 1	369	371	-	455	461	-	-	-	-
Stage 2	418	460	-	327	363	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	49.9	28.8	0.1
HCM LOS	E	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	850	-	-	122	191	955	-	-
HCM Lane V/C Ratio	0.008	-	-	0.355	0.209	0.031	-	-
HCM Control Delay (s)	9.3	0	-	49.9	28.8	8.9	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.8	0.1	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	27	653	34
Conflicting Peds, #/hr	3	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	0	0	0
Mvmt Flow	30	726	38

Major/Minor	Major2		
Conflicting Flow All	635	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	958	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	955	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	90	473	5	70	580
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-9	-	-	9
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	1	0	2	0
Mvmt Flow	1	105	550	6	81	674

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1055	555	0	0	558	0
Stage 1	555	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.6	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	238	530	-	-	1013	-
Stage 1	579	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	207	529	-	-	1013	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	1013	-
HCM Lane V/C Ratio	-	-	0.203	0.08	-
HCM Control Delay (s)	-	-	13.7	8.9	0.5
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.3	-

Intersection	
Int Delay, s/veh	284.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	316	166	355	321	165	456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	0	5	5	0
Mvmt Flow	333	175	374	338	174	480

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1370	543	0	0	712	0
Stage 1	543	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	~ 159	534	-	-	874	-
Stage 1	576	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 116	534	-	-	874	-
Mov Cap-2 Maneuver	~ 116	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	~ 309	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1045.5	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	159	874	-
HCM Lane V/C Ratio	-	-	3.191	0.199	-
HCM Control Delay (s)	-	-	$ 1045.5	10.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	47.5	0.7	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	5	7	0	1	5	605	3	1	719	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1750	1750	995	1820	1820	1750	1750	1090	1750	1733	1750
Adj Flow Rate, veh/h	0	0	6	8	0	1	6	703	3	1	836	0
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	83	0	0	0	0	67	1	1	1
Cap, veh/h	0	0	19	18	0	29	72	1203	657	70	1196	0
Arrive On Green	0.00	0.00	0.01	0.02	0.00	0.02	0.69	0.69	0.69	0.69	0.69	0.00
Sat Flow, veh/h	0	0	1487	947	0	1547	3	1742	926	0	1732	0
Grp Volume(v), veh/h	0	0	6	8	0	1	709	0	3	837	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1488	947	0	1547	1745	0	926	1732	0	0
Q Serve(g_s), s	0.0	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	0.4	0.0	0.0	10.9	0.0	0.0	15.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00	0.01		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	0	19	18	0	29	1275	0	657	1266	0	0
V/C Ratio(X)	0.00	0.00	0.32	0.45	0.00	0.03	0.56	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	0	0	310	472	0	771	1384	0	715	1375	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	25.3	25.1	0.0	24.9	4.2	0.0	2.2	4.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	6.9	20.0	0.0	0.6	1.4	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.2	0.4	0.0	0.0	9.5	0.0	0.0	12.3	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	32.2	45.2	0.0	25.5	5.6	0.0	2.2	7.1	0.0	0.0
LnGrp LOS			C	D		C	A		A	A		
Approach Vol, veh/h		6			9			712			837	
Approach Delay, s/veh		32.2			43.0			5.5			7.1	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.7		4.9		41.7		5.2
Change Period (Y+Rc), s		6.0		* 4.2		6.0		4.2
Max Green Setting (Gmax), s		39.0		* 11		39.0		25.8
Max Q Clear Time (g_c+I1), s		12.9		2.2		17.0		2.4
Green Ext Time (p_c), s		21.7		0.0		18.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	91	54	50	109	104	36	519	47	84	691	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1743	1750	1750	1750	1750	1750	1706	1750	1750	1719	1750
Adj Flow Rate, veh/h	94	96	53	53	115	104	38	546	41	88	727	88
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
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
Percent Heavy Veh, %	0	0	0	0	0	0	3	3	3	2	2	2
Cap, veh/h	176	164	74	116	197	154	81	765	55	122	754	88
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	383	619	280	197	741	580	42	1315	95	109	1295	152
Grp Volume(v), veh/h	243	0	0	272	0	0	625	0	0	903	0	0
Grp Sat Flow(s),veh/h/ln	1282	0	0	1518	0	0	1452	0	0	1556	0	0
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.4	0.0	0.0
Cycle Q Clear(g_c), s	12.3	0.0	0.0	10.7	0.0	0.0	16.6	0.0	0.0	39.0	0.0	0.0
Prop In Lane	0.39		0.22	0.19		0.38	0.06		0.07	0.10		0.10
Lane Grp Cap(c), veh/h	414	0	0	467	0	0	902	0	0	964	0	0
V/C Ratio(X)	0.59	0.00	0.00	0.58	0.00	0.00	0.69	0.00	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	570	0	0	634	0	0	902	0	0	964	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	0.0	0.0	22.0	0.0	0.0	9.4	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.9	0.0	0.0	3.8	0.0	0.0	16.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	0.0	0.0	8.2	0.0	0.0	13.4	0.0	0.0	28.3	0.0	0.0
LnGrp Delay(d),s/veh	23.3	0.0	0.0	22.9	0.0	0.0	13.2	0.0	0.0	30.6	0.0	0.0
LnGrp LOS	C			C			B			C		
Approach Vol, veh/h		243			272			625			903	
Approach Delay, s/veh		23.3			22.9			13.2			30.6	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		22.5		45.0		22.5
Change Period (Y+Rc), s		5.7		4.6		5.7		4.6
Max Green Setting (Gmax), s		39.3		25.4		39.3		25.4
Max Q Clear Time (g_c+I1), s		18.6		14.3		41.0		12.7
Green Ext Time (p_c), s		19.6		1.3		0.0		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	46	1	346	42	256	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	129	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	0	7	0	0	0
Mvmt Flow	0	0	0	48	1	364	44	269	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	1121	1121	269	763	0	0
Stage 1	358	358	-	-	-	-
Stage 2	763	763	-	-	-	-
Critical Hdwy	6.42	6.5	6.27	4.1	-	-
Critical Hdwy Stg 1	5.42	5.5	-	-	-	-
Critical Hdwy Stg 2	5.42	5.5	-	-	-	-
Follow-up Hdwy	3.518	4	3.363	2.2	-	-
Pot Cap-1 Maneuver	228	208	758	859	-	-
Stage 1	707	631	-	-	-	-
Stage 2	460	416	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	216	0	758	859	-	-
Mov Cap-2 Maneuver	216	0	-	-	-	-
Stage 1	671	0	-	-	-	-
Stage 2	460	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.6	1.3
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	216	758	1306	-	-
HCM Lane V/C Ratio	0.051	-	-	0.229	0.48	-	-	-
HCM Control Delay (s)	9.4	-	-	26.5	14.1	0	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	2.6	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	725	59
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	Yeild
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	0	1	2
Mvmt Flow	0	763	62

Major/Minor	Major2		
Conflicting Flow All	269	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1306	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1306	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	1	44	0	0	0	0	237	44	533	239	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1817	1767				0	1679	1750	1683	1667	0
Adj Flow Rate, veh/h	64	1	27				0	249	39	561	252	0
Adj No. of Lanes	0	1	1				0	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95				0.80	0.95	0.95	0.95	0.95	0.80
Percent Heavy Veh, %	3	10	3				0	5	5	4	5	0
Cap, veh/h	187	3	165				0	501	78	658	1120	0
Arrive On Green	0.11	0.11	0.11				0.00	0.35	0.35	0.21	0.67	0.00
Sat Flow, veh/h	1705	27	1502				0	1418	222	1603	1667	0
Grp Volume(v), veh/h	65	0	27				0	0	288	561	252	0
Grp Sat Flow(s),veh/h/ln	1732	0	1502				0	0	1640	1603	1667	0
Q Serve(g_s), s	1.9	0.0	0.9				0.0	0.0	7.6	6.4	3.2	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.9				0.0	0.0	7.6	6.4	3.2	0.0
Prop In Lane	0.98		1.00				0.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	190	0	165				0	0	579	658	1120	0
V/C Ratio(X)	0.34	0.00	0.16				0.00	0.00	0.50	0.85	0.22	0.00
Avail Cap(c_a), veh/h	912	0	791				0	0	1162	729	1181	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.7	0.0	22.2				0.0	0.0	14.0	16.2	3.5	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.3				0.0	0.0	0.9	8.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	0.7				0.0	0.0	6.5	14.2	2.7	0.0
LnGrp Delay(d),s/veh	23.5	0.0	22.6				0.0	0.0	14.9	24.7	3.6	0.0
LnGrp LOS	C		C						B	C	A	
Approach Vol, veh/h		92						288			813	
Approach Delay, s/veh		23.2						14.9			18.2	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	17.6	25.4		12.0		43.0		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	14.0	39.0		29.0		39.0		
Max Q Clear Time (g_c+I1), s	8.4	9.6		3.9		5.2		
Green Ext Time (p_c), s	3.1	9.9		0.0		9.5		

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	17.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	477	41	10	476	34	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	502	43	11	501	36	5

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	338	261	0	0	512	0
Stage 1	261	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	652	770	-	-	1038	-
Stage 1	776	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	629	770	-	-	1038	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.9	0	7.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	638	1038	-
HCM Lane V/C Ratio	-	-	0.855	0.034	-
HCM Control Delay (s)	-	-	34.9	8.6	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	9.6	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	36	641	24	36	736
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	18	1	1	18	0
Mvmt Flow	25	38	675	25	38	775

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1538	687	0	0	700	0
Stage 1	687	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Critical Hdwy	6.41	6.38	-	-	4.28	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	-	-	2.362	-
Pot Cap-1 Maneuver	128	421	-	-	827	-
Stage 1	501	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	118	421	-	-	827	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.7	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	208	827	-
HCM Lane V/C Ratio	-	-	0.304	0.046	-
HCM Control Delay (s)	-	-	29.7	9.6	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	159	51	496	158	71	534
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1820	1820	1733	1733	1716	1733
Adj Flow Rate, veh/h	177	39	551	0	79	593
Adj No. of Lanes	0	0	1	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	1	1	2	1
Cap, veh/h	217	48	688	585	333	998
Arrive On Green	0.16	0.16	0.40	0.00	0.05	0.58
Sat Flow, veh/h	1383	305	1733	1473	1634	1733
Grp Volume(v), veh/h	217	0	551	0	79	593
Grp Sat Flow(s),veh/h/ln	1696	0	1733	1473	1634	1733
Q Serve(g_s), s	5.6	0.0	12.6	0.0	1.2	9.9
Cycle Q Clear(g_c), s	5.6	0.0	12.6	0.0	1.2	9.9
Prop In Lane	0.82	0.18		1.00	1.00	
Lane Grp Cap(c), veh/h	266	0	688	585	333	998
V/C Ratio(X)	0.81	0.00	0.80	0.00	0.24	0.59
Avail Cap(c_a), veh/h	1133	0	1659	1410	696	2353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	12.0	0.0	8.8	6.1
Incr Delay (d2), s/veh	2.3	0.0	0.8	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	10.2	0.0	1.0	8.2
LnGrp Delay(d),s/veh	20.6	0.0	12.8	0.0	9.0	6.4
LnGrp LOS	C		B		A	A
Approach Vol, veh/h	217		551			672
Approach Delay, s/veh	20.6		12.8			6.7
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.0	23.8				31.9		13.1
Change Period (Y+Rc), s	6.0	6.0				6.0		6.0
Max Green Setting (Gmax), s	12.0	43.0				61.0		30.0
Max Q Clear Time (g_c+I1), s	3.2	14.6				11.9		7.6
Green Ext Time (p_c), s	0.1	3.2				3.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	110	97	681	813	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	175	0	270	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	40	111	98	688	821	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1724	840	860	0	-	0
Stage 1	840	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	99	368	790	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	87	368	790	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	790	-	272	368	-	-
HCM Lane V/C Ratio	0.124	-	0.149	0.302	-	-
HCM Control Delay (s)	10.2	-	20.5	19	-	-
HCM Lane LOS	B	-	C	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	1.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	1	13	7	1	54	12	811	8	47	922	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1717	1750	1820	1730	1820	1750	1802	1820	1750	1733	1750
Adj Flow Rate, veh/h	11	1	14	8	1	38	13	891	9	52	1013	9
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	1	0	1	1
Cap, veh/h	135	10	52	95	5	76	238	974	10	337	1272	11
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.55	0.55	0.55	0.10	0.74	0.74
Sat Flow, veh/h	554	156	829	205	79	1198	560	1781	18	1667	1715	15
Grp Volume(v), veh/h	26	0	0	47	0	0	13	0	900	52	0	1022
Grp Sat Flow(s),veh/h/ln	1540	0	0	1482	0	0	560	0	1799	1667	0	1730
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.0	1.0	0.0	23.3	0.0	0.0	19.1
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.5	0.0	0.0	20.1	0.0	23.3	0.0	0.0	19.1
Prop In Lane	0.42		0.54	0.17		0.81	1.00		0.01	1.00		0.01
Lane Grp Cap(c), veh/h	197	0	0	176	0	0	238	0	984	337	0	1283
V/C Ratio(X)	0.13	0.00	0.00	0.27	0.00	0.00	0.05	0.00	0.92	0.15	0.00	0.80
Avail Cap(c_a), veh/h	662	0	0	652	0	0	587	0	2106	337	0	2025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	0.0	23.2	0.0	0.0	17.9	0.0	10.5	20.0	0.0	4.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.5	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	1.2	0.0	0.0	0.3	0.0	17.3	1.2	0.0	13.9
LnGrp Delay(d),s/veh	23.0	0.0	0.0	23.5	0.0	0.0	17.9	0.0	12.1	20.0	0.0	4.7
LnGrp LOS	C			C			B		B	C		A
Approach Vol, veh/h		26			47			913			1074	
Approach Delay, s/veh		23.0			23.5			12.1			5.4	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.0	33.0		8.2		43.0		8.2
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	5.0	60.0		20.0		60.0		20.0
Max Q Clear Time (g_c+I1), s	2.0	25.3		2.8		21.1		3.5
Green Ext Time (p_c), s	1.2	2.8		0.1		3.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	144	16	23	44	50	58	19	551	23	77	576	246
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.95		0.95	1.00		0.97	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1733	1728	1750	1784	1812	1820	1750	1769	1820	1750	1733	1820
Adj Flow Rate, veh/h	150	17	20	46	52	49	20	574	23	80	600	231
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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
Percent Heavy Veh, %	1	3	3	2	1	1	0	3	3	0	1	0
Cap, veh/h	249	166	195	260	95	90	340	848	34	598	870	839
Arrive On Green	0.04	0.23	0.23	0.11	0.11	0.11	0.09	1.00	1.00	0.04	0.50	0.50
Sat Flow, veh/h	1650	715	841	1355	837	788	1667	1687	68	1667	1733	1535
Grp Volume(v), veh/h	150	0	37	46	0	101	20	0	597	80	600	231
Grp Sat Flow(s),veh/h/ln	1650	0	1556	1355	0	1625	1667	0	1755	1667	1733	1535
Q Serve(g_s), s	3.0	0.0	1.3	2.1	0.0	4.0	0.0	0.0	0.0	0.0	17.8	2.2
Cycle Q Clear(g_c), s	3.0	0.0	1.3	2.1	0.0	4.0	0.0	0.0	0.0	0.0	17.8	2.2
Prop In Lane	1.00		0.54	1.00		0.49	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	249	0	361	260	0	184	340	0	881	598	870	839
V/C Ratio(X)	0.60	0.00	0.10	0.18	0.00	0.55	0.06	0.00	0.68	0.13	0.69	0.28
Avail Cap(c_a), veh/h	249	0	644	507	0	480	340	0	881	598	870	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.74	0.00	0.74	0.58	0.58	0.58
Uniform Delay (d), s/veh	27.5	0.0	20.5	27.5	0.0	28.4	17.1	0.0	0.0	7.7	12.8	2.0
Incr Delay (d2), s/veh	2.9	0.0	0.1	0.3	0.0	2.5	0.0	0.0	3.1	0.0	2.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	1.0	1.5	0.0	3.4	0.5	0.0	1.4	1.3	12.9	2.7
LnGrp Delay(d),s/veh	30.4	0.0	20.6	27.8	0.0	30.9	17.1	0.0	3.1	7.7	15.4	2.4
LnGrp LOS	C		C	C		C	B		A	A	B	A
Approach Vol, veh/h		187			147			617			911	
Approach Delay, s/veh		28.5			29.9			3.5			11.4	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	39.0		20.7	20.3	39.0	8.0	12.7
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	3.0	34.0		28.0	3.0	34.0	3.0	20.0
Max Q Clear Time (g_c+I1), s	2.0	2.0		3.3	2.0	19.8	5.0	6.0
Green Ext Time (p_c), s	0.0	0.4		1.0	0.0	0.6	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	133	62	87	131	26	30	67	432	117	50	507	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1820	1820	1750	1820	1820	1683	1699	1750	1750	1803	1820
Adj Flow Rate, veh/h	149	70	98	147	29	34	75	485	131	56	570	52
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	0	0	0	4	3	3	0	1	1
Cap, veh/h	372	164	229	284	182	213	564	681	184	347	847	77
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.04	0.53	0.53	0.06	1.00	1.00
Sat Flow, veh/h	1317	681	954	1225	758	889	1603	1285	347	1667	1626	148
Grp Volume(v), veh/h	149	0	168	147	0	63	75	0	616	56	0	622
Grp Sat Flow(s),veh/h/ln	1317	0	1635	1225	0	1648	1603	0	1633	1667	0	1775
Q Serve(g_s), s	7.5	0.0	6.5	8.6	0.0	2.3	1.6	0.0	21.3	1.2	0.0	0.0
Cycle Q Clear(g_c), s	9.8	0.0	6.5	15.2	0.0	2.3	1.6	0.0	21.3	1.2	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.54	1.00		0.21	1.00		0.08
Lane Grp Cap(c), veh/h	372	0	392	284	0	395	564	0	864	347	0	925
V/C Ratio(X)	0.40	0.00	0.43	0.52	0.00	0.16	0.13	0.00	0.71	0.16	0.00	0.67
Avail Cap(c_a), veh/h	408	0	437	317	0	440	630	0	864	742	0	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.00	0.83
Uniform Delay (d), s/veh	26.3	0.0	24.1	30.5	0.0	22.5	7.6	0.0	13.3	10.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.7	1.5	0.0	0.2	0.0	0.0	5.0	0.1	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	5.4	5.4	0.0	1.9	1.2	0.0	16.2	0.9	0.0	1.5
LnGrp Delay(d),s/veh	27.0	0.0	24.8	32.0	0.0	22.7	7.7	0.0	18.3	10.6	0.0	3.2
LnGrp LOS	C		C	C		C	A		B	B		A
Approach Vol, veh/h		317			210			691			678	
Approach Delay, s/veh		25.9			29.2			17.1			3.8	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	49.8		23.0	7.9	49.2		23.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	20.0	25.0		20.0	6.0	39.0		20.0
Max Q Clear Time (g_c+I1), s	3.2	23.3		11.8	3.6	2.0		17.2
Green Ext Time (p_c), s	0.1	0.4		2.0	0.0	1.0		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	17	13	9	8	6	22	6	561	3
Conflicting Peds, #/hr	8	0	6	6	0	8	2	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	19	14	10	9	7	24	7	623	3

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1474	1460	755	1471	1477	636	771	0	0
Stage 1	812	812	-	646	646	-	-	-	-
Stage 2	662	648	-	825	831	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	54	67	*528	54	64	481	*792	-	-
Stage 1	452	404	-	464	470	-	-	-	-
Stage 2	454	469	-	438	388	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-
Mov Cap-1 Maneuver	48	63	*523	48	61	476	*789	-	-
Mov Cap-2 Maneuver	211	215	-	214	214	-	-	-	-
Stage 1	445	388	-	457	463	-	-	-	-
Stage 2	419	462	-	399	373	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	22.7	17.8	0.1
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 789	-	-	246	322	955	-	-
HCM Lane V/C Ratio	0.008	-	-	0.176	0.124	0.031	-	-
HCM Control Delay (s)	9.6	-	-	22.7	17.8	8.9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.4	0.1	-	-

Notes

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

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	27	653	34
Conflicting Peds, #/hr	3	0	2
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	50	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	90	90	90
Heavy Vehicles, %	0	0	0
Mvmt Flow	30	726	38

Major/Minor	Major2		
Conflicting Flow All	635	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	958	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	955	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	1	90	473	5	70	580
Conflicting Peds, #/hr	2	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-9	-	-	9
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	1	0	2	0
Mvmt Flow	1	105	550	6	81	674

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1055	555	0	0	558	0
Stage 1	555	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.6	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.319	-	-	2.218	-
Pot Cap-1 Maneuver	238	530	-	-	1013	-
Stage 1	579	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	207	529	-	-	1013	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	1013	-
HCM Lane V/C Ratio	-	-	0.203	0.08	-
HCM Control Delay (s)	-	-	13.7	8.9	0.5
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.3	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	316	166	355	321	165	456
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1667	1750	1667	1667	1750
Adj Flow Rate, veh/h	333	129	374	211	174	480
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	0	5	5	0
Cap, veh/h	410	511	514	781	411	895
Arrive On Green	0.26	0.26	0.29	0.29	0.10	0.51
Sat Flow, veh/h	1587	1417	1750	1417	1587	1750
Grp Volume(v), veh/h	333	129	374	211	174	480
Grp Sat Flow(s),veh/h/ln	1587	1417	1750	1417	1587	1750
Q Serve(g_s), s	8.5	2.8	8.3	3.4	3.0	8.0
Cycle Q Clear(g_c), s	8.5	2.8	8.3	3.4	3.0	8.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	410	511	514	781	411	895
V/C Ratio(X)	0.81	0.25	0.73	0.27	0.42	0.54
Avail Cap(c_a), veh/h	1024	1060	685	921	613	1290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	9.8	13.8	5.1	9.1	7.1
Incr Delay (d2), s/veh	1.5	0.1	1.5	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	1.9	7.5	3.7	2.3	6.8
LnGrp Delay(d),s/veh	16.6	9.8	15.3	5.2	9.4	7.3
LnGrp LOS	B	A	B	A	A	A
Approach Vol, veh/h	462		585			654
Approach Delay, s/veh	14.7		11.7			7.9
Approach LOS	B		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.5	17.7				27.2		16.2
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	10.0	17.0				32.0		28.0
Max Q Clear Time (g_c+I1), s	5.0	10.3				10.0		10.5
Green Ext Time (p_c), s	0.1	2.4				4.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	5	7	0	1	5	605	3	1	719	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1750	1750	995	1820	1820	1750	1750	1090	1750	1733	1750
Adj Flow Rate, veh/h	0	0	6	8	0	1	6	703	3	1	836	0
Adj No. of Lanes	0	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	83	0	0	0	0	67	1	1	1
Cap, veh/h	0	0	19	18	0	29	72	1203	657	70	1196	0
Arrive On Green	0.00	0.00	0.01	0.02	0.00	0.02	0.69	0.69	0.69	0.69	0.69	0.00
Sat Flow, veh/h	0	0	1487	947	0	1547	3	1742	926	0	1732	0
Grp Volume(v), veh/h	0	0	6	8	0	1	709	0	3	837	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1488	947	0	1547	1745	0	926	1732	0	0
Q Serve(g_s), s	0.0	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	0.4	0.0	0.0	10.9	0.0	0.0	15.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00	0.01		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	0	19	18	0	29	1275	0	657	1266	0	0
V/C Ratio(X)	0.00	0.00	0.32	0.45	0.00	0.03	0.56	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	0	0	310	472	0	771	1384	0	715	1375	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	25.3	25.1	0.0	24.9	4.2	0.0	2.2	4.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	6.9	20.0	0.0	0.6	1.4	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.2	0.4	0.0	0.0	9.5	0.0	0.0	12.3	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	32.2	45.2	0.0	25.5	5.6	0.0	2.2	7.1	0.0	0.0
LnGrp LOS			C	D		C	A		A	A		
Approach Vol, veh/h		6			9			712			837	
Approach Delay, s/veh		32.2			43.0			5.5			7.1	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		41.7		4.9		41.7		5.2
Change Period (Y+Rc), s		6.0		* 4.2		6.0		4.2
Max Green Setting (Gmax), s		39.0		* 11		39.0		25.8
Max Q Clear Time (g_c+I1), s		12.9		2.2		17.0		2.4
Green Ext Time (p_c), s		21.7		0.0		18.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	91	54	50	109	104	36	519	47	84	691	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1743	1750	1750	1750	1750	1699	1703	1750	1716	1719	1750
Adj Flow Rate, veh/h	94	96	53	53	115	104	38	546	41	88	727	88
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
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
Percent Heavy Veh, %	0	0	0	0	0	0	3	3	3	2	2	2
Cap, veh/h	190	176	79	125	203	158	218	875	66	387	841	102
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	394	658	294	198	758	592	661	1565	117	825	1505	182
Grp Volume(v), veh/h	243	0	0	272	0	0	38	0	587	88	0	815
Grp Sat Flow(s),veh/h/ln	1346	0	0	1548	0	0	661	0	1682	825	0	1687
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.0	3.1	0.0	14.0	4.8	0.0	24.5
Cycle Q Clear(g_c), s	9.9	0.0	0.0	9.1	0.0	0.0	27.6	0.0	14.0	18.8	0.0	24.5
Prop In Lane	0.39		0.22	0.19		0.38	1.00		0.07	1.00		0.11
Lane Grp Cap(c), veh/h	444	0	0	487	0	0	218	0	940	387	0	943
V/C Ratio(X)	0.55	0.00	0.00	0.56	0.00	0.00	0.17	0.00	0.62	0.23	0.00	0.86
Avail Cap(c_a), veh/h	669	0	0	728	0	0	219	0	943	389	0	946
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	19.2	0.0	0.0	22.9	0.0	8.9	15.2	0.0	11.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.7	0.0	0.0	1.4	0.0	2.6	1.1	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	0.0	7.3	0.0	0.0	1.2	0.0	11.4	2.1	0.0	19.7
LnGrp Delay(d),s/veh	20.0	0.0	0.0	19.9	0.0	0.0	24.3	0.0	11.5	16.3	0.0	21.0
LnGrp LOS	C			B			C		B	B		C
Approach Vol, veh/h		243			272			625			903	
Approach Delay, s/veh		20.0			19.9			12.3			20.6	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		38.9		20.5		38.9		20.5
Change Period (Y+Rc), s		5.7		4.6		5.7		4.6
Max Green Setting (Gmax), s		33.3		25.4		33.3		25.4
Max Q Clear Time (g_c+I1), s		29.6		11.9		26.5		11.1
Green Ext Time (p_c), s		3.6		1.5		6.6		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	46	1	346	42	256	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	129	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	0	7	0	0	0
Mvmt Flow	0	0	0	48	1	364	44	269	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	1121	1121	269	763	0	0
Stage 1	358	358	-	-	-	-
Stage 2	763	763	-	-	-	-
Critical Hdwy	6.42	6.5	6.27	4.1	-	-
Critical Hdwy Stg 1	5.42	5.5	-	-	-	-
Critical Hdwy Stg 2	5.42	5.5	-	-	-	-
Follow-up Hdwy	3.518	4	3.363	2.2	-	-
Pot Cap-1 Maneuver	228	208	758	859	-	-
Stage 1	707	631	-	-	-	-
Stage 2	460	416	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	216	0	758	859	-	-
Mov Cap-2 Maneuver	216	0	-	-	-	-
Stage 1	671	0	-	-	-	-
Stage 2	460	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.6	1.3
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	216	758	1306	-	-
HCM Lane V/C Ratio	0.051	-	-	0.229	0.48	-	-	-
HCM Control Delay (s)	9.4	-	-	26.5	14.1	0	-	-
HCM Lane LOS	A	-	-	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	2.6	0	-	-

Intersection			
Int Delay, s/veh			

Movement	SBL	SBT	SBR
Vol, veh/h	0	725	59
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	Yeild
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	95	95	95
Heavy Vehicles, %	0	1	2
Mvmt Flow	0	763	62

Major/Minor	Major2		
Conflicting Flow All	269	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1306	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1306	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

9: US Route 209 (Kingston Ave) & NY Route 17 Exit 113 EB Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	1	44	0	0	0	0	237	44	533	239	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1750	1817	1767				0	1679	1750	1683	1667	0
Adj Flow Rate, veh/h	64	1	27				0	249	39	561	252	0
Adj No. of Lanes	0	1	1				0	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95				0.80	0.95	0.95	0.95	0.95	0.80
Percent Heavy Veh, %	3	10	3				0	5	5	4	5	0
Cap, veh/h	187	3	165				0	501	78	658	1120	0
Arrive On Green	0.11	0.11	0.11				0.00	0.35	0.35	0.21	0.67	0.00
Sat Flow, veh/h	1705	27	1502				0	1418	222	1603	1667	0
Grp Volume(v), veh/h	65	0	27				0	0	288	561	252	0
Grp Sat Flow(s),veh/h/ln	1732	0	1502				0	0	1640	1603	1667	0
Q Serve(g_s), s	1.9	0.0	0.9				0.0	0.0	7.6	6.4	3.2	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.9				0.0	0.0	7.6	6.4	3.2	0.0
Prop In Lane	0.98		1.00				0.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	190	0	165				0	0	579	658	1120	0
V/C Ratio(X)	0.34	0.00	0.16				0.00	0.00	0.50	0.85	0.22	0.00
Avail Cap(c_a), veh/h	912	0	791				0	0	1162	729	1181	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.7	0.0	22.2				0.0	0.0	14.0	16.2	3.5	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.3				0.0	0.0	0.9	8.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	0.7				0.0	0.0	6.5	14.2	2.7	0.0
LnGrp Delay(d),s/veh	23.5	0.0	22.6				0.0	0.0	14.9	24.7	3.6	0.0
LnGrp LOS	C		C						B	C	A	
Approach Vol, veh/h		92						288			813	
Approach Delay, s/veh		23.2						14.9			18.2	
Approach LOS		C						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	17.6	25.4		12.0		43.0		
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		
Max Green Setting (Gmax), s	14.0	39.0		29.0		39.0		
Max Q Clear Time (g_c+I1), s	8.4	9.6		3.9		5.2		
Green Ext Time (p_c), s	3.1	9.9		0.0		9.5		

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	476	477	41	34	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	501	502	43	36	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	545	0	-	0	1046	524
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	522	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1009	-	-	-	250	547
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1009	-	-	-	246	547
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1009	-	-	-	265
HCM Lane V/C Ratio	0.01	-	-	-	0.155
HCM Control Delay (s)	8.6	0	-	-	21.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	24	36	641	24	36	736
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	18	1	1	18	0
Mvmt Flow	25	38	675	25	38	775

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1538	687	0	0	700	0
Stage 1	687	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Critical Hdwy	6.41	6.38	-	-	4.28	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.462	-	-	2.362	-
Pot Cap-1 Maneuver	128	421	-	-	827	-
Stage 1	501	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	122	421	-	-	827	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	401	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	318	421	827	-
HCM Lane V/C Ratio	-	-	0.079	0.09	0.046	-
HCM Control Delay (s)	-	-	17.3	14.4	9.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.3	0.1	-

Appendix G

Traffic Signal Timings

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York

TE-26X

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

Study :
Contract : D259771
PIN: 8808.83.321
File : 51.25-44

U-151 — SIGNAL NO(S)

ULSTER — COUNTY

INTERSECTION Route 44 / 55 at Route 209

☐ CITY ☐ VILLAGE ☒ TOWN OF WAWARSING

Department Order filed 7/25/06 as Section 2051.25 Subdivision (d)

Prior specifications hereby superseded ☒ None ☐

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D259771.

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 2

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

cc:
- ( ) ☐ Main Office
- (1) ☒ Region 8 Traffic Engineer
- (2) ☒ SIGNAL SHOP
- ( ) ☐

7/18/06 — Date
Dillman — Signature
RTE — Title

Installation Date 7/18/06

Modification Date

STD8

Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	3	10	5			10		
Gap, Ext	2	2	2			2		
Max 1	15	40	30			40		
Max 2								
Yel Clearance	5	5	5	3.5	3.5	5	3.5	3.5
Red Clearance	1	1	1	1.5	1.5	1	1.5	1.5
Walk								
Ped Clearance								
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	1	1	1			1		
Min Recall								
Max Recall								
Ped Recall								
Soft Recall		1				1		
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1				1		
Enable Simul Gap		1				1		
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								
Conflicting Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Gm/Ped Delay								

Route 44-55 at Route 299 (ID 6151) (Permanent File)

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	Coord	0	0	0	0	0	0	0	0	13	Coord	0	0	0	0	0	0	0	0
2	Coord	0	0	0	0	0	0	0	0	14	Coord	0	0	0	0	0	0	0	0
3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0

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	1
2	1	GREEN	1
3	1	RED	1
4	1	RED	0
5	2	RED	0
6	2	GREEN	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	STOPTM
Start Flash(s)	0
Start AllRed(s)	6
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

08/08/06 **Page 1**

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1						45	50	10
2	2						45	50	40
3	3						45	50	25
4							45	50	2
5							45	50	2
6	6						45	50	40
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12	2						45	50	40
13	3						45	50	25
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
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 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	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 AddIni	Red Lock	Yell 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 #	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	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
40						NORM		51						NORM		62						NORM	
41						NORM		52						NORM		63						NORM	
42						NORM		53						NORM		64						NORM	
43						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1		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 [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Annual Schedule [4.3] Month of Year | Day of Week | Date | Day Plan | Link 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	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	

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	189	Unused
I1-5	189	Unused
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	189	Unused
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 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	189	Unused
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	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 [6.1]

Station ID	6151
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	6
SP2	9600	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # U-151 COUNTY ULSTER DATE 07/17/06

D259771

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	- - - - -	3	SP 1 R	- - - - - - - - - -		SP 1 R	
		⊖		SP 1 Y	14 / 15C - B - O / B		SP 1 Y	
		←		SP 1 G	- G / B		SP 1 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
2	Ø 2	Red	1	SP 2 R	14 / 5C - C - R	2	SP 2 R	14 / 5C - D - 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	Ø 3	Red	5	SP 3 R	14 / 15C - B - R / W	6	SP 3 R	14 / 10C - A - R / B
		Yellow		SP 3 Y	- BL / W		SP 3 Y	- O / B
		Green		SP 3 G	- G / W		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- B / 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				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6	Ø 6	Red	3	SP 6 R	14 / 15C - B - R	4	SP 6 R	14 / 10C - A - R
		Yellow		SP 6 Y	- O		SP 6 Y	- O
		Green		SP 6 G	- G		SP 6 G	- G
		Ground Wire		Grnd Bus	- 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				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			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				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____

SIGNAL # U-151 **COUNTY** ULSTER **DATE** 07/17/06

D259771

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø 1	1A	QUADRAPOLE		PRESENCE LOOP
2A, 2B	Ø 2	2A	QUADRAPOLE		PRESENCE LOOP
3A, 3B	Ø 3	3A	QUADRAPOLE		PRESENCE LOOP
4A, 4B					
5A, 5B					
6A, 6B	Ø 6	6A	QUADRAPOLE		PRESENCE LOOP
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B	Ø 2	12A	NORMAL		PRESENCE LOOP
13A, 13B	Ø 3	13A	NORMAL		PRESENCE LOOP
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

File
U-154

STATE OF NEW YORK – DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATION

Study:
Contract: D260383
PIN: 8809.15
File: 51.02-209

U-154 — SIGNAL NO.
ULSTER — COUNTY

INTERSECTION ROUTE 209 AT MAPLE AVENUE

☐ CITY ☑ VILLAGE ☐ TOWN OF ELLENVILLE

Department Order: _____ as Section: 2051.02 Subdivision: (g)

Prior specification hereby suspended ☑ None ☐ Dated: _____

Purpose: INSTALL TRAFFIC SIGNAL UNDER CONTRACT D260383.

These specifications will be effective upon the ☑ Installation ☐ Modification / Reinstallation of the necessary traffic control device(s) required by and conforming to the Federal Manual on Uniform Traffic Control Devices.

This signal shall

A. Operate in accordance with the table of operations and / or change intervals as shown on the attached pages as a:

- ☐ Pretimed Signal
- ☐ Semi-traffic actuated
- ☑ Full-traffic actuated
- ☑ Pedestrian actuated
- ☐ Other

B.
- ☑ Display vehicular indications
- ☑ Display pedestrian indications
- ☑ Be equipped with vehicle detectors
- ☑ Be equipped with pedestrian buttons

as shown in the attached plans / drawings.

C. Be equipped with ☐ Pre-emption ☐ Interconnection and/or coordination which are described as follows:

Description:

10 / 16 / 2008 — Date
Michael Gotton — Signature
R.T.E. — Title

10-16-08 — Installation Date
_____ — Reinstallation/Modification

cc:
- ☑ Region 8 Traffic Engineer
- ☑ Signal Shop
- ☐ Contract Maintainer
- ☐ Main Office

D260383

FIELD CHANGE SHEET

D260383

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D260383		

TRAFFIC SIGNAL REQUIREMENTS CONTRACT
ROUTE 209 AT MAPLE AVENUE
TOWN OF ELLENVILLE
ULSTER COUNTY
F.I.N. 880915 B.I.N.

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANT.
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	m³	1>
08206.0302	CONDUIT EXCAV. AND REPLACEMENT OF CONCRETE	m	48
08206.0303	CONDUIT EXCAV. AND BACKFILL (RIPPABLE)	m	10
08304.11	SUBBASE COURSE, TYPE 1	m³	3
607.3001	CHAIN LINK FENCE, TYPE 1, WITH TOP RAIL	m	5.8
608.20	SURFACE APPLIED DETECTABLE WARNING UNITS	m	1
608.21	EMBEDDED DETECTABLE WARNING UNITS	m	3
11607.21	REMOVE & DISPOSE OF CHAIN LINK FENCE	m	5.8
11607.22	REMOVE & DISPOSE OF EXISTING FENCE POST	EA	4
608.0101	CONCRETE SIDEWALKS & DRIVEWAYS	m²	1
08608.0103	REMOVE & REPLACE CONC SIDEWALK & SUBBASE	m²	3
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIPMENT-REG. B	INT MO	6
635.0103	CLEANING AND PREP OF PAVMENT SURFACE LINES	m	270
645.7103	GROUND MOUNTED SIGN PANEL	m²	.5
645.81	TYPE A SIGN POST	EA	1
647.01	REMOVAL OF SIGNS, SIZE A	EA	1
647.11	RELOCATION OF SIGNS, SIZE A	EA	1
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	m³	6.9
680.510501	PULLBOX - RECT. 650 X 460 REINF. CONC.	EA	3
680.520106	CONDUIT - STEEL, ZINC COATED, 2 NPS	m	20
680.520108	CONDUIT - STEEL, ZINC COATED, 3 NPS	m	5
680.520203	CONDUIT - FLEXIBLE - LIQUID TIGHT	m	15
680.54	INDUCTANCE LOOP INSTALLATION	m	270
08680.6001	INSTALL TRAFFIC SIGNAL POLE	EA	2
680.6830	TRAFFIC SIGNAL POLE - BRACKET MOUNT, 3 m	EA	2
680.7002	DUAL SPAN WIRE ASSEMBLY WITH UPPER TETHER	EA	1
680.71	SHIELDED LEAD-IN CABLE	m	115
680.72	INDUCTANCE LOOP WIRE	m	1005
680.730514	SIGNAL CABLE - 5 CONDUCTOR, 14 AWG	m	230
680.731014	SIGNAL CABLE - 10 CONDUCTOR, 14 AWG	m	80
680.731514	SIGNAL CABLE - 15 CONDUCTOR, 14 AWG	m	20
15680.803245	INSTALL MICROCOMPUTER CABINET	EA	1
680.810101	TRAFFIC SIGNAL MODULE, RED BALL, LED, 300mm	EA	6
680.810103	TRAFFIC SIGNAL MODULE, YLW BALL, LED, 300mm	EA	6
680.810104	TRAFFIC SIGNAL MODULE, YLW ARRW, LED, 300mm	EA	1
680.810105	TRAFFIC SIGNAL MODULE, GRN BALL, LED, 300mm	EA	6
680.810106	TRAFFIC SIGNAL MODULE, GRN ARRW, LED, 300mm	EA	1
680.810107	TRAFFIC SIGNAL SECTION, TYPE 1, 300mm	EA	20
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY-1 WAY	EA	2
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY-2 WAY	EA	2
680.813103	PEDESTRIAN SIGNAL SECTION, TYPE 1, 300mm	EA	8
680.813105	PED SIGNAL MODULE BI-MODAL MAN/HAND 300mm	EA	4
680.8141	PEDESTRIAN SIGNAL BRACKET MOUNT ASSEMBLY	EA	4
08680.8150	PEDESTRIAN COUNTDOWN TIMER MODULE	EA	4
680.8201	OVERHEAD SIGN ASSEMBLY - TYPE A	EA	1
08680.8222	PEDESTRIAN PUSH-BUTTON & SIGN W/O POST	EA	4
08680.9082	ELECT. METER SOCKET-200AMP W/BYPASS SWITCH	EA	1
08680.94	TRAFFIC SIGNAL SERVICE ENTRANCE	EA	1
08680.949960	INSTALL ELECTRIC DISCONNECT SWITCH	EA	1
15680.950206	SERVICE CABLE - 2 CONDUCTOR, 6 AWG	m	10
685.01	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES	m	525
685.02	YELLOW EPOXY REFLECTORIZED PAVMT. STRIPES	m	180
688.03	WHITE PREFORMED REFLECT. PAVEMENT LETTERS	EA	12

ITEM: 08680.8222(2)

ITEM: 08680.8222(2)

TABLE OF CLEARANCES

TO \ FROM	G	G/◄B	R/◄B	R
G	X	G/◄B / G	R/◄B / R	R / R
G/◄B	G / G	X	R/◄B / R/◄B	R / R
R/◄B	Y / R	Y/◄B / R/◄B	X	R / R
R	Y / R	Y/◄B / R	R/◄B / R	X

TABLE OF SIGNS

LOC.	ITEM	MUTCD	TEXT
X	680.8201	R3-22C	ONLY
Y	680.8201	R3-22C	DO NOT BLOCK CROSS ROAD

QUADRAPOLE PRESENCE LOOP INSTALLATION

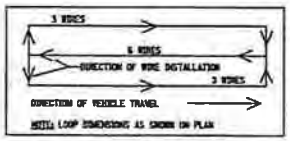

TABLE OF POLES

ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
08680.6001	9 m	20 kN	171 kN-m
08680.6001	9 m	20 kN	171 kN-m

TABLE OF VEHICLE DETECTORS

NUMBER	TYPE	FUNCTION	SIZE	TURNS
1 A	QUAD	Ø1 PRESENCE	2 - 1 m x 18m	3
2 A	QUAD	Ø2 PRESENCE	2 - 1 m x 21 m	3
3 A	QUAD	Ø3 PRESENCE	2 - 1 m x 21 m	3
5 A	QUAD	Ø5 PRESENCE	2 - 1 m x 18m	3

TABLE OF OPERATION

PHASE	FACE 1	2	3	4	5	6	PED 1	PED 2
Ø1	G	G	R	R	R	R	D.W.	D.W.
Ø1 + Ø5	G	G	G	G	R	R	D.W.	D.W.
Ø2	R	R	◄B	R	R	R	D.W.	D.W.
Ø2 + Ø5	R	R	◄B	G	R	R	D.W.	D.W.
Ø3	R	R	R	R	G	G	D.W. *	D.W.
Ø5	R	R	G	G	R	R	D.W.	D.W. *
FLASHING OPERATION	FL. Y	FL. Y	FL. Y	FL. Y	FL. R	FL. R	DARK	DARK

* THIS INDICATION SHALL BE WALK FOLLOWED BY A FLASHING DON'T WALK AND STEADY DON'T WALK WHEN AN ASSICIATED PEDESTRIAN BUTTON IS ACTUATED.

TABLE OF HEADS AND CABLE

HEAD	ITEMS FOR EACH FACE	BRACKET	CABLE	ITEM
A	FACE(4): 680.810101(1),680.810103(1),680.810105(1),680.810107(3). FACE(6): 680.810101(1),680.810103(1),680.810105(1),680.810107(3).	680.8112	14/10C-A-X/X	680.731014
B	FACE(3): 680.810101(1),680.810103(1),680.810105(1),680.810107(5). 680.810104(1),680.810106(1). FACE(5): 680.810101(1),680.810103(1),680.810105(1),680.810107(3).	680.8112	14/15C-B-X/X	680.731514
C	FACE(1): 680.810101(1),680.810103(1),680.810105(1),680.810107(3).	680.8111	14/05C-C-X/X	680.730514
D	FACE(2): 680.810101(1),680.810103(1),680.810105(1),680.810107(3).	680.8111	14/05C-D-X/X	680.730514

RT 209 AT MAPLE AVENUE
SIGNAL U-154

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

FINAL
MISCELLANEOUS TABLES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
880821 1 TRF	EIGHT	4/9/08	TSP-1

D260383

CHECKED BY ____ DRAFTED BY ____ ESTIMATED BY ____ CHECKED BY ____ DESIGNED BY ____ JOB MANAGER ____ DESIGN SUPERVISOR ____

FILE NAME = IP_PWFcase76824\880821.1.TRF.TSP-1.DGN
DATE/TIME = 4-9-PM-2008 13:33
USER = altmanw

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	ON

1	Included Ø									NORMAL		9	Included Ø									NORMAL	
	Modifier Ø									Grn			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	
2	Included Ø									NORMAL		10	Included Ø									NORMAL	
	Modifier Ø									Grn			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	
3	Included Ø									NORMAL		11	Included Ø									NORMAL	
	Modifier Ø									Grn			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	
4	Included Ø									NORMAL		12	Included Ø									NORMAL	
	Modifier Ø									Grn			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	
5	Included Ø									NORMAL		13	Included Ø									NORMAL	
	Modifier Ø									Grn			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	
6	Included Ø									NORMAL		14	Included Ø									NORMAL	
	Modifier Ø									Grn			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	
7	Included Ø									NORMAL		15	Included Ø									NORMAL	
	Modifier Ø									Grn			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	
8	Included Ø									NORMAL		16	Included Ø									NORMAL	
	Modifier Ø									Grn			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				3	1														
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	YEL	DRK	RED	RED	YEL	RED	RED	RED	DRK	DRK	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel Params[1.8.3] C1 IO Mode USER | Single BIU Map SINGLE | Invert Rail Input OFF

RTE 209 @ MAPLE AVE (ID 6154) (Permanent File) 10/17/08 Page 2

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	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				

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	MinGm	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	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 Dwel	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 Ø1								

Day Plans [4.4]

	Day Plan 1				Day Plan 2				Day Plan 3				Day Plan 4				Day Plan 5				Day Plan 6			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1	6	0	1	9				1				9				1				9				1
2	23	0	2	10				2				10				2				10				2
3	0	0	3	11				3				11				3				11				3
4				12				4				12				4				12				4
5				13				5				13				5				13				5
6				14				6				14				6				14				6
7				15				7				15				7				15				7
8				16				8				16				8				16				8

	Day Plan 7				Day Plan 8				Day Plan 9				Day Plan 10				Day Plan 11				Day Plan 12			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				1				9				1				9				1
2				10				2				10				2				10				2
3				11				3				11				3				11				3
4				12				4				12				4				12				4
5				13				5				13				5				13				5
6				14				6				14				6				14				6
7				15				7				15				7				15				7
8				16				8				16				8				16				8

	Day Plan 13				Day Plan 14				Day Plan 15			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				1				9
2				10				2				10
3				11				3				11
4				12				4				12
5				13				5				13
6				14				6				14
7				15				7				15
8				16				8				16

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	254											
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	48											
43												
44	98											
45	99											
46	100	255										
47												
48												

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	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							#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
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	

#	Event / Alarm	Ev	Alr
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 Failur		
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	1	
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 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				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
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				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
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 Timer	ON		

RTE 209 @ MAPLE AVE (ID 6154) (Permanent File)

TE 262-12 (7/91)

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 2 OF 3

SIGNAL # U-154 COUNTY ULSTER DATE 10/10/08

D260383

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 – SP5			SP9 & SP10	4, 6-8, 11-14
SP1 – SP10				2, 9, 10
SP2 – SP5				
SP3 – SP9				
SP5 – SP10				

10.16.08
[illegible]

NOTES:

TE 4d(8/82)

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

Study:
Contract:
P.I.N.:
File:

Signal No(s). 14 County Ulster Page 1 of 22 Pages

☐ City, ☒ Village, ☐ Town of Ellenville

Department Order filed _____ (Date) as Section 2051.02 Subdivision (a)

Prior specifications hereby superceded: ☐ None ☒ Dec. 10, 19 76

Purpose: Change in operation (Route 209, SH 5705 at Center Street)

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/or 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 push buttons

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:

Signal 14, shall be coordinated with signal 15 - Route 209 at Canal Street

TBC changed to internial coordination
spec. sheets updated 1/24/94

2/16/90 (Date) M. J. Magnotta (Signature) RTE (Titl

cc:
- ☒ Main Office (2)
- ☒ Region 8 Traffic Engineer
- ☒ R. Hred
- ☒ F. Haalck (3)

MG/tjn

Installation Date _____

Modification Date Jul 30 90

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

Study:
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File:

14	Ulster	2/16/90	PAGE 2 OF 22 PAGES
SIGNAL NO(S).	COUNTY	DATE	

TALBE OF OPERATION
FACES

PHASE	1	2	3	4	5&6	7&8	PED A	PED B	PED C
1	G	G	R	R	R	R	DW*	DW	DW
2	R	R	R/◄—	R	R	R	DW	DW	DW
5	R	R	G	G	R	R	DW	DW*	DW
6	R/◄—	R	R	R	R	R	DW	DW	DW
1+5	G	G	G	G	R	R	DW*	DW*	DW
1+6	G/◄—	G	R	R	R	R	DW	DW	DW
2+5	R	R	G/◄—	G	R	R	DW	DW	DW
2+6	R/◄—	R	R/◄—	R	R	R	DW	DW	DW
3	R	R	R	R	G	G	DW	DW	DW*
FL.OP.	FL.Y	FL.Y	FL.Y	FL.Y	FL.R	FL.R	DARK	DARK	DARK

CLEARANCE TABLE
FROM

TO	GREEN	GREEN/◄—	RED/◄—	RED
GREEN	Green Green	Green/(◄—) Green	Red/(◄—) Red	Red Red
GREEN/◄—	Green Green	X X	Red/◄— Red/◄—	Red Red
RED/◄—	Yellow Red	Yellow/◄— Red/◄—	X X	Red Red
RED	Yellow Red	Yellow/(◄—) Red	Red/(◄—) Red	Red Red

CODE: (◄—) = Left Yellow Arrow
◄— = Left Green Arrow

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

Study:
Contract:
P.I.N.:
File:

14 — SIGNAL NO(S).

Ulster — COUNTY

Feb. 16, 1990 — DATE

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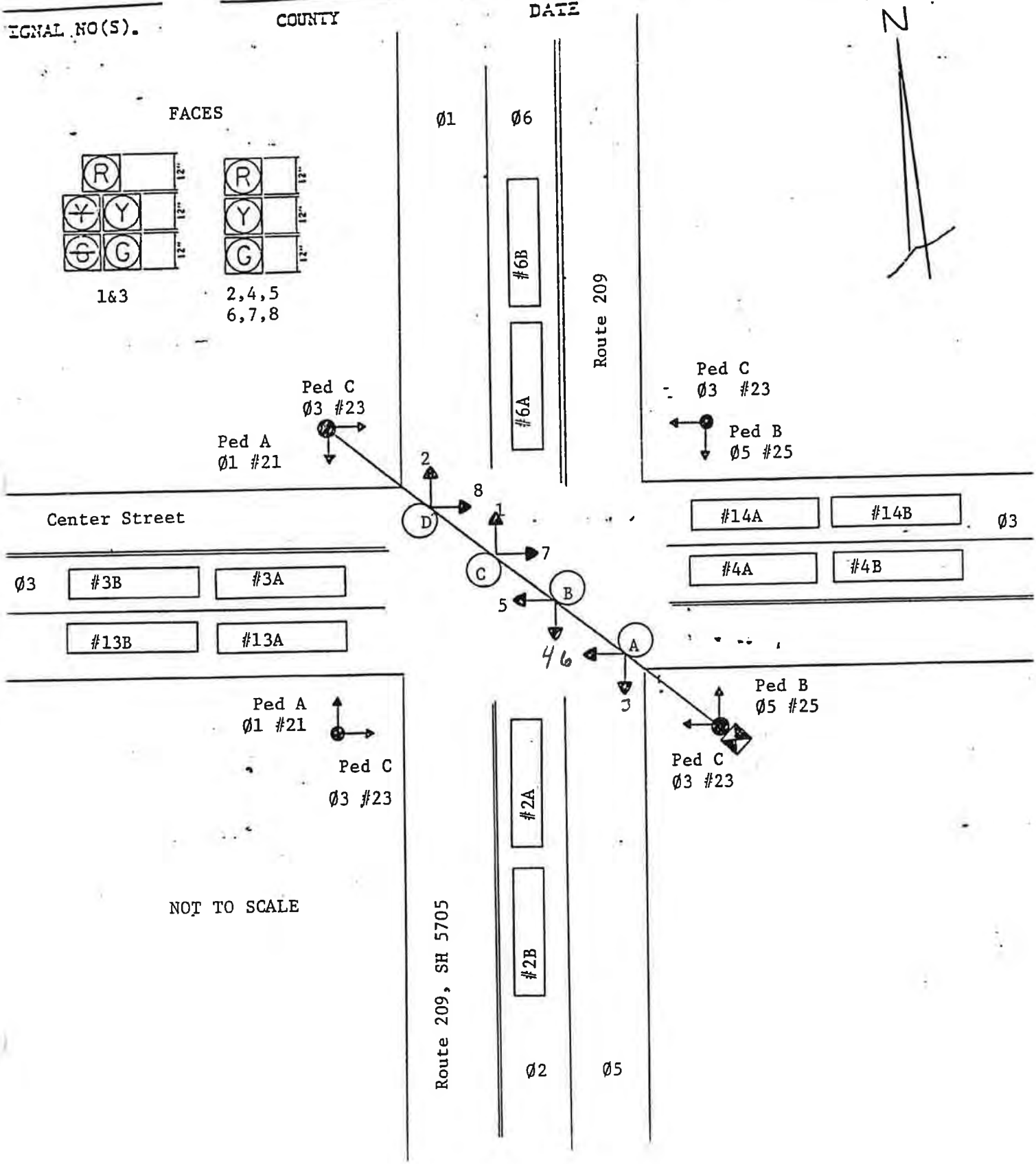

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10	3	6		10	3		
Gap, Ext	1	2	3		1	2		
Max 1	35	15	30		35	15		
Max 2								
Yel Clearance	4	4	4	3.5	4	4	3.5	3.5
Red Clearance	1	1	1	1.5	1	1	1.5	1.5
Walk	8		8		8	8		
Ped Clearance	12		12		12	12		
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								
Max Recall	1				1			
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 Pass								
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 Ye								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

RTE 209 MAIN ST @ CENTER ST (ID 6014) (Standard File)

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	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	35	20	35	0	35	20	35	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
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	1
3	1	RED	1
4	1	RED	0
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 Splt	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
Unit Param	0
Unit Param	0
Free Sched	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 L: OFF | Overlap Lock Inh: OFF | Parent Ph Clearar: ON | Extra Included P: ON

	Include									NORMAL			Include									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	
	Include									NORMAL			Include									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	
	Include									NORMAL			Include									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	
	Include									NORMAL			Include									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	
	Include									NORMAL			Include									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	
	Include									NORMAL			Include									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	
	Include									NORMAL			Include									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	
	Include									NORMAL			Include									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	1	5	3		5		3											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	YEL	DRK	RED	DRK	YEL	DRK	DRK	DRK	DRK	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel Params[1.8.3] | C1 IO Mode: USER | Single BIU Map: SINGLE | Invert Rail Input: OFF

RTE 209 MAIN ST @ CENTER ST (ID 6014) (Standard File) 09/29/08 Page 2

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway	E-Yld	Offset	RetHld	Float	Min Veh Per	Min Ped Per
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 Time
1							45	50	2
2	2		3				45	50	10
3	3						45	50	20
4	3						45	50	20
5							45	50	2
6	6		3				45	50	10
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13	3		5				45	50	20
14	3		5				45	50	20
15							45	50	2
16							45	50	2
17							45	50	2
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 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	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 Red Addlr	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 Grn	occ Yel	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yel	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yel	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
40						NORM		51						NORM		62						NORM	
41						NORM		52						NORM		63						NORM	
42						NORM		53						NORM		64						NORM	
43						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	1	0	15	0
2		0	15	0
3	3	0	15	0
4		0	15	0
5	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	PedClr	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	1
Soft Recall								
Dual Entry								
Enabl SimGap1	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 Ø1								

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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1										1											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				Day Plan 2				Day Plan 3			
	Hou	Min	Act		Hou	Min	Act		Hou	Min	Act	
1	6	0	1	9	1			9	1			9
2	23	0	2	10	2			10	2			10
3	0	0	2	11	3			11	3			11
4				12	4			12	4			12
5				13	5			13	5			13
6				14	6			14	6			14
7				15	7			15	7			15
8				16	8			16	8			16

	Day Plan 4				Day Plan 5				Day Plan 6			
	Hou	Min	Act		Hou	Min	Act		Hou	Min	Act	
1				9	1			9	1			9
2				10	2			10	2			10
3				11	3			11	3			11
4				12	4			12	4			12
5				13	5			13	5			13
6				14	6			14	6			14
7				15	7			15	7			15
8				16	8			16	8			16

	Day Plan 7				Day Plan 8				Day Plan 9			
	Hou	Min	Act		Hou	Min	Act		Hou	Min	Act	
1				9	1			9	1			9
2				10	2			10	2			10
3				11	3			11	3			11
4				12	4			12	4			12
5				13	5			13	5			13
6				14	6			14	6			14
7				15	7			15	7			15
8				16	8			16	8			16

	Day Plan 10				Day Plan 11				Day Plan 12			
	Hou	Min	Act		Hou	Min	Act		Hou	Min	Act	
1				9	1			9	1			9
2				10	2			10	2			10
3				11	3			11	3			11
4				12	4			12	4			12
5				13	5			13	5			13
6				14	6			14	6			14
7				15	7			15	7			15
8				16	8			16	8			16

	Day Plan 13				Day Plan 14				Day Plan 15			
	Hou	Min	Act		Hou	Min	Act		Hou	Min	Act	
1				9	1			9	1			9
2				10	2			10	2			10
3				11	3			11	3			11
4				12	4			12	4			12
5				13	5			13	5			13
6				14	6			14	6			14
7				15	7			15	7			15
8				16	8			16	8			16

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	254											
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 Inh	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							#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
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	189	Unused
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	189	Unused
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	129	Ped Call 1
I3-6	189	Unused
I3-7	131	Ped Call 3
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	133	Ped Call 5
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	Ope		Fcn	Oper		Fcn	Timer	
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 [

Station ID	6014
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

	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		

0

C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	189	Unused
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	129	Ped Call 1
I3-6	189	Unused
I3-7	131	Ped Call 3
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	133	Ped Call 5
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		Ope	Fcn		Oper	Fcn		Timer	
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
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [

Station ID	6014
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

	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		

0

#	Event / Alarm	Ev	Alr
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	1	
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
1		
2		
3		
4		
5		
6		
7		
8		

Ø	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
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
1		
2		
3		
4		
5		
6		
7		
8		

Ø	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
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		

TE XXX-1 (11/23/87) TABLE OF SWITCH PACKS

14 — SIGNAL NO.

ULSTER — COUNTY

2/16/90 — DATE

PAGE 18 (20) OF 22 PAGES — TAPS

SWITCH PACK	FUNCT.	INDICATIONS	FACE	TERMINAL WIRING BOARD Terminal	Wire Color Code	FACE	TERMINAL WIRING BOARD Terminal	Wire Color Code
SP 1	Ø1	RED	1	SP 1 R	14/15C-C-R	2	SP 1 R	14/10C-D-R
		YELLOW		SP 1 Y	14/15C-C-O		SP 1 Y	14/10C-D-O
		GREEN		SP 1 G	14/15C-C-G		SP 1 G	14/10C-D-G
		Grnd Wire		Grnd Bus	14/15C-C-W		Grnd Bus	14/10C-D-W
SP 2	Ø2	— — —	3	SP 2 R	— — —		SP 2 R	
		⟸		SP 2 Y	14/15C-B-O		SP 2 Y	
		←		SP 2 G	14/15C-B-G		SP 2 G	
		Grnd Wire		Grnd Bus	14/15C-B-W		Grnd Bus	
SP 3	Ø3	RED	5	SP 3 R	14/15C-B-R/B	6	SP 3 R	14/10C-A-R
		YELLOW		SP 3 Y	14/15C-B-O/B		SP 3 Y	14/10C-A-O
		GREEN		SP 3 G	14/15C-B-G/B		SP 3 G	14/10C-A-G
		Grnd Wire		Grnd Bus	14/15C-B-W/B		Grnd Bus	14/10C-A-W
SP 4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Grnd Wire		Grnd Bus			Grnd Bus	
SP 5	~~Ø5~~	RED	~~3~~	SP 5 R	14/15C-B-R/W	~~4~~	SP 5 R	14/10C-A-R/B
		YELLOW		SP 5 Y	14/15C-B-O/W		SP 5 Y	14/10C-A-O/B
		GREEN		SP 5 G	14/15C-B-G/W		SP 5 G	14/10C-A-G/B
		Grnd Wire		Grnd Bus	14/15C-B-B/W		Grnd Bus	14/10C-A-W/B
SP 6	Ø6	— — —	1	SP 6 R	— — —		SP 6 R	
		⟸		SP 6 Y	14/15C-C-R/B		SP 6 Y	
		←		SP 6 G	14/15C-C-G/B		SP 6 G	
		Grnd Wire		Grnd Bus	14/15C-C-W/B		Grnd Bus	
SP 7	PED A P1	DON'T WALK	21	SP 7 R	14/15C-1P-R		SP 7 R	
		— — —		SP 7 Y	— — —		SP 7 Y	
		WALK		SP 7 G	14/15C-1P-G		SP 7 G	
		Grnd Wire		Grnd Bus	14/15C-1P-W		Grnd Bus	
SP 8	PED B Ø5	DON'T WALK	25	SP 8 R	14/15C-2P-R		SP 8 R	
		— — —		SP 8 Y	— — —		SP 8 Y	
		WALK		SP 8 G	14/15C-2P-G		SP 8 G	
		Grnd Wire		Grnd Bus	14/15C-2P-W		Grnd Bus	
SP 9	PED C Ø3	DON'T WALK	23	SP 9 R	14/15C-3P-R		SP 9 R	
		— — —		SP 9 Y	— — —		SP 9 Y	
		WALK		SP 9 G	14/15C-3P-G		SP 9 G	
		Grnd Wire		Grnd Bus	14/15C-3P-W		Grnd Bus	
SP 10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Grnd Wire		Grnd Bus			Grnd Bus	
SP 11	Ø5	RED	3	SP 11 R		4	SP 11 R	
		YELLOW		SP 11 Y			SP 11 Y	
		GREEN		SP 11 G			SP 11 G	
		Grnd Wire		Grnd Bus			Grnd Bus	
				Grnd Bus			Grnd Bus	
SP 12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Grnd Wire		Grnd Bus			Grnd Bus	
SP 13	Ø3	RED	7	SP 13 R	14/15C-C-R/W	8	SP 13 R	14/10C-D-R
		YELLOW		SP 13 Y	14/15C-C-O/W		SP 13 Y	14/10C-D-O
		GREEN		SP 13 G	14/15C-C-G/W		SP 13 G	14/10C-D-G
		Grnd Wire		Grnd Bus	14/15C-C-B/W		Grnd Bus	14/10C-D-W
SP 14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Grnd Wire		Grnd Bus			Grnd Bus	

10-02-08

TE XXX-1R(8/1/85)

TABLE OF SWITCH PACKS

TAPS

14 SIGNAL NO. | ULSTER COUNTY | 2/16/90 DATE | PAGE 21 OF 22 PAGES

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1- SP5			SP7	2, 4, 6, 7, 8
SP1-SP6			SP8	9, 10, 11, 12, 14
SP1-SP7			SP9	
SP1-SP8				
SP2-SP5				
SP2-SP6				
SP2-SP8				
SP3-SP9				
SP3-SP13				
SP5-SP7				
SP5-SP8.				
SP6-SP7				
SP7-SP8				
SP9-SP13				

NOTES:

TE XXX-1(8/1/85)

TAPS STUDY NO _____
FILE: _____

TABLE OF INPUT WIRING

14 — SIGNAL NO

ULSTER — COUNTY

2/16/90 — DATE

TERM. NO	FUNCTION	DET. NO	DET. TYPE	DET. AN. OVER	REMARKS
2A, 2B	Φ2	2A, 2B	NORMAL		PRES. LOOPS
3A, 3B	Φ3	3A, 3B	NORMAL		PRES. LOOPS
4A, 4B	Φ3	4A, 4B	NORMAL		PRES. LOOPS
6A, 6B	Φ6	6A, 6B	NORMAL		PRES. LOOPS
13A, 13B	Φ3	13A, 13B	NORMAL		PRES. LOOPS.
14A, 14B	Φ3	14A, 14B	NORMAL		PRES. LOOPS.
21A, 21B	PED A Φ1	21	PED BUTTON		
23A, 23B	PED B Φ3	23	PED BUTTON		
25A, 25B	PED B Φ5	25	PED BUTTON		
17A-17B	Cycle 1 input				242 CARD SWITCH ON.
18A, 18B	OFFSET 1 input				242 CARD SWITCH ON
19A, 19B	Coordination	Synch	PULSE		

TE 4d(3/91)
5/21/93

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

STUDY:
CONTRACT: D254602
PIN: 8177.22.321
FILE: 51.02-209

15 SIGNAL NO(S). Ulster COUNTY PAGE 1 OF 20 PAGES

INTERSECTION Route 209 at Canal St.

☐ City, ☒ Village, ☐ Town of Ellenville

Department Order filed _____ (Date) as Section 2051.02 Subdivision (b)

Prior specifications hereby superceded: ☐ None ☒ June 9 1988

Purpose:

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/or Change Intervals as shown on page(s) 2 as a:
- ☐ Pretimed signal
- ☒ Semi-traffic actuated signal
- ☐ Full-traffic actuated signal
- ☐ Pedestrian actuated signal
- ☐ Other _____

updated 03/06
Shop copy

B. ☒ Display vehicular indications
☒ Display pedestrian indications
☒ Be equipped with vehicle detectors
☒ Be equipped with Pedestrian push buttons
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:

This signal shall be interconnected and coordinated with Signal 14 at Route 209. Center Street.

TBC Coordination

12/22/93 (Date) M. J. Magnoski (Signature) MG RTE (Title)

cc: ☒ Main Office (2)
☒ Region 8 Traffic Engineer
☒ E. A. Legg Res. Engr. 8-7
☐ F. Haalck (3)

DH/dep

Installation Date _____

Modification Date 12/23/93

D2541

FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
1	N.Y.		20

S.H. 5705 - ELLENVILLE (WEST AND NORTH MAIN STREETS)
S.H. 15-6 - ELLENVILLE (CANAL AND CENTER STREETS)
ULSTER COUNTY P.I.N. 8177

NOTE:
1. SEE DWG. NO. TSP-4 FOR TRAFFIC SIGNAL NOTES AND DESCRIPTION OF WORK TO BE PERFORMED UNDER ITEM 01680.79 REMOVE TRAFFIC SIGNAL EQUIP.

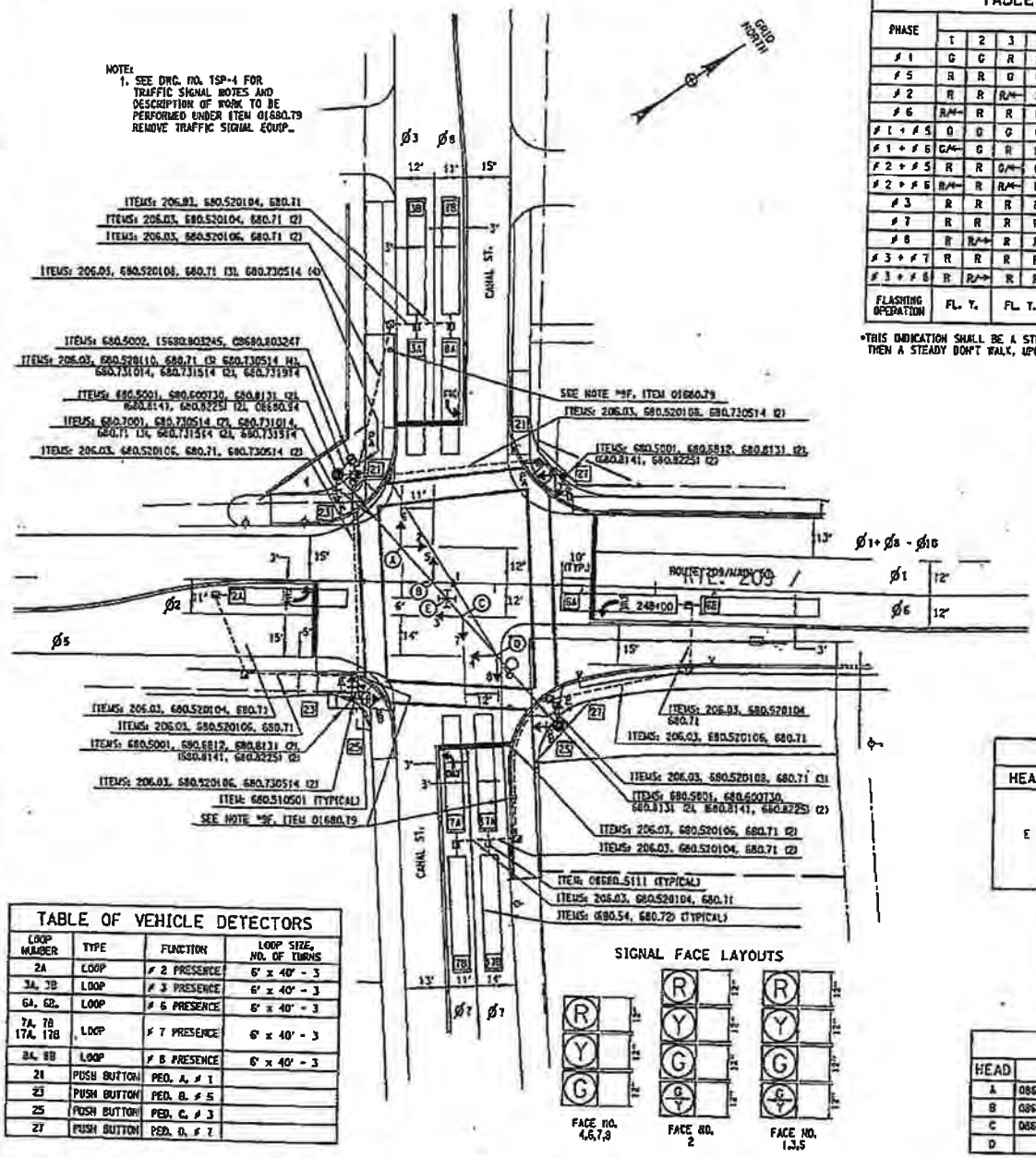

TABLE OF OPERATION

PHASE	FACE 1	2	3	4	5	6	7	8	PA	PB	PC	PD
# 1	G	G	R	R	R	R	R	R	DW*	DW	DW	DW
# 5	R	R	G	G	R	R	R	R	DW	DW*	DW	DW
# 2	R	R	R/←	R	R	R	R	R	DW	DW	DW	DW
# 6	R/←	R	R	R	R	R	R	R	DW	DW	DW	DW
# 1 + # 5	G	G	G	G	R	R	R	R	DW*	DW*	DW	DW
# 1 + # 6	G/←	G	R	R	R	R	R	R	DW	DW	DW	DW
# 2 + # 5	R	R	G/←	G	R	R	R	R	DW	DW	DW	DW
# 2 + # 6	R/←	R	R/←	R	R	R	R	R	DW	DW	DW	DW
# 3	R	R	R	R	G	G	R	R	DW	DW	DW*	DW
# 7	R	R	R	R	R	R	G	G	DW	DW	DW	DW*
# 8	R	R/→	R	R	R/←	R	R	R	DW	DW	DW	DW
# 3 + # 7	R	R	R	R	G	G	G	G	DW	DW	*DW	*DW
# 3 + # 8	R	R/→	R	R	G/←	G	R	R	DW	DW	DW	DW
FLASHING OPERATION	FL. Y.		FL. Y.		FL. R.		FL. R.		DARK			

*THIS INDICATION SHALL BE A STEADY WALK, FOLLOWED BY A FLASHING DON'T WALK. THEN A STEADY DON'T WALK, UPON ACTUATION OF A PEDESTRIAN PUSHBUTTON.

TABLE OF CLEARANCES

TO \ FROM	G	G/←	R/←	R/→	R
G	G/G	G/G	R/G	R/R	R/R
G/←	G/G	X	R/←/R/←	X	R/R
R/←	Y/R	Y/←/R/←	X	X	R/R
R/→	Y/R	X	X	X	R/R
R	Y/R	Y/G/R	R/G/R	R/G/R	R/R

ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	L.F.	430
619.1612	MAINTAIN TRAFFIC SIGNAL EQUIP., RED B	UNIT. NO.	7
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	C.Y.	10.6
680.5002	CONC. BASE FOR CONTROLLER CABINET	EA.	1
680.510501	PULLBOX, RECT. CONC. 26" x 18"	EA.	7
08680.5111	CAST ALUMINUM JUNCTION BOX	EA.	6
680.520104	CONDUIT, STEEL, ZINC COATED, 1¼"DIA.	L.F.	100'
680.520106	CONDUIT, STEEL, ZINC COATED, 2"DIA.	L.F.	345'
680.520108	CONDUIT, STEEL, ZINC COATED, 3"DIA.	L.F.	20
680.520110	CONDUIT, STEEL, ZINC COATED, 4"DIA.	L.F.	10
680.54	INDUCTANCE LOOP INSTALLATION	L.F.	1100
680.600730	TRAF. SIG. POLE - SPAN WIRE, 7000 lb., 30 FT.	EA.	2
680.6812	TRAF. SIG. POLE - BRACKET MOUNT, 12 FT.	EA.	2
680.7001	SINGLE SPAN WIRE ASSEMBLY	EA.	1
680.71	SHIELDED LEAD-IN CABLE	L.F.	1200
680.72	INDUCTANCE LOOP WIRE	L.F.	3300
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG	L.F.	925
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG	L.F.	150
680.731514	SIGNAL CABLE, 15 CONDUCTOR, 14 AWG	L.F.	230
680.731914	SIGNAL CABLE, 19 CONDUCTOR, 14 AWG	L.F.	115
01680.79	REMOVE TRAF. SIG. EQUIP.	LS	NEC.
15680.803245	INSTALL MICROCOMPUTER CABINET	EA.	1
08680.803247	MICROCOMPUTER CABINET BASE (ALUMINUM)	EA.	1
08680.8101	TRAFFIC SIGNAL SECTION - 12"	EA.	24
680.8104	TRAF. SIGN. SECT.- FIBEROPTIC DUAL IND. ARROW	EA.	4
08680.8112	TRAF. SIGN. BRACKET ASSEM. 2 WAY	EA.	4
680.8131	PED. SIGN. SECT. 4½" LETTERS	EA.	8
680.8141	PED. SIGN. BRACKET MOUNT ASSEM.	EA.	8
680.8202	OVERHEAD SIGN ASSEM. TYPE B	EA.	1
680.8225	PED. PUSHBUTTON AND SIGN W/O POST	EA.	8
08680.94	TRAF. SIG. SERVICE ENTRANCE	EA.	1
15680.950206	SERVICE CABLE, 2 CONDUCTOR, 06 AWG	L.F.	55

TABLE OF SIGNS

HEAD	ITEM	MUTCD	TEXT
E	680.8202	R3-22C	ONLY

TABLE OF VEHICLE DETECTORS

LOOP NUMBER	TYPE	FUNCTION	LOOP SIZE, NO. OF TURNS
2A	LOOP	# 2 PRESENCE	6' x 40' - 3
3A, 3B	LOOP	# 3 PRESENCE	6' x 40' - 3
6A, 6B	LOOP	# 6 PRESENCE	6' x 40' - 3
7A, 7B 17A, 17B	LOOP	# 7 PRESENCE	6' x 40' - 3
8A, 8B	LOOP	# 8 PRESENCE	6' x 40' - 3
21	PUSH BUTTON	PED. A, # 1	
23	PUSH BUTTON	PED. B, # 5	
25	PUSH BUTTON	PED. C, # 3	
27	PUSH BUTTON	PED. D, # 7	

SIGNAL FACE LAYOUTS

TABLE OF POLES

ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
680.600730	30 FT.	7000 LB.	199.5 FT.-KIPS

TABLE OF HEADS AND CABLE

HEAD	PAYMENT ITEM	CABLE	PAYMENT ITEM
A	08680.8101 (6), 680.8104 (1), 08680.8112	14/15C-A-X/X	680.731514
B	08680.8101 (5), 680.8104 (2), 08680.8112	14/19C-B-X/X	680.731914
C	08680.8101 (6), 680.8104 (1), 08680.8112	14/15C-C-X/X	680.731514
D	08680.8101 (6), 08680.8112	14/10C-D-X/X	680.731014

SIGNAL NO. U-15

AS-BUILT REVISIONS

SIGNATURE DATE

TRAFFIC SIGNAL PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.	SCALE	DATE	
TSP-1	1"=20'	10/92	REGION EIGHT

REGION EIGHT - CADD UNIT

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10	3	5		10	3	5	3
Gap, Ext	1	2	3		1	2	3	2
Max 1	30	12	23		30	12	23	15
Max 2								
Yel Clearance	4	4	4		4	4	4	4
Red Clearance	1	1	1		1	1	1	1
Walk	8		8		8		8	
Ped Clearance	12		12		12		12	
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	1	1
Min Recall								
Max Recall	1				1			
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap1		1	1	1	1	1	1	1
Gaurantee Pas								
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 Ye								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

RTE 209 MAIN ST @ RTE 52 CANAL ST (ID 6015) (Standar

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	Pat#	Cyc	Off	Split	Seq
1	90	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	30	15	30	15	30	15	30	15	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
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	1
3	1	RED	1
4	1	RED	0
5	2	GREEN	1
6	2	RED	1
7	2	RED	1
8	2	RED	1

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 Splt	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 Fsh Sta	ON
Start Flash(s	0
Start AllRed(s	3
Yellow < 3"	OFF
Display Time	20
Red Revert	3
Multi Param	0
Fehit Param	0
Free Circ Set	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Fau	ON
Auto Ped Cle	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict L: OFF | Overlap Lock Inh: OFF | Parent Ph Clearan: ON | Extra Included P: ON

	Include Ø	1	8							NORMAL			Include Ø									NORMAL	
1	Modifier Ø	1								Grn		9	Modifier Ø									Grn	
	Conflict Ø									Yel	4		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	1	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Include Ø									NORMAL			Include 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	
	Include Ø									NORMAL			Include 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	
	Include Ø									NORMAL			Include 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	
	Include Ø									NORMAL			Include 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	
	Include Ø									NORMAL			Include 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	
	Include Ø									NORMAL			Include 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	
	Include Ø									NORMAL			Include 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	7	8	1	1	5	3	7											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	YEL	DRK	RED	RED	YEL	DRK	RED	RED	DRK	DRK	DRK	DRK	DRK	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel Params[1.8.3] | C1 IO Mode: USER | Single BIU Map: SINGLE | Invert Rail Input: OFF

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Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway	E-Yld	Offset	RetHld	Float	Min Veh Per	Min Ped Per
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							45	50	
2	2						45	50	8
3	3						45	50	18
4							45	50	
5							45	50	
6	6						45	50	8
7	7						45	50	18
8	8						45	50	8
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17	7		3				45	50	18
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 Init	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 Addr	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 Grn	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	

Det #	occ Grn	occ Yel	occ Red	Dlay 1	Dlay 2	Type	Src
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	1	0	15	0
2		0	15	0
3	3	0	15	0
4		0	15	0
5	5	0	15	0
6		0	15	0
7	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	PedClr	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	1
Soft Recall								
Dual Entry								
Enabl SimGap1	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 Ø1								

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	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	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	

RTE 209 MAIN ST @ RTE 52 CANAL ST (ID 6015) (Standard File)

#	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 Enabl	e1	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	1	
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		

RTE 209 MAIN ST @ RTE 52 CANAL ST (ID (

Day Plans [4.4]

Day Plan	#	Hou	Min	Act	#	Hou	Min	Act	#	Hou	Min	Act	#	Hou	Min	Act
Day Plan 1	1	6	0	1	9				1			9	1			9
	2	23	0	2	10				2			10	2			10
	3	0	0	2	11				3			11	3			11
	4				12				4			12	4			12
	5				13				5			13	5			13
	6				14				6			14	6			14
	7				15				7			15	7			15
	8				16				8			16	8			16
Day Plan 4	1				9				1			9	1			9
	2				10				2			10	2			10
	3				11				3			11	3			11
	4				12				4			12	4			12
	5				13				5			13	5			13
	6				14				6			14	6			14
	7				15				7			15	7			15
	8				16				8			16	8			16
Day Plan 7	1				9				1			9	1			9
	2				10				2			10	2			10
	3				11				3			11	3			11
	4				12				4			12	4			12
	5				13				5			13	5			13
	6				14				6			14	6			14
	7				15				7			15	7			15
	8				16				8			16	8			16
Day Plan 10	1				9				1			9	1			9
	2				10				2			10	2			10
	3				11				3			11	3			11
	4				12				4			12	4			12
	5				13				5			13	5			13
	6				14				6			14	6			14
	7				15				7			15	7			15
	8				16				8			16	8			16
Day Plan 13	1				9				1			9	1			9
	2				10				2			10	2			10
	3				11				3			11	3			11
	4				12				4			12	4			12
	5				13				5			13	5			13
	6				14				6			14	6			14
	7				15				7			15	7			15
	8				16				8			16	8			16

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	254											
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 Inh	CIC	CNA	Overlap Off 1	2	3	4	5	6	7	8	Dla	Max
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							#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
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	

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS : _____
STUDY # _____
FILE # _____
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SIGNAL # 15 COUNTY # VASTER DATE 12/22/93

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR COD
1	Ø1	RED	1	SP 1 R	1A/19C-B-R	2	SP 1 R	1A/15C-A-R/
		YELLOW		SP 1 Y	1A/19C-B-O		SP 1 Y	1A/15C-A-O/
		GREEN		SP 1 G	1A/19C-B-G		SP 1 G	1A/15C-A-G/
		Ground Wire		Gmd Bus	1A/19C-B-W		Gmd Bus	1A/15C-A-W
2	Ø2	— — — —	3	SP 2 R	— — — — —		SP 2 R	
		⟸		SP 2 Y	1A/15C-C-O		SP 2 Y	
		←		SP 2 G	1A/15C-C-G		SP 2 G	
		Ground Wire		Gmd Bus	1A/15C-C-W		Gmd Bus	
3	Ø3	RED	5	SP 3 R	1A/19C-B-R/B	6	SP 3 R	1A/15C-A-R/W
		YELLOW		SP 3 Y	1A/19C-B-O/B		SP 3 Y	1A/15C-A-BL/
		GREEN		SP 3 G	1A/19C-B-G/B		SP 3 G	1A/15C-A-G/W
		Ground Wire		Gmd Bus	1A/19C-B-W/B		Gmd Bus	1A/15C-A-B/
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Gmd Bus			Gmd Bus	
5	Ø5	RED	3	SP 5 R	1A/15C-C-R/B	4	SP 5 R	1A/10C-D-R
		YELLOW		SP 5 Y	1A/15C-C-O/B		SP 5 Y	1A/10C-D-O
		GREEN		SP 5 G	1A/15C-C-G/B		SP 5 G	1A/10C-D-G
		Ground Wire		Gmd Bus	1A/15C-C-W/B		Gmd Bus	1A/10C-D-W
6	Ø6	— — — — —	1	SP 6 R	— — — — —		SP 6 R	
		⟸		SP 6 Y	1A/19C-B-BL/W		SP 6 Y	
		←		SP 6 G	1A/19C-B-G/W		SP 6 G	
		Ground Wire		Gmd Bus	1A/19C-B-B/W		Gmd Bus	
7	Ø7	RED	7	SP 7 R	1A/15C-C-R/W	8	SP 7 R	1A/10C-D-R/
		YELLOW		SP 7 Y	1A/15C-C-BL/W		SP 7 Y	1A/10C-D-O
		GREEN		SP 7 G	1A/15C-C-G/W		SP 7 G	1A/10C-D-G/
		Ground Wire		Gmd Bus	1A/15C-C-B/W		Gmd Bus	1A/10C-D-W
8	Ø8	— — — —	5	SP 8 R	— — — — —		SP 8 R	
		⟸		SP 8 Y	1A/19C-B-O/R		SP 8 Y	
		←		SP 8 G	1A/19C-B-BL/R		SP 8 G	
		Ground Wire		Gmd Bus	1A/19C-B-W/R		Gmd Bus	
9	OVL A Ø1+Ø8 =Ø1G	— — — — —	2	SP 9 R	— — — — —		SP 9 R	
		⟹		SP 9 Y	1A/15C-A-O		SP 9 Y	
		→		SP 9 G	1A/15C-A-G		SP 9 G	
		Ground Wire		Gmd Bus	1A/15C-A-W		Gmd Bus	
10	PED A Ø1	DON'T WALK	21	SP 10 R	1A/5C-1P-R		SP 10 R	
		— — — —		SP 10 Y	— — — — —		SP 10 Y	
		WALK		SP 10 G	1A/5C-1P-G		SP 10 G	
		Ground Wire		Gmd Bus	1A/5C-1P-W		Gmd Bus	
11	PED B Ø5	DON'T WALK	25	SP 11 R	1A/5C-2P-R		SP 11 R	
		— — — —		SP 11 Y	— — — — —		SP 11 Y	
		WALK		SP 11 G	1A/5C-2P-G		SP 11 G	
		Ground Wire		Gmd Bus	1A/5C-2P-W		Gmd Bus	
12	PED C Ø3	DON'T WALK	23	SP 12 R	1A/5C-3P-R		SP 12 R	
		— — — —		SP 12 Y	— — — — —		SP 12 Y	
		WALK		SP 12 G	1A/5C-3P-G		SP 12 G	
		Ground Wire		Gmd Bus	1A/5C-3P-W		Gmd Bus	
13	PED D Ø7	DON'T WALK	27	SP 13 R	1A/5C-4P-R		SP 13 R	
		— — — —		SP 13 Y	— — — — —		SP 13 Y	
		WALK		SP 13 G	1A/5C-4P-G		SP 13 G	
		Ground Wire		Gmd Bus	1A/5C-4P-W		Gmd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Gmd Bus			Gmd Bus	

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS V 1.0
STUDY #
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SIGNAL # 15 COUNTY # ULSTER DATE 12/22/93

CONFLICT/CURRENT MONITOR PROGRAMMING

CUT ALL CONFLICT MONITOR DIODES EXCEPT THE FOLLOWING			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1-SP2	SP3-SP11	SP7-SP11	SP10	
SP1-SP3	SP5-SP6		SP11	2, 4, 6, 8-14
SP1-SP4	SP5-SP7	SP8-SP10	SP12	
SP1-SP8	SP5-SP8	SP8-SP11	SP13	
SP1-SP12		SP8-SP13		
SP1-SP13	SP5-SP12			
SP2-SP3	SP5-SP13			
SP2-SP4	SP6-SP7	SP9-SP13		
SP2-SP8	SP6-SP8	SP10-SP12		
SP2-SP9		SP10-SP13		
SP2-SP10	SP6-SP11	SP11-SP12		
SP2-SP12	SP6-SP12	SP11-SP13		
SP2-SP13	SP6-SP13			
SP3-SP5	SP7-SP8			
SP3-SP6	SP7-SP9			
SP3-SP10	SP7-SP10			

NOTES:

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS V 1.0
STUDY #
FILE #
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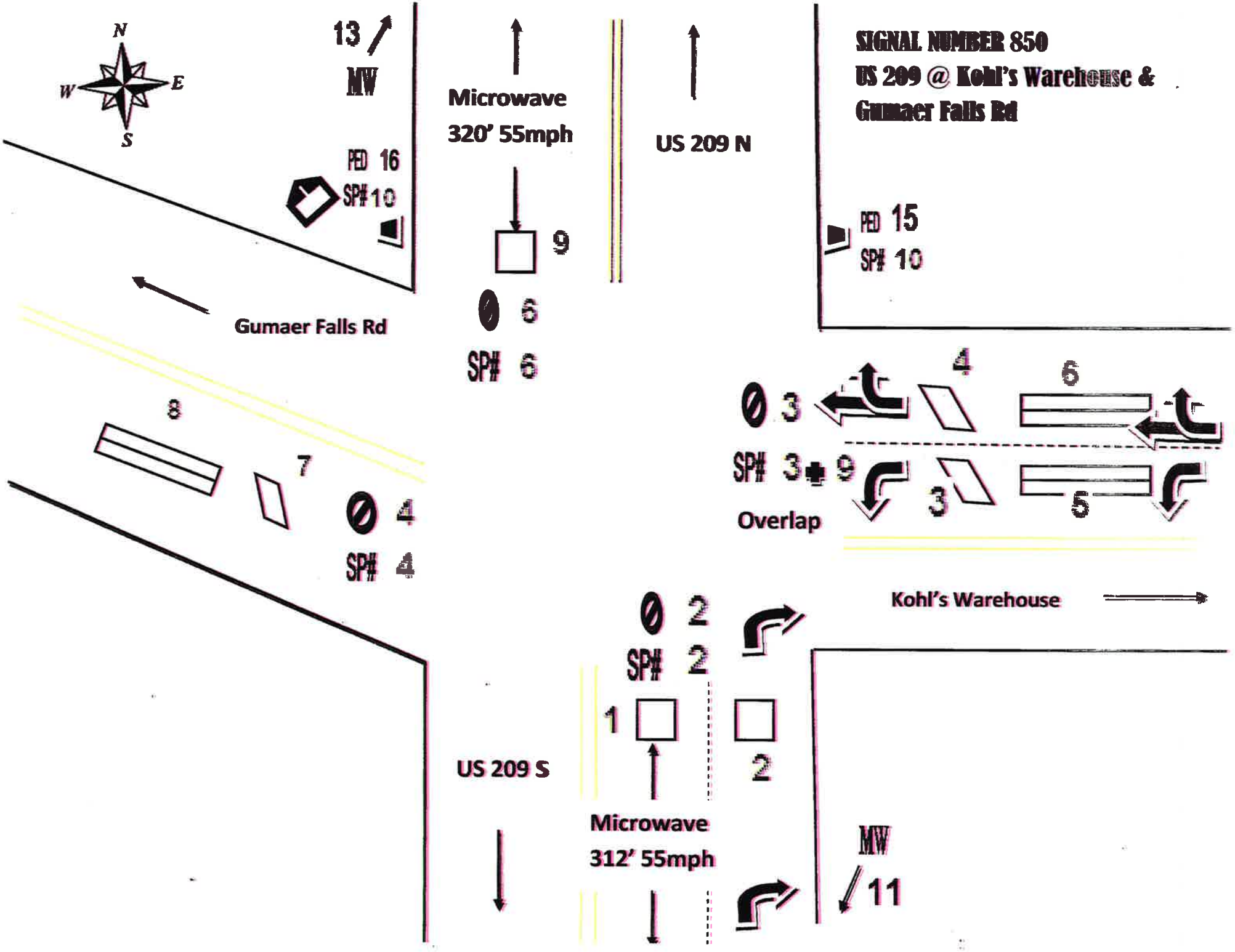
SIGNAL # 15 COUNTY # ULSTER DATE 12/22/93

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B					
2A, 2B	Ø2	2A, 2B	NORMAL		PRESENCE
3A, 3B	Ø3	3A 3B	NORMAL		PRESENCE
4A, 4B					
5A, 5B					
6A, 6B	Ø6	6A, 6B	NORMAL		PRESENCE
7A, 7B	Ø7	7A, 7B	NORMAL		PRESENCE
8A, 8B	Ø8	8A, 8B	NORMAL		PRESENCE
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B					
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B	Ø7	17A, 17B	NORMAL		PRESENCE
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B	Ø1	21	PED BUTTON		PED A
22A, 22B					
23A, 23B	Ø3	23	PED BUTTON		PED B
24A, 24B					
25A, 25B	Ø5	25	PED BUTTON		PED C
26A, 26B					
27A, 27B	Ø7	27	PED BUTTON		PED D
28A, 28B					


SIGNAL NUMBER 850
US 209 @ Kohl's Warehouse &
Gumaer Falls Rd
N
W
E
S
13
MW
PED 16
SP# 10
Microwave
320' 55mph
9
6
SP# 6
US 209 N
PED 15
SP# 10
Gumaer Falls Rd
8
7
4
SP# 4
3
SP# 3
9
Overlap
4
6
3
5
Kohl's Warehouse
2
SP# 2
1
2
US 209 S
Microwave
312' 55mph
MW
11

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		10	8	8		10		
Gap Ext		6	3.5	2.5		6		
Max 1		45	30	15		45		
Max 2								
Yel Clearance	3.5	5	3.2	3.2	3.5	5	3.5	3.5
Red Clearance	1.5	1	1	1	1.5	1	1.5	1.5
Walk			7					
Ped Clearance			22					
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		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
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passage								
Rest In Walk								
Condition 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								
Conflicting Phase								
Red Rest On Gap								
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	Coord	0	0	0	0	0	0	0	0	13	Coord	0	0	0	0	0	0	0	0
2	Coord	0	0	0	0	0	0	0	0	14	Coord	0	0	0	0	0	0	0	0
3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0

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

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	0
2	1	RED	1
3	1	RED	1
4	1	RED	1
5	2	RED	0
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
Low Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
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: ON

1	Included ⊘	3	2							NORMAL		9	Included ⊘									NORMAL	
	Modifier ⊘	2								Grn			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	
2	Included ⊘									NORMAL		10	Included ⊘									NORMAL	
	Modifier ⊘									Grn			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	
3	Included ⊘									NORMAL		11	Included ⊘									NORMAL	
	Modifier ⊘									Grn			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	
4	Included ⊘									NORMAL		12	Included ⊘									NORMAL	
	Modifier ⊘									Grn			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	
5	Included ⊘									NORMAL		13	Included ⊘									NORMAL	
	Modifier ⊘									Grn			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	
6	Included ⊘									NORMAL		14	Included ⊘									NORMAL	
	Modifier ⊘									Grn			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	
7	Included ⊘									NORMAL		15	Included ⊘									NORMAL	
	Modifier ⊘									Grn			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	
8	Included ⊘									NORMAL		16	Included ⊘									NORMAL	
	Modifier ⊘									Grn			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 #		2	3	4		6			1	3														
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	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 [1.3.4]

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] | CJ Mode: USER | Single BIU Map: SINGLE | Invert Rail Input: OFF

Coord Transition. CoorPhs [2.5]

Fat#	Short	Long	Dwell	No Shortway ⊘	E-Yld	Offset	RedHld	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	Swl Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	2						45	50	45
2	2						45	50	45
3	3						45	50	30
4	3		4				45	50	30
5	3						45	50	30
6	3		4				45	50	30
7	4		4				45	50	15
8	4		4				45	50	15
9	6						45	50	45
10							45	50	2
11	6						45	50	45
12							45	50	2
13	2						45	50	45
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
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	Swl 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	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 Addln	Red Lock	Yell 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 Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
40						NORM		51						NORM		62						NORM	
41						NORM		52						NORM		63						NORM	
42						NORM		53						NORM		64						NORM	
43						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	3	0	15	0
2	3	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 Parameters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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	MinGm	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Gm	Min Dwell	Ext Dwell	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 Times Over Preempt	OFF
Preempt on Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.3.3]

ID Conn Mappings	NONE
Pre Invert Fail 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 Fish	Override Higher	Fish Dwel	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 Gm								
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 Gm								
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 Gm								
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								
Resservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Annual Schedule [4.3] Month of Year | Day of Week | Date | Day Plan | Link 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	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	Hour	Min	Act	Hour	Min	Act
Day Plan 1	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 2	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 3	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 4	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 5	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 6	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 7	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 8	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 9	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 10	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 11	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 12	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 13	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 14	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		
Day Plan 15	1			9		
	2			10		
	3			11		
	4			12		
	5			13		
	6			14		
	7			15		
	8			16		

Action Table [4.5]

Act#	Par#	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												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Par#	ØCpt	ØTime	DetG	Call Inf	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dis	Max2
1															OFT	
2															OFT	
3															OFT	
4															OFT	
5															OFT	
6															OFT	
7															OFT	
8															OFT	
9															OFT	
10															OFT	
11															OFT	
12															OFT	
13															OFT	
14															OFT	
15															OFT	
16															OFT	
17															OFT	
18															OFT	
19															OFT	
20															OFT	
21															OFT	
22															OFT	
23															OFT	
24															OFT	
25															OFT	
26															OFT	
27															OFT	
28															OFT	
29															OFT	
30															OFT	
31															OFT	
32															OFT	
33															OFT	
34															OFT	
35															OFT	
36															OFT	
37															OFT	
38															OFT	
39															OFT	
40															OFT	
41															OFT	
42															OFT	
43															OFT	
44															OFT	
45															OFT	
46															OFT	
47															OFT	
48															OFT	

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	9	Veh Call 9
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	129	Ped Call 1
I2-8	130	Ped Call 2
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 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	189	Unused
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	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 [6.1]

Station ID	6850
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	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				
Bridst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Bridst				
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/CMU	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Outcom	NONE	Shell	NONE
Logon	NONE		
GPS	NONE		

#	Event / Alarm	Ev	Alr
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 Failur		
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		
48	Preempt Active	1	
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	
59	In Transition	1	
61	HO 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
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
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
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
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	Ø/Ø	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Clap Settings [1.4.2]

Yel Ø	
Yel (claps)	

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 Timer	ON		

Advanced Warning [1.1.9]

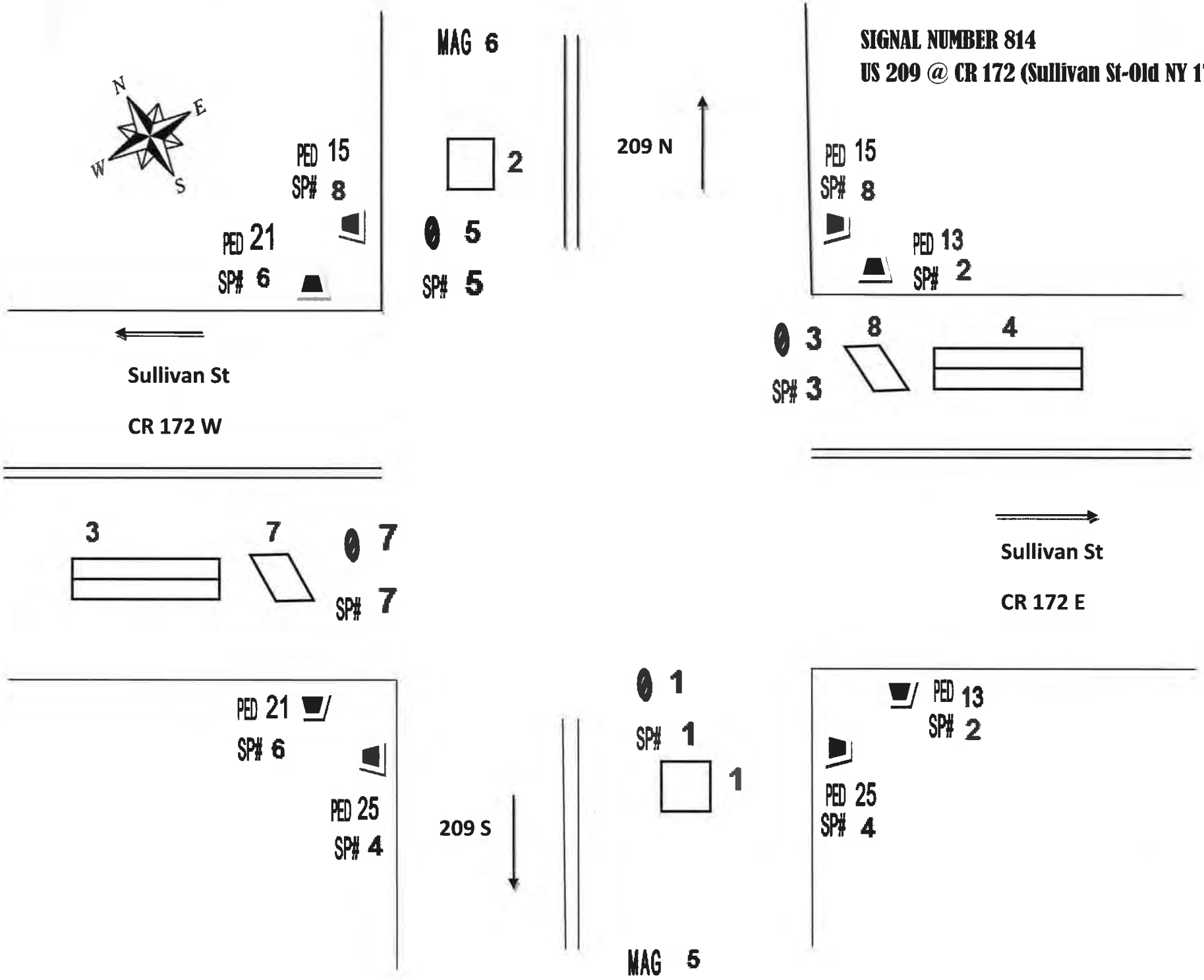
	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

US 209 @ KOHL'S WAREHOUSE (ID 6850) (Permanent F

12/27/2013

SIGNAL NUMBER 814

US 209 @ CR 172 (Sullivan St-Old NY 17)



STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		8		10		8	
Gap, Ext	6		2.5		6		2.5	
Max 1	45		30		45		30	
Max 2								
Yel Clearance	4.7	3.5	3.6	3.5	4.7	3.5	3.6	3.5
Red Clearance	1	1.5	1	1.5	1	1.5	1	1.5
Walk	7		7		7		7	
Ped Clearance	21		21		21		21	
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	1		1		1		1	
Min Recall	1				1			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls			1				1	
Auto Flash Entry								
Auto Flash Exit								
Dual Entry	1		1		1		1	1
Enable Simul Gap	1	1	1	1	1	1	1	1
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								
Conflicting Phase								
Red Rest On Gap								
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	Coord	0	0	0	0	0	0	0	0	13	Coord	0	0	0	0	0	0	0	0
2	Coord	0	0	0	0	0	0	0	0	14	Coord	0	0	0	0	0	0	0	0
3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0

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

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	1
2	1	RED	0
3	1	RED	1
4	1	RED	0
5	2	RED	1
6	2	RED	0
7	2	RED	1
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 Splt	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	RED
Start Flash(s)	0
Start AllRed(s)	6
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

Concurrer .1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases							
1	1	1	2	3	4				
1	2	5	6	7	8				
1	3								
1	4								
2	1	1	2	3	4				
2	2	6	5	7	8				
2	3								
2	4								
3	1	2	1	3	4				
3	2	5	6	7	8				
3	3								
3	4								
4	1	2	1	3	4				
4	2	6	5	7	8				
4	3								
4	4								
5	1	1	2	3	4				
5	2	5	6	8	7				
5	3								
5	4								
6	1	1	2	3	4				
6	2	6	5	8	7				
6	3								
6	4								
7	1	2	1	3	4				
7	2	5	6	8	7				
7	3								
7	4								
8	1	2	1	3	4				
8	2	6	5	8	7				
8	3								
8	4								

Seq	Rng	Concurrent Phases							
9	1	1	2	4	3				
9	2	5	6	7	8				
9	3								
9	4								
10	1	1	2	4	3				
10	2	6	5	7	8				
10	3								
10	4								
11	1	2	1	4	3				
11	2	5	6	7	8				
11	3								
11	4								
12	1	2	1	4	3				
12	2	6	5	7	8				
12	3								
12	4								
13	1	1	2	4	3				
13	2	5	6	8	7				
13	3								
13	4								
14	1	1	2	4	3				
14	2	6	5	8	7				
14	3								
14	4								
15	1	2	1	4	3				
15	2	5	6	8	7				
15	3								
15	4								
16	1	2	1	4	3				
16	2	6	5	8	7				
16	3								
16	4								

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	ON

1	Included Ø				9	Included Ø			
	Modifier Ø					Modifier Ø			
	Conflict Ø					Conflict Ø			
A	Conflict Olap				I	Conflict Olap			
	Conflict Ped					Conflict Ped			
2	Included Ø				10	Included Ø			
	Modifier Ø					Modifier Ø			
	Conflict Ø					Conflict Ø			
B	Conflict Olap				J	Conflict Olap			
	Conflict Ped					Conflict Ped			
3	Included Ø				11	Included Ø			
	Modifier Ø					Modifier Ø			
	Conflict Ø					Conflict Ø			
C	Conflict Olap				K	Conflict Olap			
	Conflict Ped					Conflict Ped			
4	Included Ø				12	Included Ø			
	Modifier Ø					Modifier Ø			
	Conflict Ø					Conflict Ø			
D	Conflict Olap				L	Conflict Olap			
	Conflict Ped					Conflict Ped			
5	Included Ø				13	Included Ø			
	Modifier Ø					Modifier Ø			
	Conflict Ø					Conflict Ø			
E	Conflict Olap				M	Conflict Olap			
	Conflict Ped					Conflict Ped			
6	Included Ø				14	Included Ø			
	Modifier Ø					Modifier Ø			
	Conflict Ø					Conflict Ø			
F	Conflict Olap				N	Conflict Olap			
	Conflict Ped					Conflict Ped			
7	Included Ø				15	Included Ø			
	Modifier Ø					Modifier Ø			
	Conflict Ø					Conflict Ø			
G	Conflict Olap				O	Conflict Olap			
	Conflict Ped					Conflict Ped			
8	Included Ø				16	Included Ø			
	Modifier Ø					Modifier Ø			
	Conflict Ø					Conflict Ø			
H	Conflict Olap				P	Conflict Olap			
	Conflict Ped					Conflict Ped			

1	NORMAL			9	NORMAL				
	Grn				Grn				
	Yel	3.5			Yel	3.5			
A	Red	1.5		I	Red	1.5			
	LG				LG				
2	NORMAL			10	NORMAL				
	Grn				Grn				
	Yel	3.5			Yel	3.5			
B	Red	1.5		J	Red	1.5			
	LG				LG				
3	NORMAL			11	NORMAL				
	Grn				Grn				
	Yel	3.5			Yel	3.5			
C	Red	1.5		K	Red	1.5			
	LG				LG				
4	NORMAL			12	NORMAL				
	Grn				Grn				
	Yel	3.5			Yel	3.5			
D	Red	1.5		L	Red	1.5			
	LG				LG				
5	NORMAL			13	NORMAL				
	Grn				Grn				
	Yel	3.5			Yel	3.5			
E	Red	1.5		M	Red	1.5			
	LG				LG				
6	NORMAL			14	NORMAL				
	Grn				Grn				
	Yel	3.5			Yel	3.5			
F	Red	1.5		N	Red	1.5			
	LG				LG				
7	NORMAL			15	NORMAL				
	Grn				Grn				
	Yel	3.5			Yel	3.5			
G	Red	1.5		O	Red	1.5			
	LG				LG				
8	NORMAL			16	NORMAL				
	Grn				Grn				
	Yel	3.5			Yel	3.5			
H	Red	1.5		P	Red	1.5			
	LG				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	1	3	7	5	5	7	3																
Channel Type	VEH	PED	VEH	PED	VEH	PED	VEH	PED	VEH	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+																								

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 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	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 Time
1	1						45	50	45
2	5						45	50	45
3	7						45	50	30
4	3						45	50	30
5	1						45	50	45
6	5						45	50	45
7	7						45	50	30
8	3						45	50	30
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18	3						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 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	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 AddIn	Red Lock	Yell 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 [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 Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
40						NORM		51						NORM		62						NORM	
41						NORM		52						NORM		63						NORM	
42						NORM		53						NORM		64						NORM	
43						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	1	0	15	0
2	7	0	15	0
3	5	0	15	0
4	3	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 [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Tir[illegible]3.1], Options+ [3.6]

Pre #	Enable	[illegible]ype	Output	Delay	MinDura
1	ON	RAIL	DWELL	3	
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGm	MinWlk	PedClr	Co+Pre
1	60	4		21	ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Gm	Min Dwell	Ext Dwell	PedClr	Yel
1		2		21	
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	

Adv Timers [3.8]

enterYellowChange			
enterRedClr		trackRedClr	
trackYellowClr		AllRedB4Dwell	

Track Clear Phases [3.2], Track Clear Overlap[illegible].5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	3
	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 Dwel	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	

Init'l Dwell [3.9]

Phases								
Peds								
Overlap								

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 Enrty								
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 Ø1								

Annual Schedu[illegible]3] 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				Day Plan 2				Day Plan 3			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act
1				9				1			
2				10				2			
3				11				3			
4				12				4			
5				13				5			
6				14				6			
7				15				7			
8				16				8			

Day Plan 4				Day Plan 5				Day Plan 6			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act
1				9				1			
2				10				2			
3				11				3			
4				12				4			
5				13				5			
6				14				6			
7				15				7			
8				16				8			

Day Plan 7				Day Plan 8				Day Plan 9			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act
1				9				1			
2				10				2			
3				11				3			
4				12				4			
5				13				5			
6				14				6			
7				15				7			
8				16				8			

Day Plan 10				Day Plan 11				Day Plan 12			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act
1				9				1			
2				10				2			
3				11				3			
4				12				4			
5				13				5			
6				14				6			
7				15				7			
8				16				8			

Day Plan 13				Day Plan 14				Day Plan 15			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act
1				9				1			
2				10				2			
3				11				3			
4				12				4			
5				13				5			
6				14				6			
7				15				7			
8				16				8			

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 Inh	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	

#	Event / Alarm	Ev	Alr
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 Failur		
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		
48	Preempt Active	1	
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 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
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
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
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
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 Timer	ON		

Advanced Warning [1.1.9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

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	189	Unused
I2-4	189	Unused
I2-5	129	Ped Call 1
I2-6	189	Unused
I2-7	130	Ped Call 2
I2-8	189	Unused
I3-1	189	Unused
I3-2	198	Pre 1 In
I3-3	189	Unused
I3-4	189	Unused
I3-5	131	Ped Call 3
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
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	132	Ped Call 4
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	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 [6.1]

Station ID	7814
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	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	Shelf	NONE
Loop Det.	NONE		
GPS	NONE		

Appendix H

Transit Plan

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York

Nevele Transit Plan
May, 2014

Introduction

The transit plan for the Nevele casino consists of two tiers of service. Tier 1 service is employee bus service, and tier 2 service is additional independent service including a potential local bus loop operated by Ulster County Area Transit (UCAT). The tier 1 service will be implemented immediately upon opening of the casino and will establish the base line service fundamental to the operation of the casino. The tier 2 service could be implemented over time at a low cost in coordination with UCAT.

Tier 1 – Nevele Operated Proposed Shuttles/Transit Access

The tier 1 employee service includes two routes as shown on Figure 1 (attached).

- Employee Shuttle - This service includes a local shuttle operating between the site and the off-site employee parking lot located just over a mile south of the Nevele, across from Lewis Lane.
- Connector to Beacon Rail – This service includes an express bus route between the Beacon train station (serving Metro North trains) and the Nevele via I-84, NY Route 17 and Route 209.

The Nevele is projected to have approximately 2,350 employees. The off-site lot will have a capacity of about 545 spaces. Based on the experience of other similarly-sized casinos, the maximum number of employees on site at any given time will be about 1,000; thus, the site will need to accommodate about 500 employees during peak times, with the remaining 500 employees using the off-site lot.

Tier 1 Employee Shuttle

The proposed plan is to operate a shuttle bus between the Nevele and the off-site lot for most hours of the day. The travel time from the Nevele to the remote lot is approximately 4 minutes. Allowing for a minimal amount of dwell time at the ends of the route, a bus could realistically make the round-trip in about 10 or 12 minutes. A typical 40-foot bus can hold as many as 70 passengers at crush load; therefore, a single bus will be able to accommodate the demand for most shift changes most of the day based on shift change times developed by the Innovation Group for a similar sized casino. It will be necessary to pull a second bus into service at peak times (likely when "operations" employees are changing shifts). During portions of a service hour when there are no employees leaving or arriving, (such as from 20 minutes after the hour to 20 minutes before the next hour) the bus could be idled to save fuel. It would also be possible to install a "call button" at the off-site lot so that if an employee arrives there when the bus is otherwise not running, the bus or another vehicle could be sent out to pick up that employee. As with any type of transportation service, the operating plan would be fine-tuned once patterns of demand are more firmly established.

Based on the Innovation Group data, the only employees that typically change shifts between 2:00 a.m. and 7:00 a.m. are "cleaners" for the gaming rooms, and the number of these employees is less than 100. These hours of the night are also likely to be times when there is plenty of on-site parking available as most daytime and evening guests will have left. It is thus assumed that shuttle service to the remote lot

is not needed once the supervisory employees ending their shift at 2:00 a.m. have been delivered back to the lot until morning shift employees arrive during the 7:00 a.m. hour (6:00 a.m. on Saturdays due to anticipated shift time staggering).

With approximately 19 hours of service per day (20 on Saturdays), four full-time drivers and a supervisor would be needed. It is likely that the service could be operated with three drivers and one supervisor, if the supervisor also drove for part of the day. A full-time mechanic would also be needed. The second bus that would be operated at peak times would be driven by another Nevele employee. For the sake of costing, it is assumed that the three full-time drivers would be sufficient. Table 1 summarizes the expected cost of this service.

Table 1 – Continuous Employee Shuttle Opinion of Probable Cost

	Units and Items	Total Cost
Capital Cost	2, 40-foot buses at $150K ea.	$300,000
Annual Operating Cost		
Baseline Service	3 drivers+1 sup+1 mech	$300,000
Add'l Peak bus	Assume 0.5 FTE	$25,000
	Fuel and Maintenance	$50,000
		$375,000

Thus, the total potential cost to operate an employee shuttle is $375,000 in annual operating costs.

Tier 1 Employee Shuttle Alternative (Shift-specific Employee Shuttle)

As an alternative to the continuous employee shuttle, a shift-specific employee shuttle service could be considered. For example, if specific work groups (such as "operations" employees) are required to park in the off-site lot, then shuttle service could be operated at the specific times when those employees are starting and ending their shifts. Based on the shift change times developed for a similar sized casino, "operations" employees are the largest work group and typically have shift changes at 4:00 p.m., midnight, and 8:00 a.m. This alternative employee shuttle scenario has the potential to reduce operating costs as shuttle service to the off-site lot would only need to be operated at those three shift change times, although it would require higher capital cost with more intense shuttle service needed at peak shift change times. Also, an "on-demand" van or car would be needed at other times if an employee needed to get to the off-site lot for an emergency or for other reasons.

Bus Connector to Beacon Rail

The second means of tier 1 transit service is to operate an express bus service between the Beacon train station (serving Metro North trains) and the Nevele via I-84 and NY Route 17. The primary benefit of this service is that it will accommodate Nevele employees who live in the NYC area. It will also provide direct access to the Nevele for customers. As currently designed, this service will have the ability carry between 400 and 500 people per day to the site, split between employees and customers.

The travel time between the rail station and the site is just under one hour; therefore, one bus in service would be able to meet a train from New York City every two hours. Based on current Metro North

schedules, the proposed plan is to have a bus depart from Beacon station every two hours starting at 8:10 a.m. until 12:10 a.m. the next morning. It will depart from the Nevele every two hours starting at about 9:05 a.m. with the final arrival just before midnight.

This service can be operated with three full-time drivers. Assuming that the employee shuttle is also implemented, separate supervisors and mechanics will not be necessary. The cost for these three drivers would be about $150,000 annually. The fuel cost would be in the range of $85,000.

Table 2 – Bus Connector to Beacon Rail - Opinion of Probable Cost

	Units and Items	Total Cost
Capital Cost	one, coach bus at $500K	$500,000
Annual Operating Cost		
Baseline Service	Assume 3 FTEs and fuel	$235,000
Total Annual Operating Cost		$235,000

Higher quality buses are needed for this service, given the much longer distance and travel time. At the high end, coach buses cost on the order of $500,000 each. Given this high cost, contracting the service with a public or private entity may be considered. A typical cost for contracting, which includes vehicles, is in the range of $125 per hour. With 16 hours of service per day, the contracting cost would come to $730,000, which is approximately equal to the cost of buying a coach bus and operating it internally for one year.

Tier 2 Service – Independent and Local Shuttle Loop

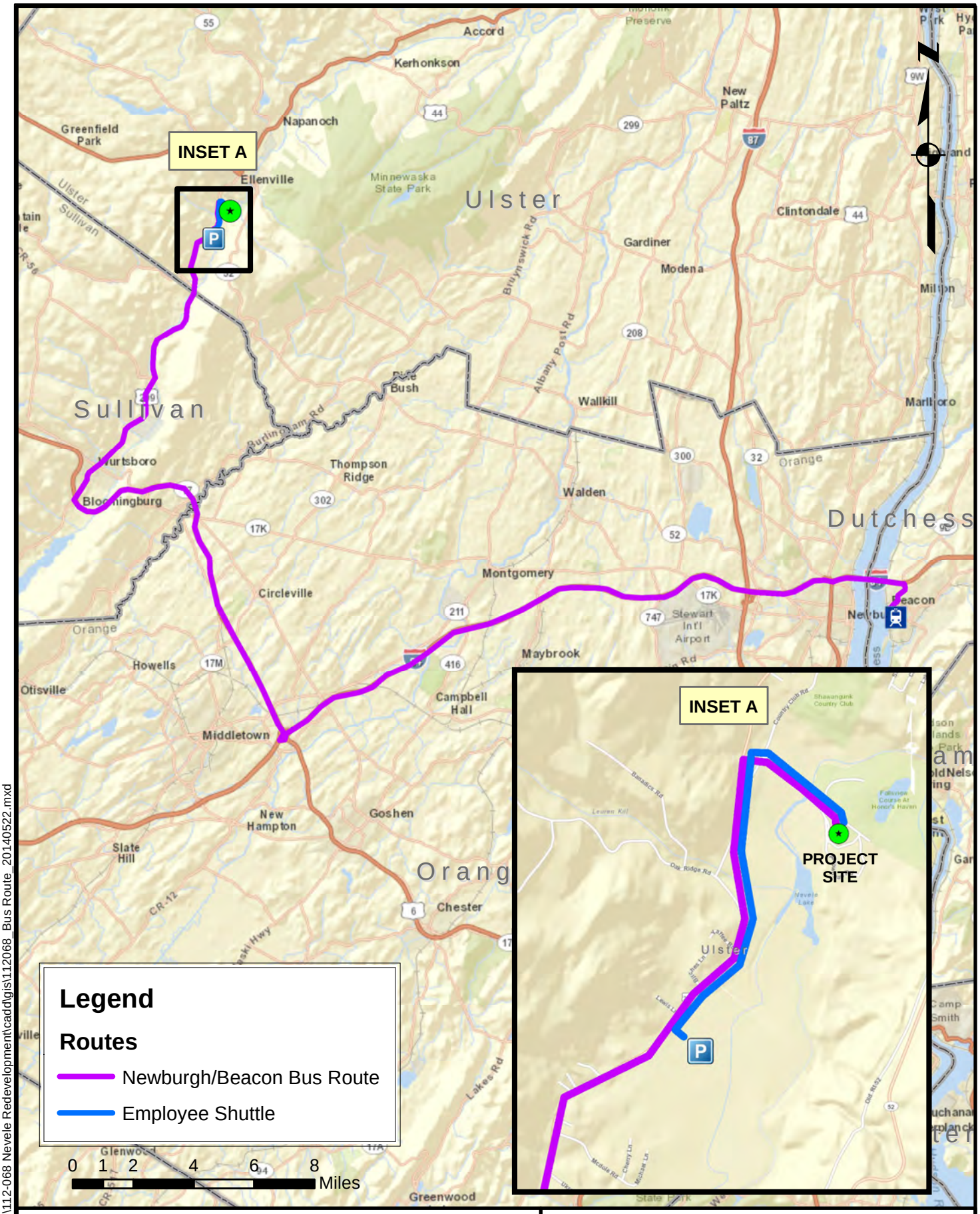
As the casino becomes operational, additional independent operators are expected to provide transit access. This tier 2 service will include regional charters and a potential local shuttle loop operated by UCAT.

Two meetings were held with UCAT representatives (the transit operator in Ulster County), and UCAT has indicated a desire to operate local shuttle service in Ellenville to serve both the new casino as well as other local destinations such as the Walmart, downtown destinations and senior housing sites. This local shuttle could not replace the employee shuttle described above, as it would not have nearly enough capacity, nor a sufficient span of service to address all shift changes. However, it could help address peak demand at certain shift changes, as well as provide community benefits and better local access to the casino.

UCAT has proposed a local operating agreement with the Nevele to share costs for the service, similar to an agreement that UCAT currently has with New Paltz for a local shuttle. The cost to the Nevele of participating in this local shuttle would be a 10% share of the capital cost of new bus (to match state and federal dollars) amounting to a one-time cost of between $10,000 and $15,000, and some portion of the net cost of service, after accounting for fare revenue and other government sources of funds. Based on the New Paltz experience, the Nevele share of the operating cost could be on the order of $40,000 to $80,000 per year and would depend on ridership and the degree to which other employers in the area participate in the funding.

Summary of Cost Estimates

For the Nevele to operate the Tier 1 service for both the employee shuttle and the bus connection to Beacon Rail, the total initial capital cost would be approximately $950,000, with estimated annual operating cost for the Tier 1 service at $610,000. It is assumed that there would be no fare revenue for the local employee shuttle, but the rail connector could potentially generate some fare revenue from casino visitors among the riders on that route.



NEVELE RESORT BUS ROUTES

NEVELE RESORT AND CASINO
TOWN OF WAWARSING, NEW YORK

Creighton Manning

PROJECT: 112-068	DATE: 05/2014	FIGURE: 1

Path: F:\Projects\2012\112-068 Nevele Redevelopment\cadd\gis\112068_Bus Route_20140522.mxd

Appendix I

Parking Demand Memo

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York

MEMORANDUM

Creighton Manning

ENGINEERS
PLANNERS
SURVEYORS

Date: June 12, 2014

To: Arne Aakre
From: Wendy Holsberger
cc: Don Adams, Mark Nadolny

Project: Nevele Resort

Re: Parking Assessment

Introduction

Creighton Manning (CM) has completed a review of available parking statistics at existing casino developments. The available data (obtained via research) was used as a basis for determining the adequate parking stalls to be provided at the proposed *Nevele Resort*.

Summary of Casino Amenities and Parking

Table 1 summarizes the amenities associated with the casino resorts and the parking provided for each development. All of the developments included in the comparison have an on-site hotel.

Table 1 – Casino Summary and Parking Assessment

	Casino	Gaming Positions			Gaming Area Size (SF)	Restaurants	Conference Area	Theater	Hotel (Room)	Parking Spaces	Parking Space (PS) to Gaming Position (GP) Ratio
Existing	Mohegan Sun Casino, CT	Slots (x1)	6,000	6,000							
		Table Games (x5.5)	325	1,788							
		Poker Tables (x8)	42	336							
		Total		***8,124***	***250,000***	***Yes***	***100,000 sf***	***10,000 seats***	***1,200***	***13,000***	***1.60 ps/gp***
	Mohegan Sun Poconos, PA	Slots (x1)	2,300	2,300							
		Table Games (x5.5)	80	440							
		Poker Tables (x8)	18	144							
		Total		***2,884***	***82,000***	***Yes***	***Yes***	***Horse Racing***	***238***	***5,000***	***1.73 ps/gp***
	Sands Bethlehem Casino, PA	Slots (x1)	3,000	3,000							
		Table Games (x5.5)	144	792							
		Poker Tables (x8)	36	288							
		Total		***4,080***	***139,000***	***Yes***	***14,000 sf***	***2,250 seats***	***302***	***4,700***	***1.15 ps/gp***
Nevele Resort				***2,610***	***83,100***	***Yes***	***19,800 sf***	***15,000 sf***	***446***	***3,004***	***1.15 ps/gp***

Note = Gaming Position Equivalents were developed based on similar rates used for the revised *Nevele Resort* development plan.
Amenity information for existing casinos obtained from online resources.

A review of available data for existing casinos indicates that these developments provide an average of approximately 1.49 parking spaces per gaming position; however, it is noted that the Mohegan Sun Casino has a large conference center and a large theater while the Mohegan Sun Poconos has a racetrack associated with it. It is anticipated that these amenities would require more parking than a casino development geared primarily toward gaming. A review of the Sands Bethlehem Casino located in Pennsylvania indicates that this development has similar amenities as the *Nevele Resort*; therefore, the parking assessment was based on the available parking provided for this existing development. It is assumed that the site parking provided includes employee parking since no information was provided indicating separate or off-site employee parking at any of the studied resorts.

F:\Projects\2012\112-068 Nevele Redevelopment\documents\CM Memo- Preliminary Parking Assessment.doc

Appendix J

Construction Schedule and Routing

Traffic Impact Study
Nevele Resort, Casino, & Spa Project
Town of Wawarsing, New York

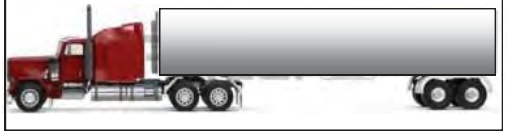
Class 2,3,4,5 (TYPE A)

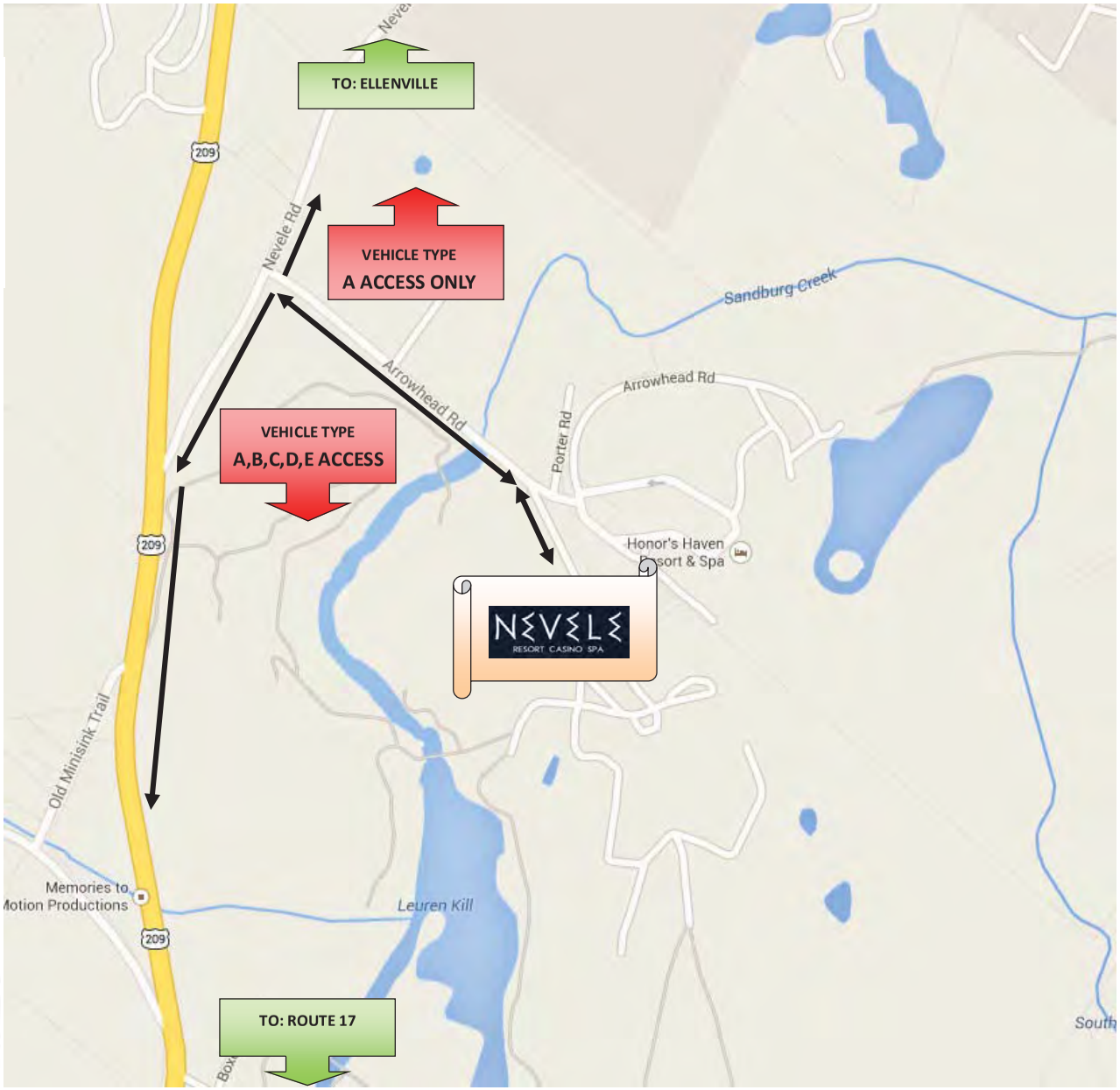
Class 6,7 (TYPE B)

Class 8,9,10 (TYPE C)

Class 18,19,10 (TYPE D)

Class 21 (TYPE E)





TISHMAN
An AECOM Company

Tishman Construction Corporation
AECOM Construction Services
1 Riverfront Plaza Newark NJ

Nevele Resort Casino
and Spa Project

P.O. Box 388,
Ellenville, NY 12428
845.647.6000

NEVELE
RESORT CASINO SPA

DATE: 3.17.14

NOT TO SCALE

PROJECT NORTH

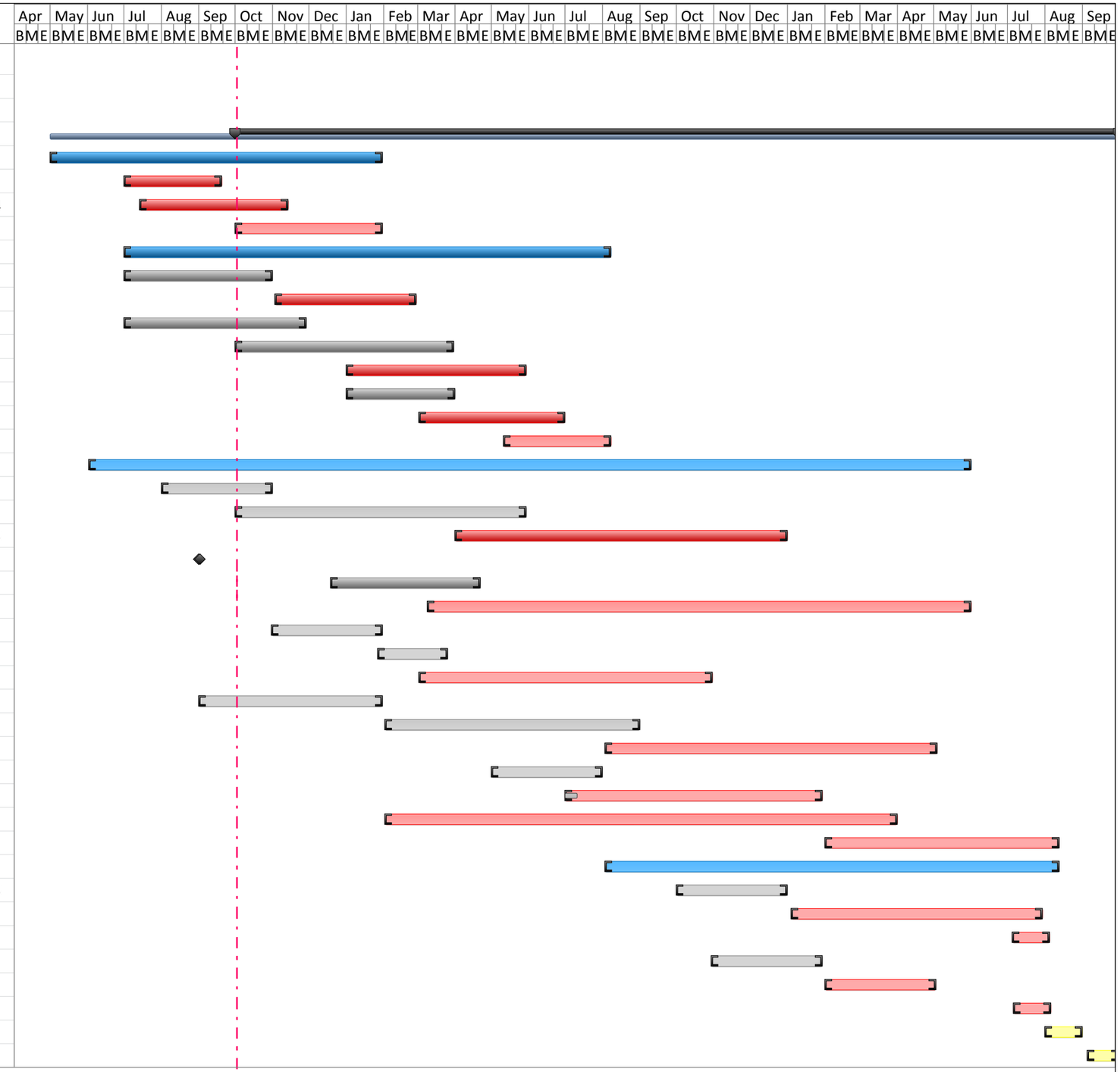
TRUCKING ROUTE
LOGISTIC PLAN

LP-03

NEVELE CASINO & SPA -

Ellenville, NY

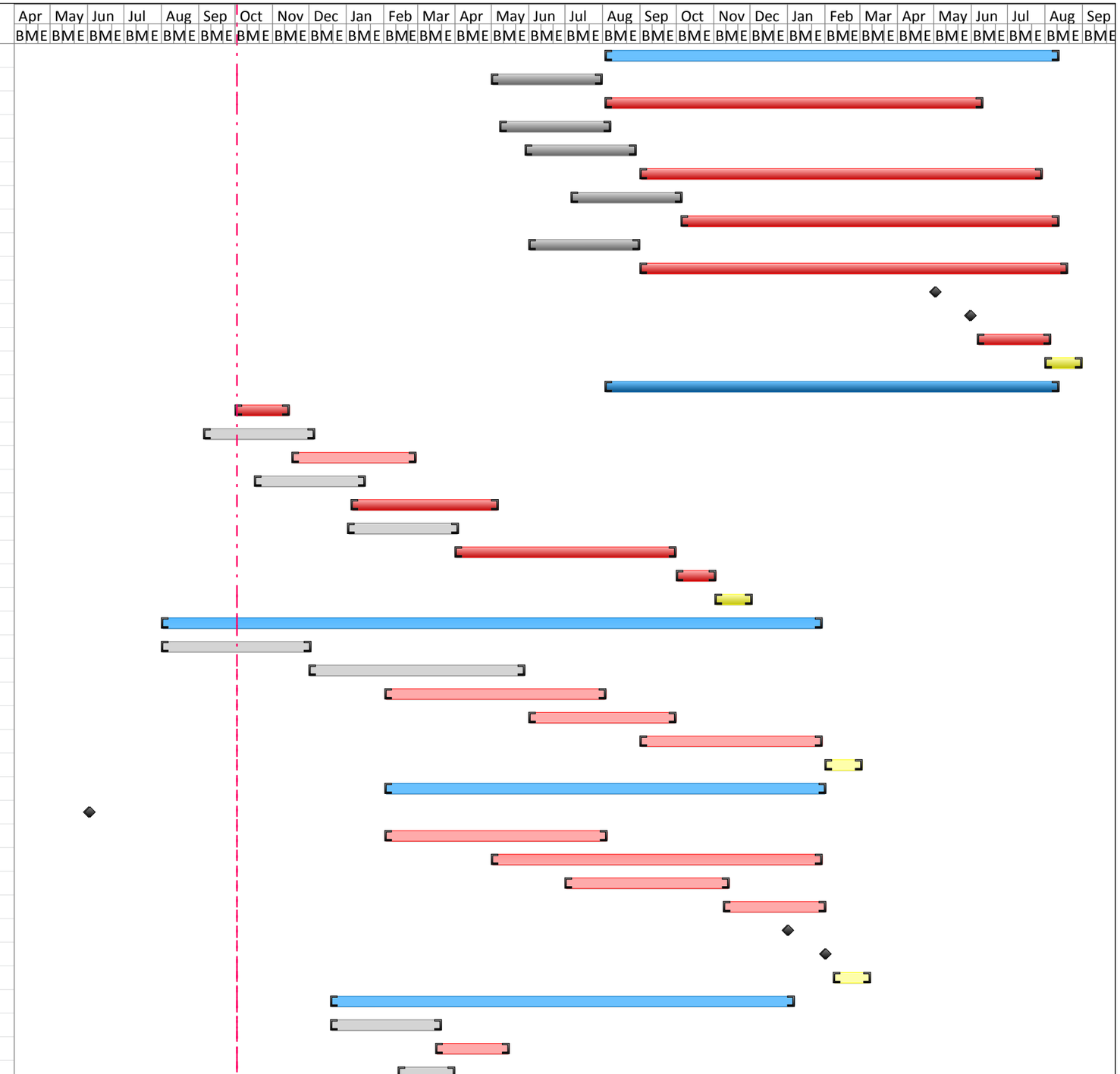
ID	Task Name	Duration	Start	Finish
4	**Overall Construction**	**523 days**	**Wed 10/1/14**	**Fri 9/30/16**
5	**SITE WORK - OVERALL**	197 days	Thu 5/1/14	Fri 1/30/15
6	Environmental Remediation	59 days	Tue 7/1/14	Fri 9/19/14
7	Demolition	89 days	Mon 7/14/14	Thu 11/13/14
8	Excavation	88 days	Wed 10/1/14	Fri 1/30/15
9	**STRUCTURE - CASINO & NEW HOTEL**	289 days	Tue 7/1/14	Fri 8/7/15
10	Foundation & Slab on Grade Shop Drawings	89 days	Tue 7/1/14	Fri 10/31/14
11	Foundation & Slab on Grade	85 days	Mon 11/3/14	Fri 2/27/15
12	Structural Steel Shops & Mill Orders	109 days	Tue 7/1/14	Fri 11/28/14
13	Structural Steel Fabrication	129 days	Wed 10/1/14	Mon 3/30/15
14	Structural Steel Erection	107 days	Thu 1/1/15	Fri 5/29/15
15	Concrete/Rebar Shop Drawings	64 days	Thu 1/1/15	Tue 3/31/15
16	Concrete/Rebar Metal Deck	87 days	Mon 3/2/15	Tue 6/30/15
17	Spray on Fireproofing	65 days	Mon 5/11/15	Fri 8/7/15
18	**CORE & SHELL - CASINO & NEW HOTEL**	522 days	Mon 6/2/14	Tue 5/31/16
19	Enclosure Shop Drawings	66 days	Fri 8/1/14	Fri 10/31/14
20	Enclosure Fabrication	173 days	Wed 10/1/14	Fri 5/29/15
21	Enclosure Installation	197 days	Wed 4/1/15	Thu 12/31/15
22	M.E.P. Equipment - Long Lead Items (Pre-Purchase)	1 day	Mon 9/1/14	Mon 9/1/14
23	M.E.P. & F.P. Shop Drawings	88 days	Fri 12/19/14	Tue 4/21/15
24	M.E.P. & F.P. Rough Installation	322 days	Mon 3/9/15	Tue 5/31/16
25	Stair & Misc. Metal Shop Drawings	66 days	Fri 10/31/14	Fri 1/30/15
26	Stair & Misc. Metal Fabrication	42 days	Tue 1/27/15	Wed 3/25/15
27	Stairs & Misc. Metals	175 days	Mon 3/2/15	Fri 10/30/15
28	Vertical Transportation Shops	110 days	Mon 9/1/14	Fri 1/30/15
29	Vertical Transportation Fabrication	151 days	Mon 2/2/15	Mon 8/31/15
30	Vertical Transportation Installation	197 days	Mon 8/3/15	Tue 5/3/16
31	Roofing & Metal Panel Shop Drawings	66 days	Fri 5/1/15	Fri 7/31/15
32	Roofing & Metal Panel Installation	153 days	Wed 7/1/15	Fri 1/29/16
33	Site Utilities & Roadwork	304 days	Mon 2/2/15	Thu 3/31/16
34	Hardscape & Landscape	140 days	Mon 2/1/16	Fri 8/12/16
35	**INTERIOR FIT OUT - HOTEL**	270 days	Mon 8/3/15	Fri 8/12/16
36	Architectural Finishes Typical Room Shop Drawings	66 days	Thu 10/1/15	Thu 12/31/15
37	Hotel Room Fit Out	150 days	Mon 1/4/16	Fri 7/29/16
38	FFE (Owner Supplied)	23 days	Tue 7/5/16	Thu 8/4/16
39	Architectural Finishes Hotel Suites Shop Drawings	66 days	Fri 10/30/15	Fri 1/29/16
40	Hotel Suite Fit Out	66 days	Mon 2/1/16	Mon 5/2/16
41	FFE (Owner Supplied)	23 days	Wed 7/6/16	Fri 8/5/16
42	Commissioning/Testing/Training	23 days	Mon 8/1/16	Wed 8/31/16
43	New York State Gaming Control Certification	20 days	Mon 9/5/16	Fri 9/30/16



Project: NEVEL CASINO WBS 3.10.
Date: Tue 3/18/14

Task		Project Summary		Inactive Milestone		Manual Summary Rollup		Deadline	
Split		External Tasks		Inactive Summary		Manual Summary		Progress	
Milestone		External Milestone		Manual Task		Start-only			
Summary		Inactive Task		Duration-only		Finish-only			

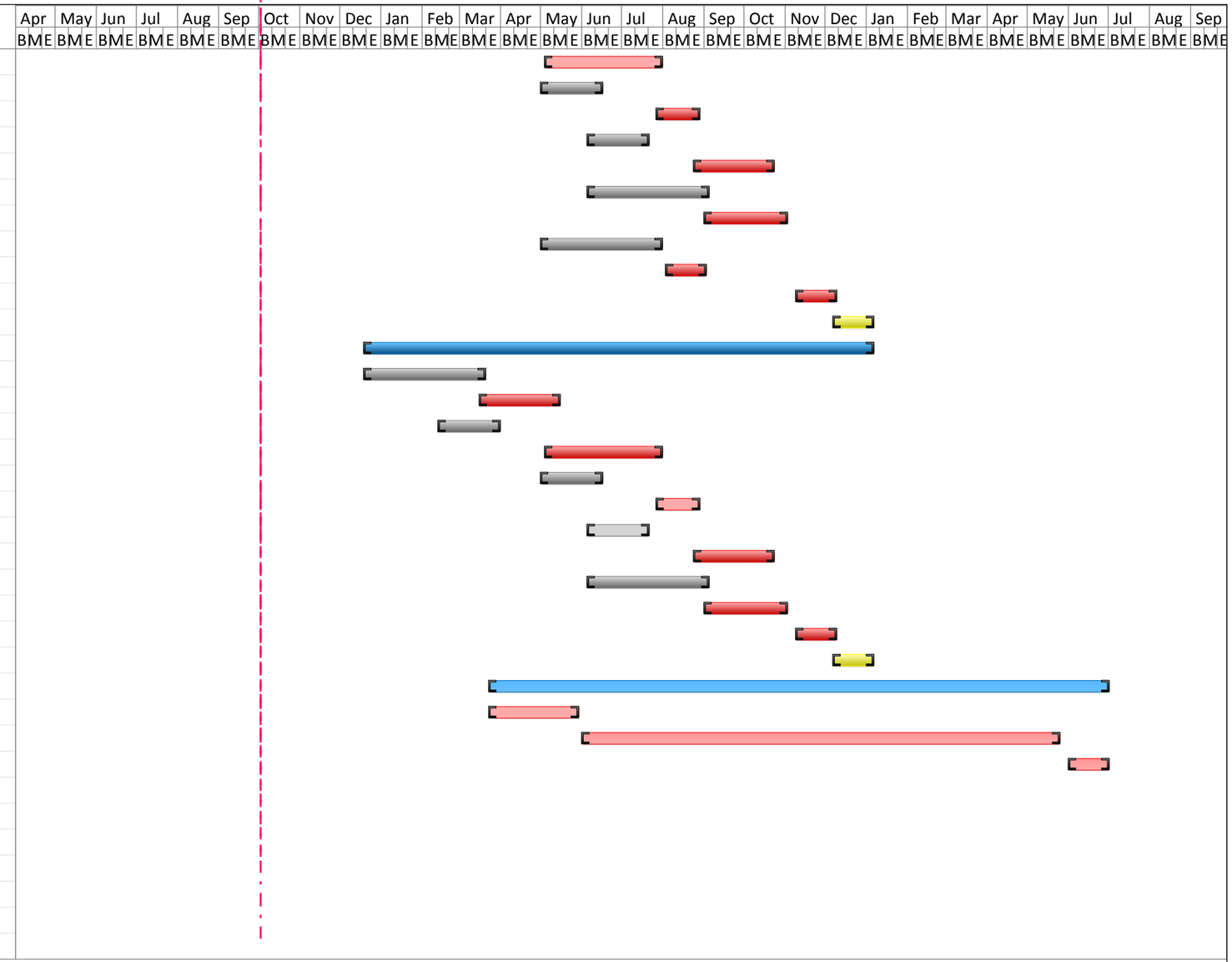
ID	Task Name	Duration	Start	Finish
44	**INTERIOR FIT OUT - CASINO**	270 days	Mon 8/3/15	Fri 8/12/16
45	Food & Beverage Shop Drawings	66 days	Fri 5/1/15	Fri 7/31/15
46	Food & Beverage Build Out - E.D.R. & Bars	225 days	Mon 8/3/15	Fri 6/10/16
47	Spa M.E.P. Shop Drawings	66 days	Fri 5/8/15	Fri 8/7/15
48	Spa Architectural Shop Drawings	66 days	Fri 5/29/15	Fri 8/28/15
49	Spa Build Out	239 days	Tue 9/1/15	Fri 7/29/16
50	Night Club Shop Drawings	66 days	Mon 7/6/15	Mon 10/5/15
51	Night Club Build Out	225 days	Mon 10/5/15	Fri 8/12/16
52	Restaurant Shop Drawings	66 days	Mon 6/1/15	Mon 8/31/15
53	Restaurant Build Out	254 days	Tue 9/1/15	Fri 8/19/16
54	Slot Installation Ready Date	1 day	Mon 5/2/16	Mon 5/2/16
55	B.O.H. Occupancy Ready Date	1 day	Tue 5/31/16	Tue 5/31/16
56	FFE (Owner Supplied)	45 days	Mon 6/6/16	Fri 8/5/16
57	Commissioning/Testing/Training	23 days	Mon 8/1/16	Wed 8/31/16
58	**HOTEL - RENOVATE EXISTING BUILDING**	270 days	Mon 8/3/15	Fri 8/12/16
59	Demolition	33 days	Wed 10/1/14	Fri 11/14/14
60	Enclosure Shop Drawings	66 days	Fri 9/5/14	Fri 12/5/14
61	Enclosure Installation	75 days	Mon 11/17/14	Fri 2/27/15
62	M.E.P. & F.P. Shop Drawings	66 days	Fri 10/17/14	Fri 1/16/15
63	M.E.P. & F.P. Installation	88 days	Mon 1/5/15	Wed 5/6/15
64	Architectural Finishes Shop Drawings	66 days	Fri 1/2/15	Fri 4/3/15
65	Installation of Architectural Finishes	131 days	Wed 4/1/15	Wed 9/30/15
66	FFE (Owner Supplied)	23 days	Thu 10/1/15	Mon 11/2/15
67	Commissioning/Testing/Training	23 days	Mon 11/2/15	Wed 12/2/15
68	**GARAGE**	391 days	Fri 8/1/14	Fri 1/29/16
69	Pre-Cast Garage Shop Drawings	88 days	Fri 8/1/14	Tue 12/2/14
70	Pre-Cast Garage Fabrication	129 days	Mon 12/1/14	Thu 5/28/15
71	Pre-Cast Garage Installation	131 days	Mon 2/2/15	Mon 8/3/15
72	Garage Slab Concrete In-fills	88 days	Mon 6/1/15	Wed 9/30/15
73	Garage Fit Out & Life Safety	109 days	Tue 9/1/15	Fri 1/29/16
74	Commissioning/Testing/Training	23 days	Mon 2/1/16	Wed 3/2/16
75	**CENTRAL PLANT**	261 days	Mon 2/2/15	Mon 2/1/16
76	M.E.P. Equipment - Long Lead Items (Pre-Purchase)	1 day	Mon 6/2/14	Mon 6/2/14
77	C.U.P. Structure & Enclosure	132 days	Mon 2/2/15	Tue 8/4/15
78	C.U.P. Build Out	196 days	Fri 5/1/15	Fri 1/29/16
79	Temporary Cooling	98 days	Wed 7/1/15	Fri 11/13/15
80	Temporary Heating	61 days	Mon 11/9/15	Mon 2/1/16
81	Permanent Power Ready	1 day	Fri 1/1/16	Fri 1/1/16
82	Permanent Cooling/Heating Ready	1 day	Mon 2/1/16	Mon 2/1/16
83	Commissioning/Testing/Training	23 days	Mon 2/8/16	Wed 3/9/16
84	**ICE SKATING ARENA & SKI SLOPE**	274 days	Fri 12/19/14	Wed 1/6/16
85	Foundation Shop Drawings	66 days	Fri 12/19/14	Fri 3/20/15
86	Foundation & Slab on Grade	45 days	Mon 3/16/15	Fri 5/15/15
87	Structural Shop Drawings	33 days	Fri 2/13/15	Tue 3/31/15



Project: NEVEL CASINO WBS 3.10.
Date: Tue 3/18/14

Task		Project Summary		Inactive Milestone		Manual Summary Rollup		Deadline	
Split		External Tasks		Inactive Summary		Manual Summary		Progress	
Milestone		External Milestone		Manual Task		Start-only			
Summary		Inactive Task		Duration-only		Finish-only			

ID	Task Name	Duration	Start	Finish
88	Structural Installation	65 days	Mon 5/4/15	Fri 7/31/15
89	Enclosure Shop Drawings	33 days	Fri 5/1/15	Tue 6/16/15
90	Enclosure Installation	25 days	Mon 7/27/15	Fri 8/28/15
91	M.E.P. & F.P. Shop Drawings	33 days	Fri 6/5/15	Tue 7/21/15
92	M.E.P. & F.P. Installation	45 days	Mon 8/24/15	Fri 10/23/15
93	Interior Shop Drawings	66 days	Fri 6/5/15	Fri 9/4/15
94	Interior Fit Out	45 days	Tue 9/1/15	Mon 11/2/15
95	Chair Lift Shops	66 days	Fri 5/1/15	Fri 7/31/15
96	Chair Lift Installation	23 days	Mon 8/3/15	Wed 9/2/15
97	FFE (Owner Supplied)	23 days	Mon 11/9/15	Wed 12/9/15
98	Commissioning/Testing/Training	23 days	Mon 12/7/15	Wed 1/6/16
99	**FIRE STATION & GATE HOUSE**	274 days	Fri 12/19/14	Wed 1/6/16
100	Foundation Shop Drawings	66 days	Fri 12/19/14	Fri 3/20/15
101	Foundation & Slab on Grade	45 days	Mon 3/16/15	Fri 5/15/15
102	Structural Shop Drawings	33 days	Fri 2/13/15	Tue 3/31/15
103	Structural Installation	65 days	Mon 5/4/15	Fri 7/31/15
104	Enclosure Shop Drawings	33 days	Fri 5/1/15	Tue 6/16/15
105	Enclosure Installation	25 days	Mon 7/27/15	Fri 8/28/15
106	Interior Shop Drawings	33 days	Fri 6/5/15	Tue 7/21/15
107	Interior Fit Out	45 days	Mon 8/24/15	Fri 10/23/15
108	M.E.P. & F.P. Shop Drawings	66 days	Fri 6/5/15	Fri 9/4/15
109	M.E.P. & F.P. Installation	45 days	Tue 9/1/15	Mon 11/2/15
110	FFE (Owner Supplied)	23 days	Mon 11/9/15	Wed 12/9/15
111	Commissioning/Testing/Training	23 days	Mon 12/7/15	Wed 1/6/16
112	**GOLF COURSE**	335 days	Mon 3/23/15	Fri 7/1/16
113	Irrigation Repairs	50 days	Mon 3/23/15	Fri 5/29/15
114	Fairway/Green Landscaping & Fencing	258 days	Mon 6/1/15	Wed 5/25/16
115	FFE (Owner Supplied)	23 days	Wed 6/1/16	Fri 7/1/16



Project: NEVEL CASINO WBS 3.10.
Date: Tue 3/18/14

Task		Project Summary		Inactive Milestone		Manual Summary Rollup		Deadline	
Split		External Tasks		Inactive Summary		Manual Summary		Progress	
Milestone		External Milestone		Manual Task		Start-only			
Summary		Inactive Task		Duration-only		Finish-only			