Colliers Engineering & Design

Traffic Impact Study

May 22, 2024

Bonavenia Enterprises
Town of Union Vale, Dutchess County, New York

Prepared for:

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Project No. 24003981A

Colliers Engineering & Design

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Appendices

I. Introduction

A. Project Description and Location

(Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Bonavenia Enterprises residential development ("the Project"), which is planned to be developed on the property located on the south side of E. Noxon Road (CR 21) between Clapp Hill Road and Alexy Lane in the Town of Union Vale, Dutchess County, New York. The site is generally vacant with the exception of the existing commercial use (Clapp Hill Gravel Bank) located at the southern portion of the site along Clapp Hill Road, which is proposed to remain. The Project proposed to develop the site to consist of total of 52 lots comprised of 48 townhomes to be accessed via a single driveway connection to E. Noxon Road, 2 single-family homes to be accessed via two new driveway connections to Clapp Hill Road, 1 HOA lot, and the 1 existing non-conforming commercial lot proposed to remain. As shown on Figure No. 1 contained in Appendix A, identifies the Project location and overall study area.

Access to the development is proposed via a boulevard type driveway connection to E. Noxon Road to be located approximately 700-ft. west of Clapp Hill Road, which will provide access to the 48 townhomes. A secondary emergency access connection will be provided to Clapp Hill Road approximately 250-ft. south of E. Noxon Road. Along Clapp Hill Road there are also two (2) proposed new driveway connections for access to the two (2) single family residential lots. Finally, the two (2) existing driveway connections to Clapp Hill Road that serve the existing commercial lot will remain.

It should be noted that an alternate access scenario with full access to the Townhomes via a driveway connection to Clapp Hill Road with emergency access to E. Noxon Road was also explored. However, it was determined that this would not be a preferred scenario since an access driveway to Clapp Hill Road would have to be within close proximity to the E. Noxon Road/Clapp Hill Road intersection due to existing onsite wetland constraints.

A Design Year of 2027 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. Scope of Study

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

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the 2024 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The 2024 Existing Traffic Volumes were then projected to the 2027 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the 2027 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the 2027 No-Build Traffic Volumes resulting in the 2027 Build Traffic Volumes.

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

II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 55

NYS Route 55 is a two-lane roadway classified as Principal Arterial under the jurisdiction of NYSDOT. The roadway traverses in a generally eat/west direction throughout Dutchess County. In the area of the site the roadway serves both commercial residential uses and the posted speed limit in this area is 55 MPH.

2. E. Noxon Road (CR 21)

E. Noxon road is a two-lane roadway classified as a Major Collector and under the jurisdiction of Dutchess County. The roadway traverses in an east/west direction beginning at its intersection with NYS Route 55/Bruzgul Road and continuing west to its intersection with NYS Route 82 where it then becomes Noxon Road. E. Noxon Road has a double yellow centerline line with white edge (fog) line and narrow paved shoulders. The roadway primarily serves residential land uses as well as at the Union Vale Middle School and Vail Farm Elementary School. E. Noxon Road has a posted speed limit of 45 MPH and there are no existing pedestrian accommodations along the roadway.

3. Clapp Hill Road

Clapp Hill Road is a local two-lane roadway that traverses in a north/south direction beginning at its intersection with E. Noxon Road continuing south until it turns west at its intersection with Baker Road. The roadway, which has an approximate paved width of 22 feet, does not have any striping or shoulders serving mostly residential land uses and has a posted speed limit of 40 MPH. It is also noted that the roadway was resurfaced within the last five (5) years beginning at its intersection with E. Noxon Road south through the site area and up to the Town of Union Vale/Town of Beekman line.

4. NYS Route 82

NYS Route 82 is two-lane roadway classified as an Urban Major Collector and is under the jurisdiction of NYSDOT. The roadway traverses in a north/south direction with a double yellow centerline, white edge (fog) line and narrow paved shoulders and serves mostly residential land uses with varying commercial uses. The posted speed limit is 45 MPH.

B. 2024 Existing Traffic Volumes

(Figures No. 2 and 3, Appendix E)

Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Thursday, May 9, 2024, for the AM and PM Peak Hours to determine the existing traffic volume conditions at the study area intersections. Arlington School District schools, including the nearby Union Vale Middle School and Vail Farm Elementary School were in session during the data collection. The traffic volume data also included a breakdown of the types of vehicles, including school buses, traveling through each of the study area intersections

These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the area corridors. Based on this information, the 2024 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

- NYS Route 55 and E. Noxon Road/Bruzgul Road (CR 21) and S. Parliman Road
- E. Noxon Road (CR 21) and Clapp Hill Road
- E. Noxon Road (CR 21) and Union Vale School Driveway
- NYS Route 82 and E. Noxon Road (CR 21)

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

- Weekday Peak AM Hour 6:45 AM - 7:45 AM
- Weekday Peak PM Hour 4:45 PM - 5:45 PM

The resulting 2024 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively. The relevant existing traffic volume data utilized in determining the Existing Traffic Volumes are provided in Appendix "E" for reference.

C. Crash Analysis

(Tables A-1)

Historical crash data was obtained from NYSDOT for the study area intersections. The crash data covers the six-plus year period between January 1, 2018 and March 31, 2024. The crash data is summarized in Table A-1 contained in Appendix B, which identifies each crash by location, date and time, type of accident, roadway conditions, and apparent contributing factors. A summary of the findings relative to each of the study area intersections is provided below.

- **NYS Route 82 and E. Noxon Road (CR 21)**
  A total of nine (9) crashes were found to have occurred at this intersection over the 6+ year study period. The most common crash types were identified as rearend and right-angle crashes. The nine crashes at this location over the study period do not exhibit a significant accident condition requiring mitigation.

- **E. Noxon Road (CR 21) and Union Vale School Driveway**
  A total of five (5) crashes were found to have occurred at this intersection over the 6+ year study period. These crashes were found to be related to turning movements to and from the school driveway, which experiences heavy volumes during the peak periods of school entry and exit traffic as discussed further in Section III.F below. The crash history alone does not exhibit a significant accident condition requiring mitigation.

- **E. Noxon Road (CR 21) and Clapp Hill Road**
  A total of four (4) crashes were found to have occurred at this intersection over the 6+ year study period including three (3) right angle crashes. As discussed further in Section III.F below, clearing/pruning of vegetation is recommended at this intersection to improve sight distances for vehicles exiting Clapp Hill Road, which would also help to reduce crashes at this location.

- **NYS Route 55 and E. Noxon Road/Bruzgul Road (CR 21) and S. Parliman Road**
  A total of 19 crashes were found to have occurred at the intersection of NYS Route 55/E. Noxon Road/Bruzgul Road over the 6+ year study period. With the most common crash type being rearend type crashes. In addition, the immediately adjacent intersection of Bruzgul Road/S. Parliman Road has experienced 10 crashes during the study period, many of which are related to the close proximity of this intersection to the Route 55 intersection. The crash data indicates that prohibiting left turns from S. Parliman Road onto Bruzgul Road would mitigate some of the crashes at this location.

III. Evaluation of Future Traffic Conditions

A. 2027 No-Build Traffic Volumes

(Figures No. 4 and 5)

In order to project the existing traffic volumes to the future 2027 design year, the 2024 Existing Traffic Volumes were increased by a growth factor of 2.0% per year to account for general background growth in the area. It should be noted that there were no other major developments identified in the area that would contribute significant additional traffic to the study area intersections. The 2.0% per year growth rate accounts for any minor increases in traffic from other area developments that may be more remote from the site location. The resulting 2027 No-Build Traffic Volumes are shown on Figures No. 4 and 5 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

B. Site Generated Traffic Volumes

(Table No. 1)

Estimates of the amount of traffic to be generated by the Project during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021. In order to provide somewhat conservative estimates of the potential Project generated traffic, data for ITE Land Use Category 210 – Single -Family Detached Housing was referenced. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours. Note that other comparable ITE land use data for Land Use 215 – Single-Family Attached Housing or Land Use 220 – Multi-Family Housing (Low Rise) would result in lower or comparable trip generation estimates for the Project.

C. Arrival/Departure Distribution

(Figures No. 6 and 7)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions are shown on Figures No. 6 and 7, respectively.

D. 2027 Build Conditions Traffic Volumes

(Figures No. 8 through 11)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 8 and 9 for each of the peak hours, respectively. The site generated traffic volumes were then added to the 2027 No-Build Traffic Volumes to obtain the 2027 Build Traffic Volumes. The resulting 2027 Build Traffic

Volumes are shown on Figures No. 10 and 11 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

E. Description of Analysis Procedures

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

1. **Signalized Intersection Capacity Analysis**

   The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

2. **Unsignalized Intersection Capacity Analysis**

   The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

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

F. Results of Analysis

(Table No. 2, Appendix D and E)

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

Table No. 2, contained in Appendix "B", summarizes the results of the capacity analysis for the 2024 Existing, 2027 No-Build and 2027 Build Conditions. Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other

characteristics for each of the individual intersections studied. The NYSDOT Traffic Signal Timing Plans for the signalized intersections have been obtained and utilized in the analysis. The traffic signal timing plans are provided in Appendix "E" for reference.

1. **NYS Route 82 and E. Noxon Road (CR 21) – NYSDOT Signal No. D-212**

   NYS Route 82 and E. Noxon Road intersect at a full movement signalized intersection. Each approach to the intersection consists of one lane.

   Capacity analysis was conducted for this intersection utilizing the 2024 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" or better during the AM and PM Peak Hours.

   The capacity analysis was recomputed using the 2027 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "B" or better will be maintained during the AM and PM Peak Hours under future conditions.

2. **E. Noxon Road (CR 21) and Union Vale School Driveway/Alexy Lane**

   Noxon Road and the Union Vale Middle School Driveway/Alexy Lane intersect at an offset, four-leg intersection. The E. Noxon Road westbound approach consists of a single lane with a separate channelized right turn lane for vehicles entering the schools. This channelized right turn lane starts approximately 250 feet east of the main school driveway. The E. Noxon eastbound approach consists of one through lane and a separate left turn lane. The Union Vale Schools approach consists of separate left and right turn lanes and is controlled by a "stop" sign. The Alexy Lane approach consists of one lane.

   Capacity analysis was conducted for this intersection utilizing the 2024 Existing Traffic Volumes. The analysis results indicate that the intersection currently experiences a Level of Service "F" for vehicles making a left turn out of the school driveway during the Weekday AM Peak Hour, while all other intersection movements experience a Level of Service "C" or better. During the PM Peak Hour, the left turn exiting movement from the school driveway operates at a Level of Service "D" while all other intersection movements operate at a Level of Service "B" or better.

   The capacity analysis was recomputed using the 2027 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to continue to experience similar levels of service to existing conditions during both peak hours in the future. It is noted that in order to address existing delays at this intersection an alternate intersection configuration (i.e. traffic signal, roundabout, etc.) would need to be considered, but that the Project will not significantly change the operating conditions at this location. It should also be noted the poor operating conditions exiting the school driveway only occur during limited time periods around the school arrival and dismissal periods and that during other times of the day the intersection operates at acceptable levels of service.

3. **E. Noxon Road (CR 21) and Clapp Hill Road**

   E. Noxon Road and Clapp Hill Road intersect at a "T" type intersection with Clapp Hill Road having stop-sign control. Each approach to the intersection consists of one lane.

   Capacity analysis was conducted for this intersection utilizing the 2024 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at Level of Service "C" during the AM and PM Peak Hours.

   The capacity analysis was recomputed using the 2027 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "D" during the AM Peak Hour under future build conditions, while a Level of Service "C" will be maintained during the PM Peak Hour.

   Sight distance was also reviewed at this location, which indicates that some clearing/pruning of vegetation on the south side of E. Noxon Road both east and west of Clapp Hill Road is required to maximize sight distance for vehicles exiting Clapp Hill Road.

4. **NYS Route 55 and E. Noxon Road/Bruzgul Road (CR 21) and S. Parliman Road – NYSDOT Signal No. D-179**

   NYS Route 55 and E. Noxon Road/Bruzgul Road intersect at a full movement signalized intersection. S. Parliman Road also intersects Bruzgul Road immediately east of NYS Route 55 and plays a role in the operation of the intersection. The E. Noxon Road eastbound and westbound approaches each consist of one lane. The NYS Route 55 northbound and southbound approaches each consist of a shared through/right turn lane and a separate left turn lane. While S. Parliman Road is controlled by a "stop" sign at its intersection with Bruzgul Road, the proximity of this roadway to NYS Route 55 results in this approach operating as a defacto second leg at Bruzgul Road. In fact, based on NYSDOT traffic signal data, there is a traffic signal detector to detect cars on this approach, which indicates it factors into the signalized intersection operation and therefore, has been included in the analysis.

   Capacity analysis was conducted for these two intersections utilizing the 2024 Existing Traffic Volumes. The analysis results indicate that the intersection Route 55/E/ Noxon Road/Bruzgul Road intersection is currently operating at an overall Level of Service "B" during the AM Peak Hour and at a Level of Service "C" during PM Peak Hour. The intersection of Bruzgul Road/S. Parliman Road currently operates at a Level of Service "A" during each of the peak hours, however it should be noted due to the proximity of this intersection to Route 55, the operation of this intersection is significantly tied to the operation of the Route 55 signalized intersection.

   Capacity analysis conducted under the 2027 No-Build and Build Traffic volumes conditions indicates that similar levels of service will be experienced at each intersection in the future both with and without the Project.

5. **E. Noxon Road (CR 21) and Proposed Site Driveway**

As previously indicated access to the Project is proposed via a boulevard type driveway connection to E. Noxon Road to be located approximately 700-ft. west of Clapp Hill Road and generally opposite the exiting driveway to the residence at 1691 E. Noxon Road, which will provide access to the 48 townhomes. The site access intersection will form a "T" type unsignalized intersection with E. Noxon Road. The site access approach is proposed to be a boulevard type driveway with a 12-foot wide entry lane, 5-foot raised median, and 12-foot wide exit lane. Sidewalks are proposed to be provided within the site and along the entry driveway from Noxon Road. Capacity analysis was computed for the intersection using the 2027 Build Traffic volumes which indicate that the intersection is expected to operate at a Level of Service "C" during the AM Peak Hour and at a Level of Service "B" during the PM Peak Hour.

As previously discussed, an alternate access scenario with full access to the townhomes via a driveway connection to Clapp Hill Road with emergency access to E. Noxon Road was also explored. However, it was determined that this would not be a preferred scenario since an access driveway to Clapp Hill Road would have to be within close proximity to the E. Noxon Road/Clapp Hill Road intersection due to existing onsite wetland constraints.

Sight distance was also reviewed for the proposed driveway connection to E. Noxon Road in accordance with the Dutchess County Policy and Standards for Access and Utility Work on County Highways. Sight distances were field measured at the proposed site access location by representatives of CED. The below Exhibit No. 1 provides a summary of the available and required sight distances for the proposed intersection. The required sight distances are based on the 40 MPH posted speed limit along E. Noxon Road. As identified in the table sufficient sight distance will be provided at the proposed site driveway intersection to ensure the safe and efficient operation of the intersection, however some clearing of vegetation will be required on the south side of E. Noxon Road both east and west of the driveway location to ensure these sight distances are provided.

Exhibit No. 1: Sight Distance – E. Noxon Road Site Access Driveway

Sight Lines		Available Sight Distance (Feet)	Required Sight Distances	
			Stopping Sight Distance (Feet)	Intersection Sight Distance (Feet)
Left Turn from Site Access	Looking Left (West)	450	305	445
	Looking Right (East)	1,000+	305	445
Left Turn from Major Road	Left Turn Entry (Ahead)	475	305	325
	Left Turn Entry (Rear End)	1,000+	305	---

Notes:

1. Required Sight Distances based on 40 MPH posted speed lmit on E. Noxon Road as specified in "Figure 2 – Sight Distance Requirements" from Dutchess County Policy and Standards for Access and Utility Work on County Highways.

IV. Summary and Conclusion

Based on the above analysis, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. Thus, the Project development traffic is not expected to cause any significant impact in overall operation.

As indicated above, clearing/pruning of vegetation at the E. Noxon Road/Clapp Hill Road intersection is recommended to maximize sight distance at this intersection. Similarly, clearing of vegetation will be required on the south side of E. Noxon Road both east and west of the driveway location to ensure these sight distances are provided.

The Project will also be required to obtain a Highway Work Permit from the Dutchess County Department of Public Works for access to the County highway.

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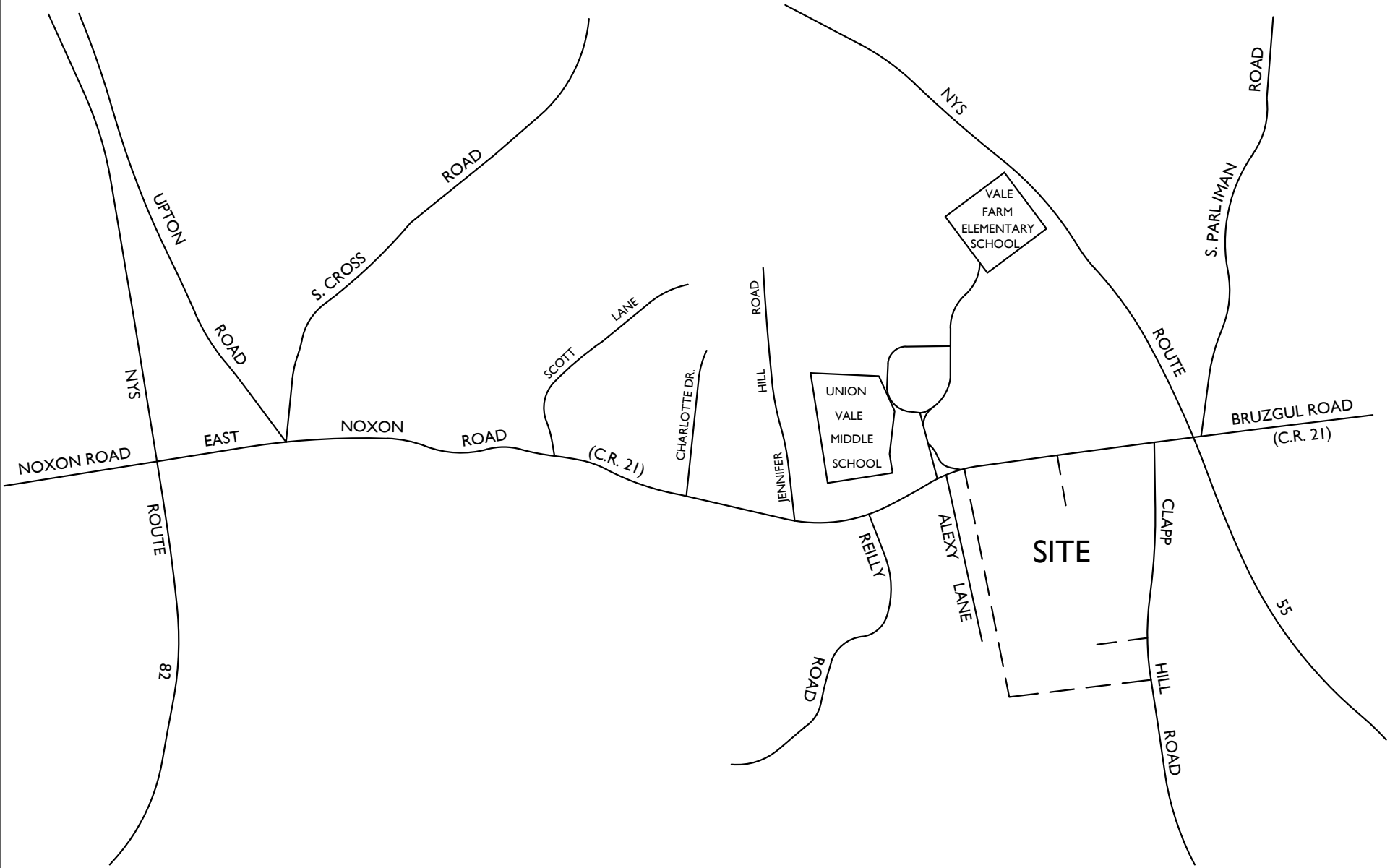
Appendix A | Traffic Figures



NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	BONAVENIA ENTERPRISES NOXON ROAD AT CLAPP HILL ROAD TOWN OF UNION VALE, DUTCHESS COUNTY, NY	TRAFFIC IMPACT STUDY 24003981A 4/30/24		SITE LOCATION MAP FIGURE No. 1

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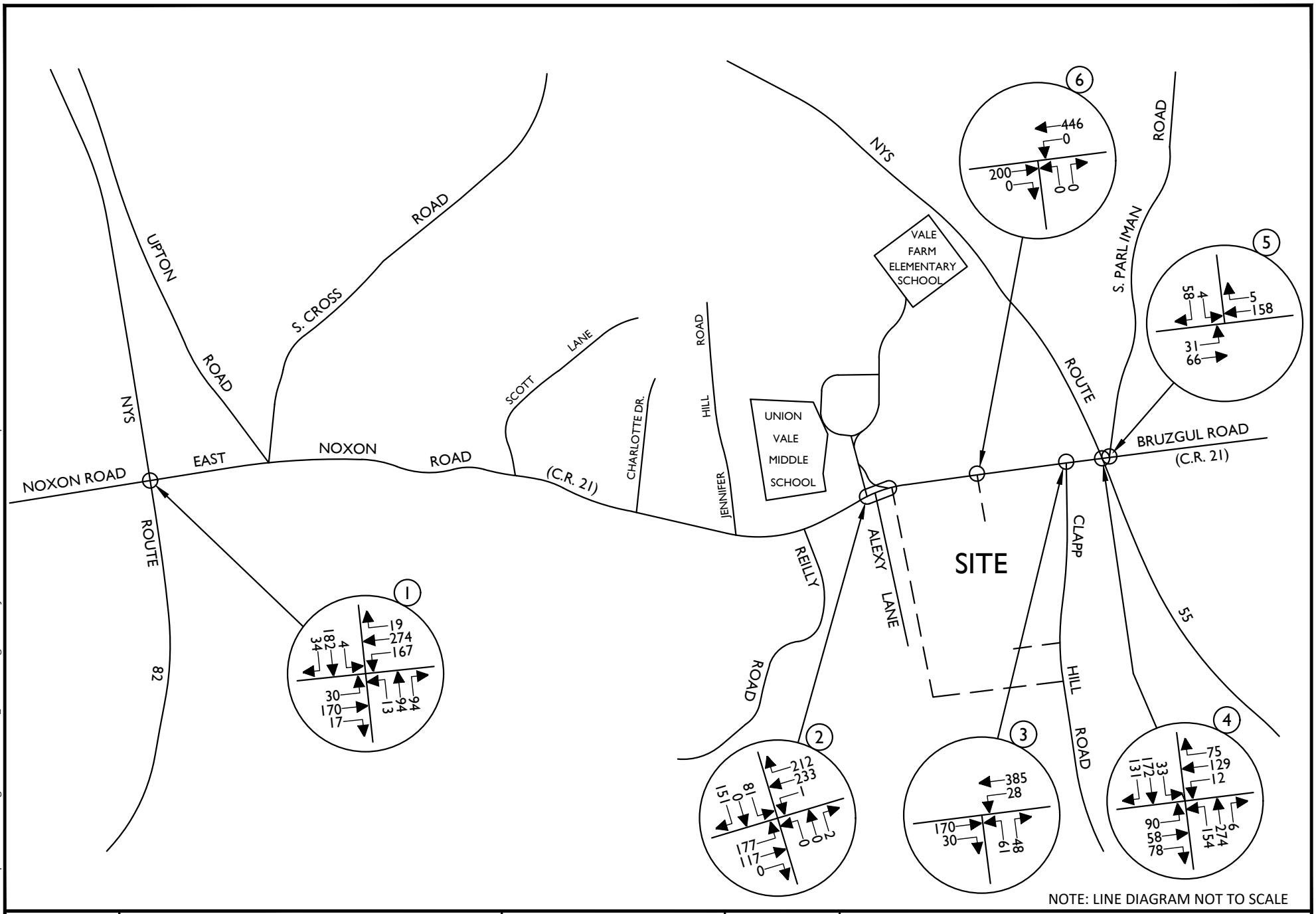

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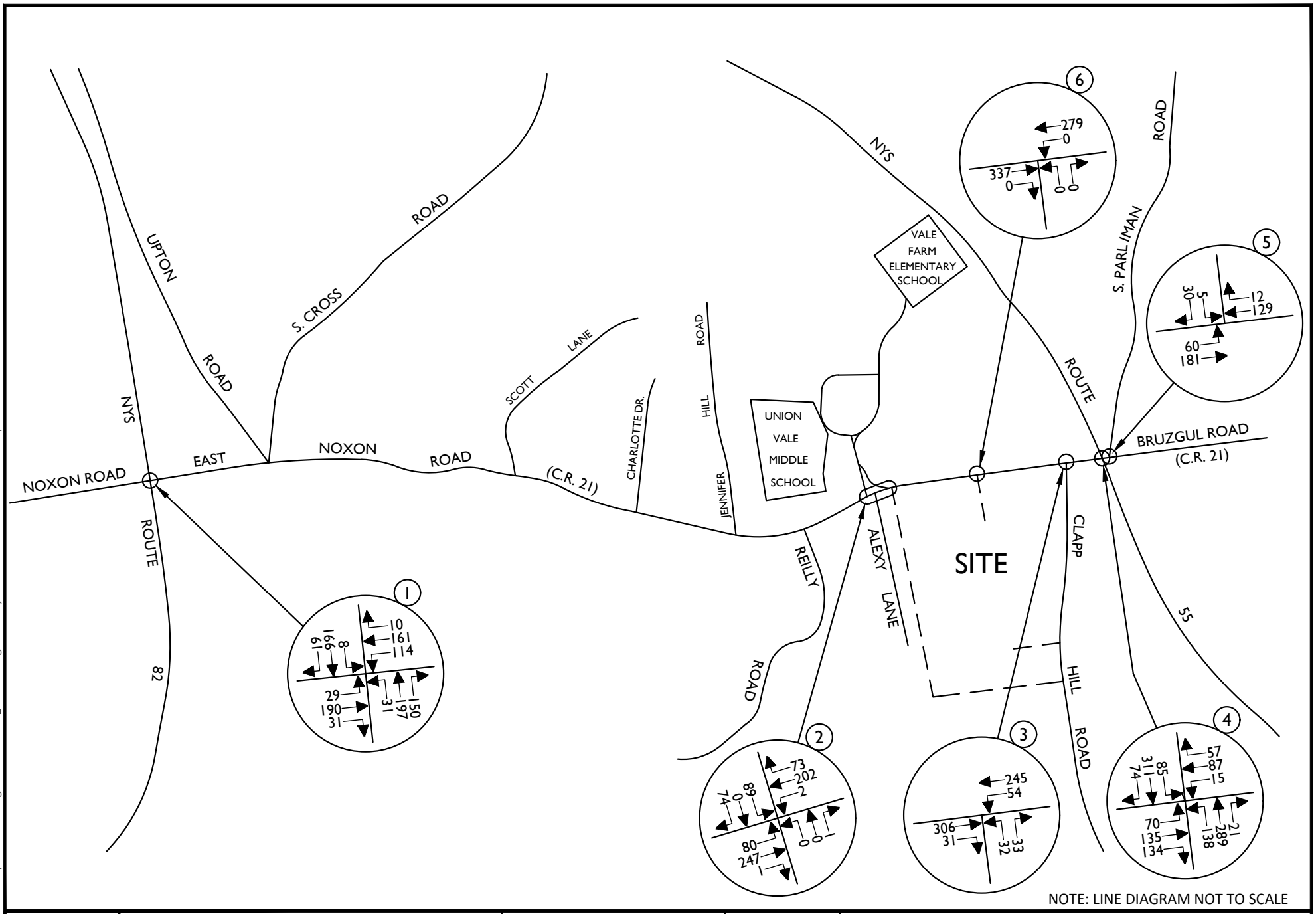

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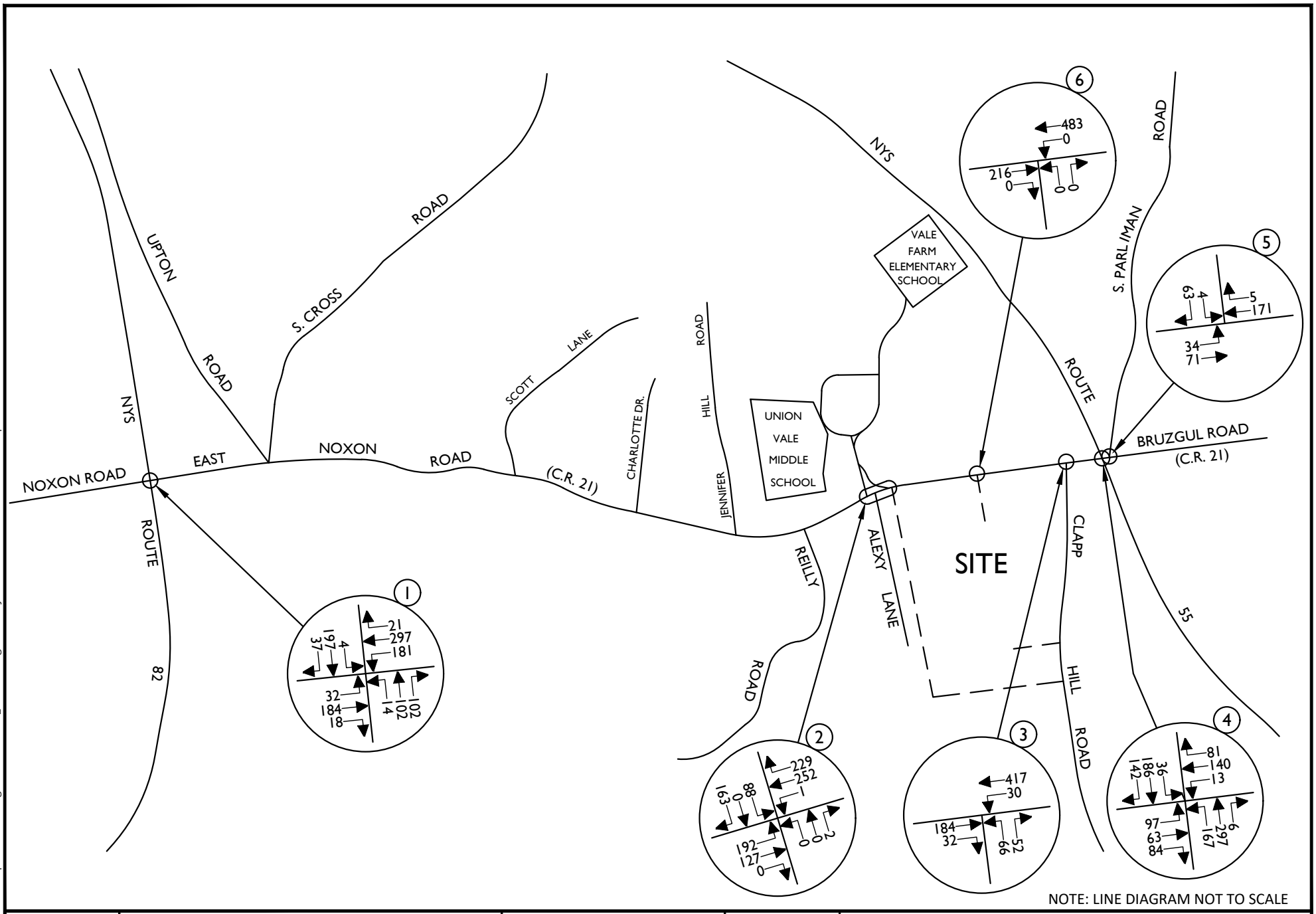

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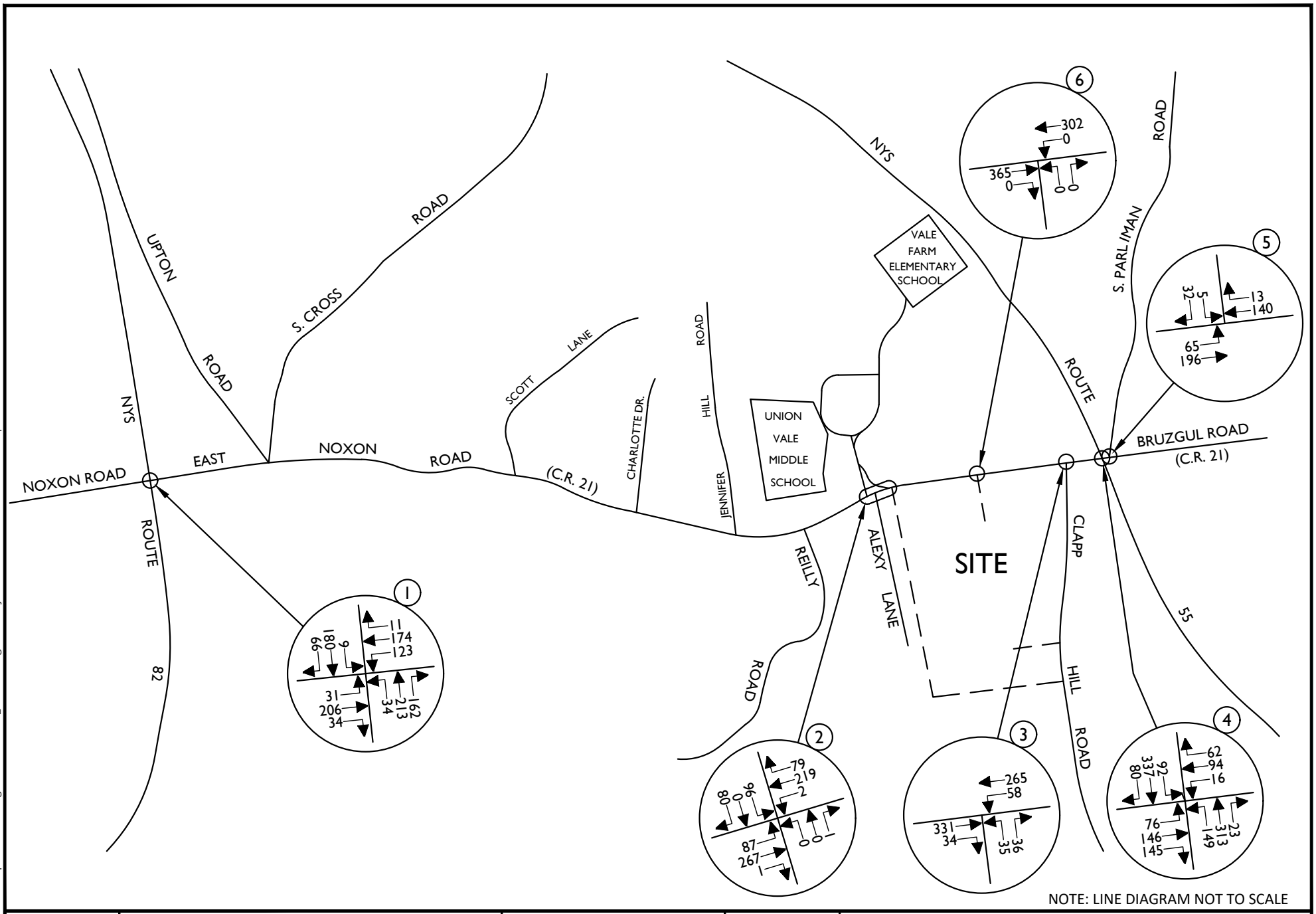
	NOXON ROAD AT CLAPP HILL ROAD	24003981A		
	TOWN OF UNION VALE, DUTCHESS COUNTY, NY	4/30/24		FIGURE No. 4



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Colliers Engineering & Design	BONAVENIA ENTERPRISES	TRAFFIC IMPACT STUDY		2028 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
	NOXON ROAD AT CLAPP HILL ROAD	24003981A		
	TOWN OF UNION VALE, DUTCHESS COUNTY, NY	4/30/24		FIGURE No. 5

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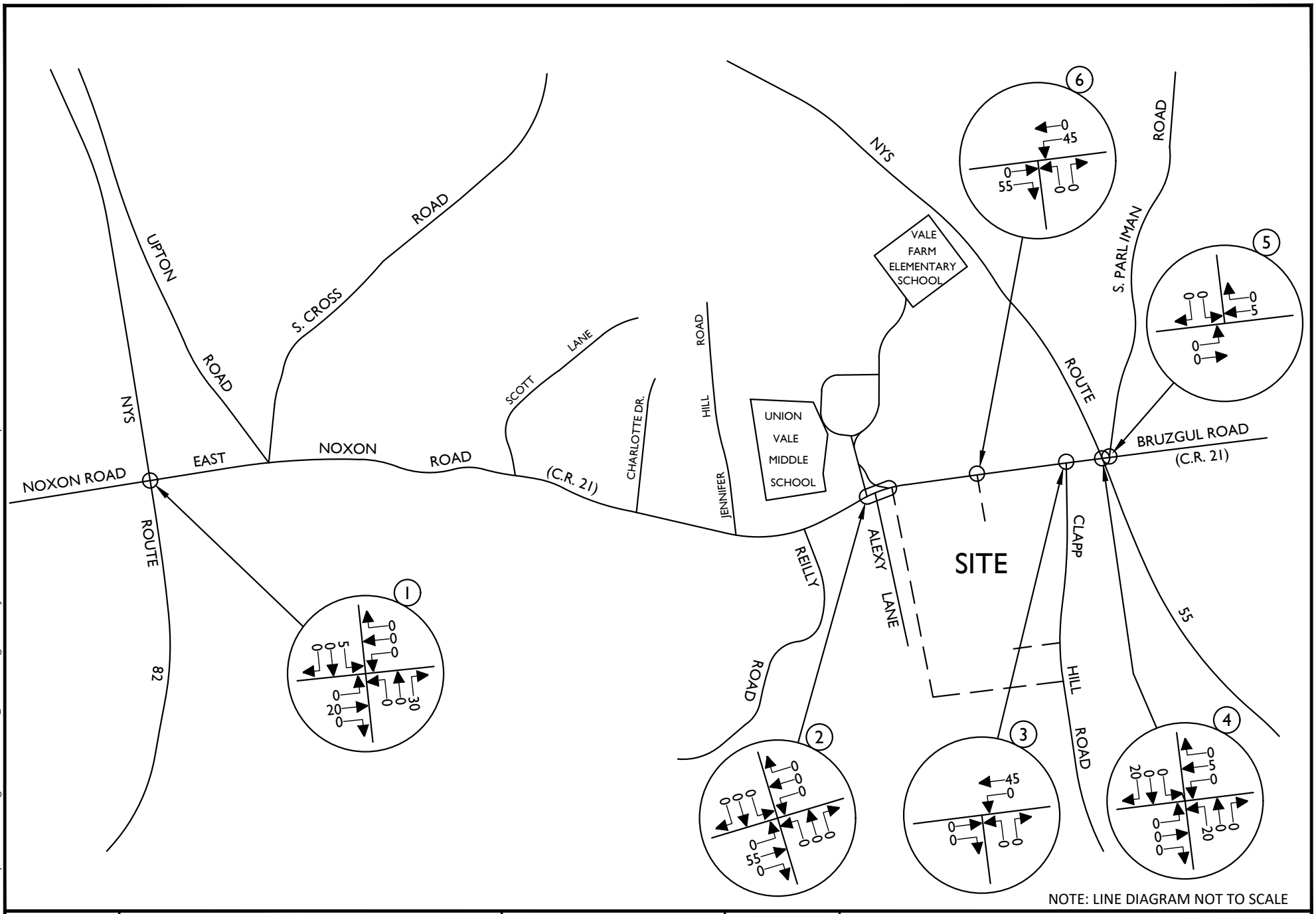

NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	BONAVENIA ENTERPRISES NOXON ROAD AT CLAPP HILL ROAD TOWN OF UNION VALE, DUTCHESS COUNTY, NY	TRAFFIC IMPACT STUDY 24003981A 4/30/24		ARRIVAL DISTRIBUTION (ALL VALVES ARE EXPRESSED AS %) FIGURE No. 6

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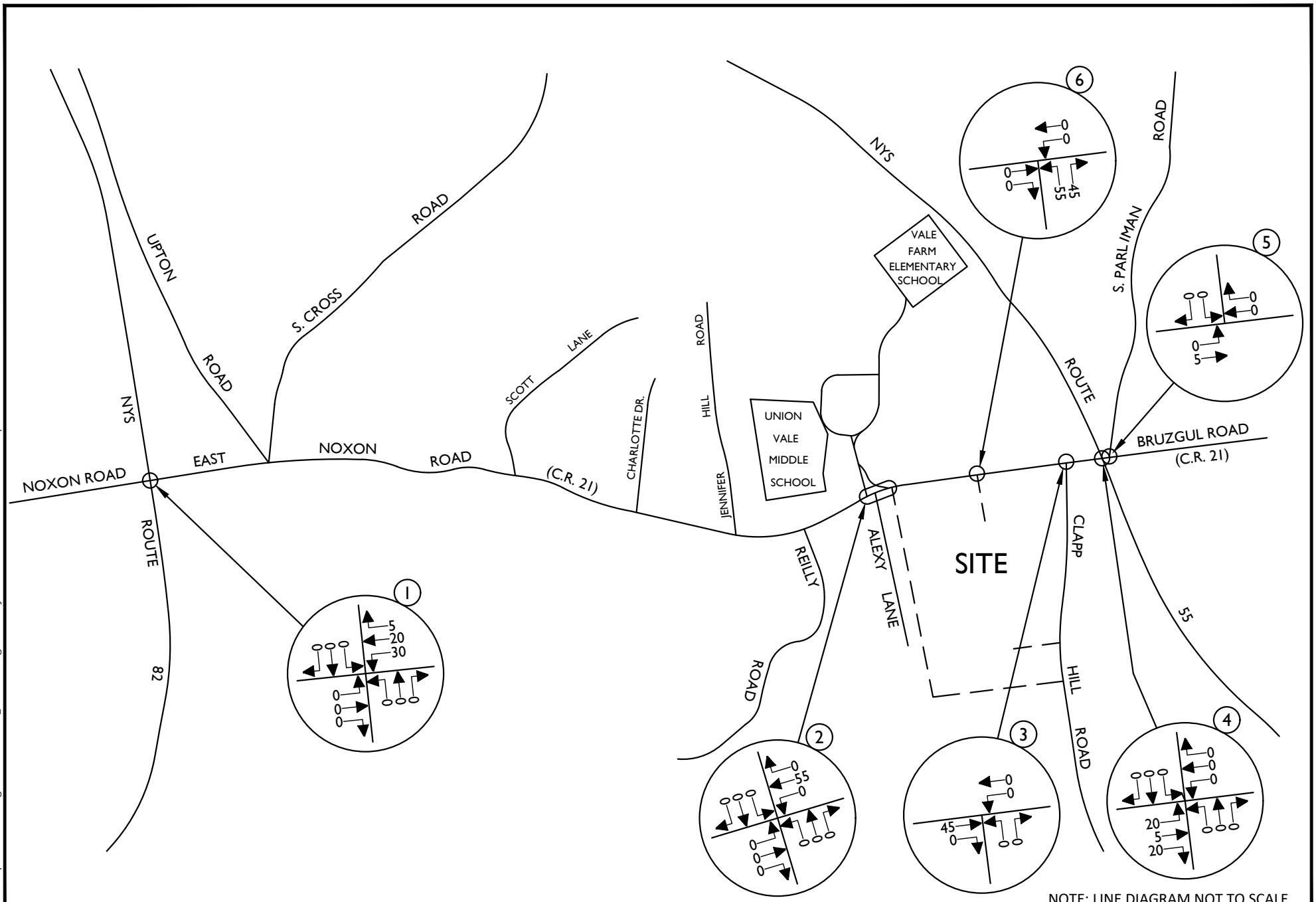

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Colliers Engineering & Design	BONAVENIA ENTERPRISES NOXON ROAD AT CLAPP HILL ROAD TOWN OF UNION VALE, DUTCHESS COUNTY, NY	TRAFFIC IMPACT STUDY 24003981A 4/30/24		DEPARTURE DISTRIBUTION (ALL VALVES ARE EXPRESSED AS %) FIGURE No. 7

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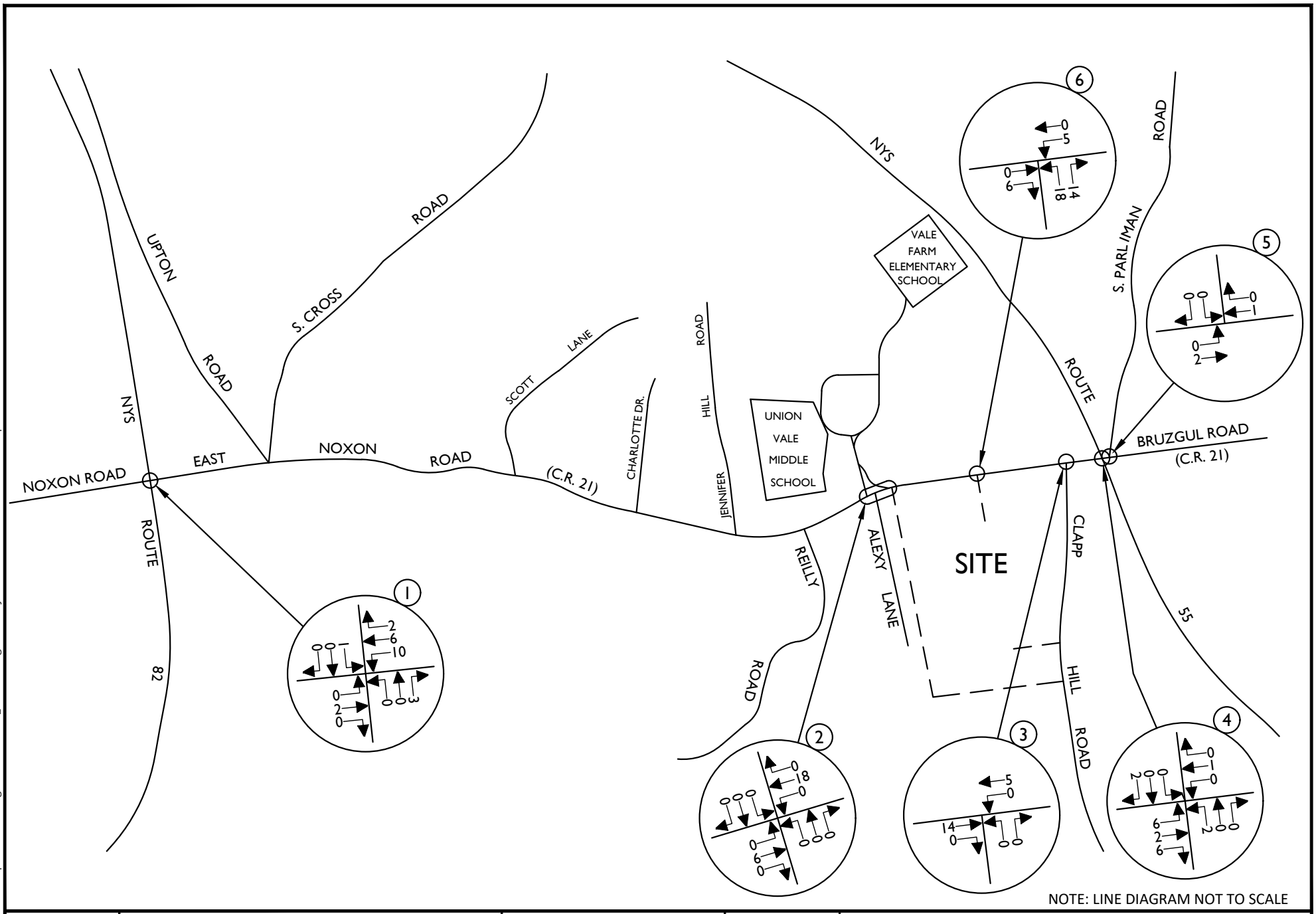

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Colliers Engineering & Design	BONAVENIA ENTERPRISES NOXON ROAD AT CLAPP HILL ROAD TOWN OF UNION VALE, DUTCHESS COUNTY, NY	TRAFFIC IMPACT STUDY 24003981A 4/30/24		SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR FIGURE No. 8

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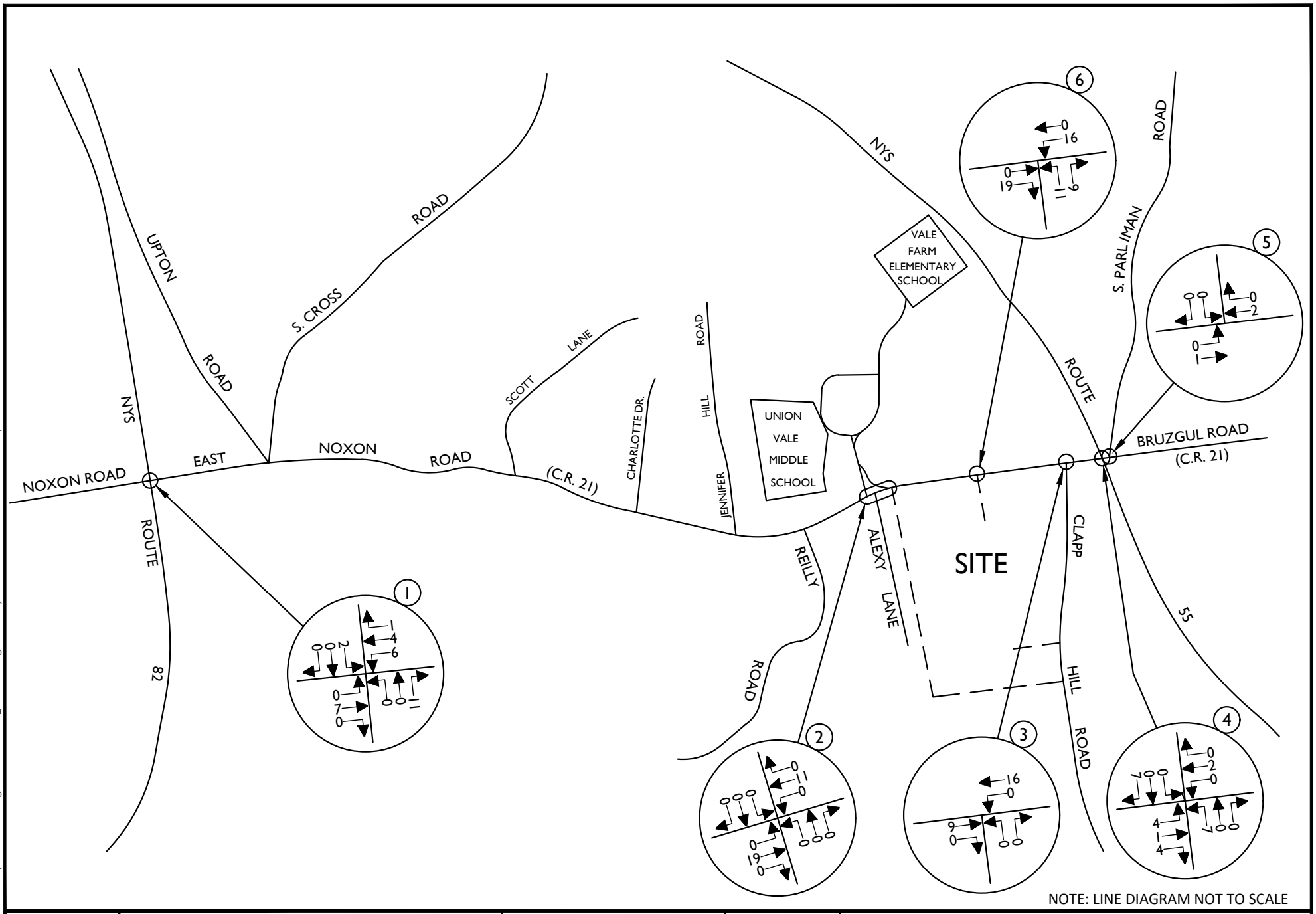

Colliers Engineering & Design	BONAVENIA ENTERPRISES NOXON ROAD AT CLAPP HILL ROAD TOWN OF UNION VALE, DUTCHESS COUNTY, NY	TRAFFIC IMPACT STUDY 24003981A 4/30/24		SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR FIGURE No. 9

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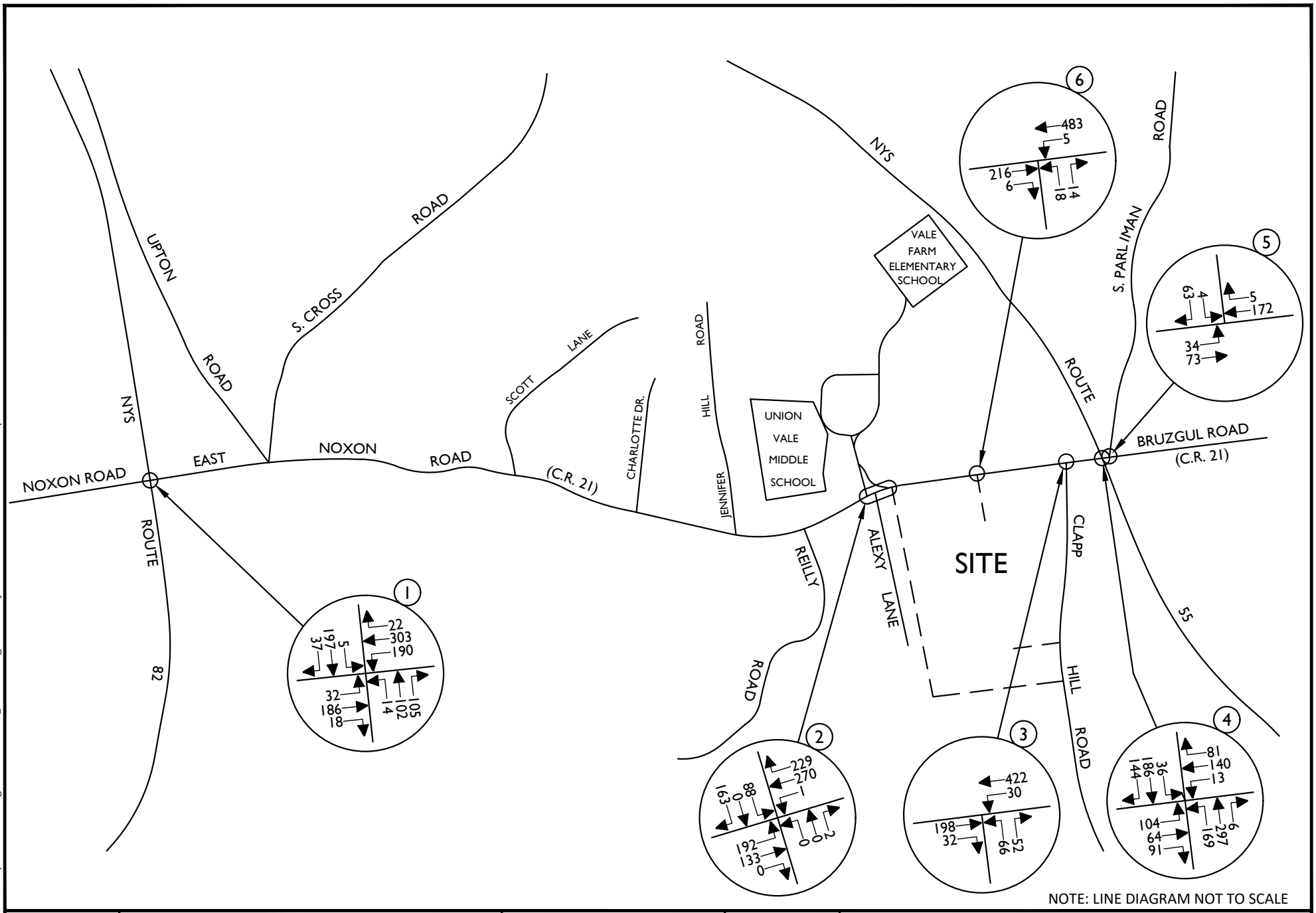

NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	BONAVENIA ENTERPRISES	TRAFFIC IMPACT STUDY		2028 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
	NOXON ROAD AT CLAPP HILL ROAD	24003981A		
	TOWN OF UNION VALE, DUTCHESS COUNTY, NY	4/30/24		FIGURE No. 10

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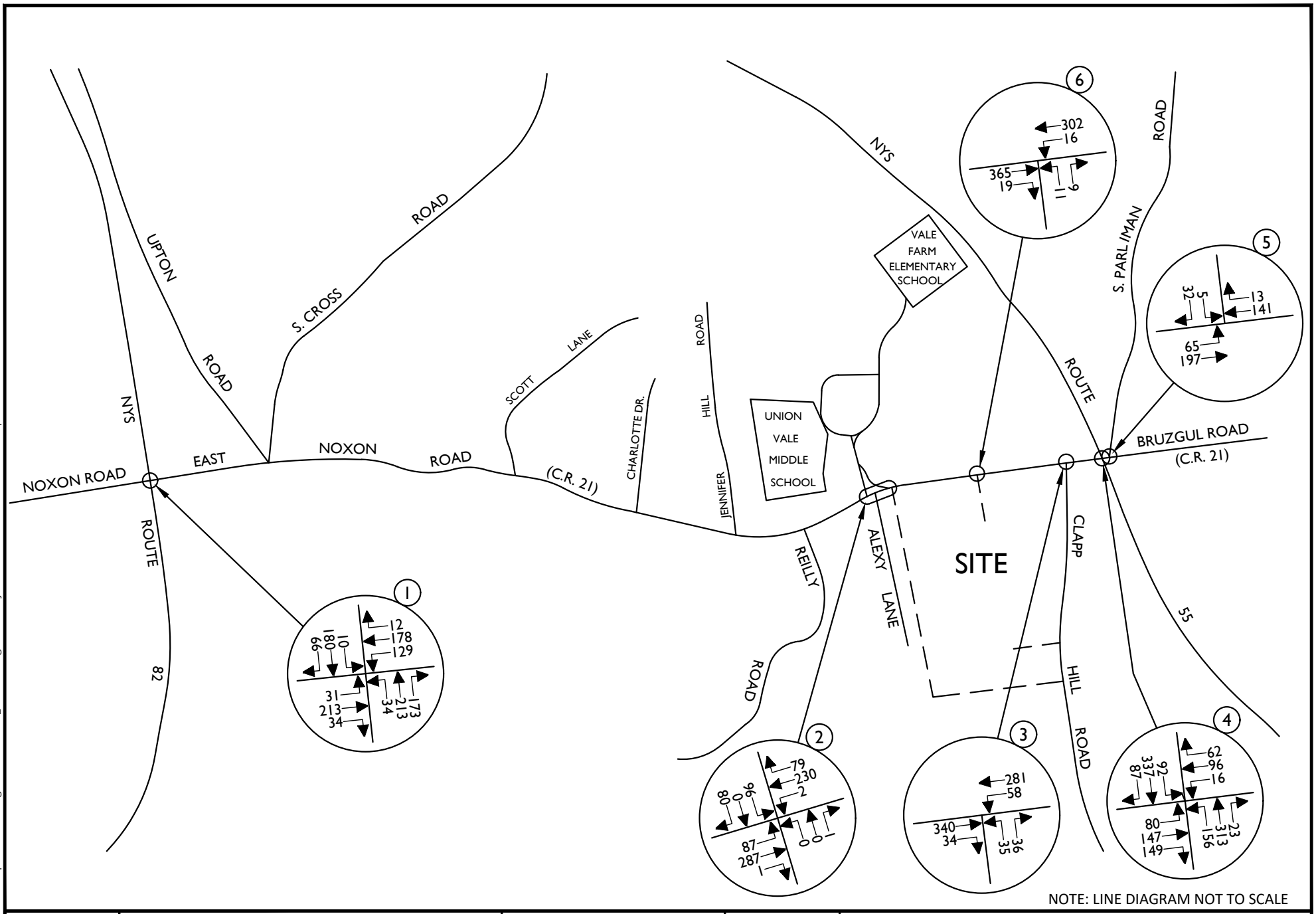

NOTE: LINE DIAGRAM NOT TO SCALE

Colliers Engineering & Design	BONAVENIA ENTERPRISES	TRAFFIC IMPACT STUDY		2028 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
	NOXON ROAD AT CLAPP HILL ROAD	24003981A		
	TOWN OF UNION VALE, DUTCHESS COUNTY, NY	4/30/24		FIGURE No. 11

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Traffic Impact Study

Appendix B | Tables

Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

Noxon Road Townhouses Union Vale, NY	Entry		Exit		Total
	HTGR[1]	Volume	HTGR[1]	Volume	
Single-Family Housing (50 Units)					
Weekday Peak AM Hour	0.22	11	0.63	32	43
Weekday Peak PM Hour	0.70	35	0.39	20	55

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 210 - SINGLE FAMILY HOUSING.

2) THE DEVELOPMENT IS PROPOSED TO CONSIST OF 48 TOWNHOUSE UNITS, 2 SINGLE-FAMILY DWELLING UNITS, AND THE PRE-EXISTING NON-CONFORMING COMMERCIAL LOT. THE TRIP ESTIMATES SHOWN ARE BAED ON THE HIGHER, MORE CONSERVATIVE TRIP GENERATION FOR SINGLE-FAMILY DETATCHED DWELLING UNITS FOR ALL 50 DWELLING UNITS.

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

				2024 Existing			2028 No-Build			2028 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**E. Noxon Rd./Noxon Rd. (C.R. 21) & NYS Route 82**	**Signalized**											
	Noxon Road (C.R. 21)	EB	LTR	0.34	A	7.6	0.35	A	7.3	0.35	A	7.2	-0.1
	East Noxon Road (C.R. 21)	WB	LTR	0.72	B	10.1	0.75	B	10.1	0.76	B	10.1	0.0
	NYS Route 82	NB	LTR	0.50	B	12.9	0.57	B	14.4	0.59	B	15.1	0.7
	NYS Route 82	SB	LTR	0.50	B	12.7	0.56	B	14.2	0.58	B	14.9	0.7
		Overall		**-**	**B**	**10.6**	**-**	**B**	**11.2**	**-**	**B**	**11.4**	**0.2**
2	**E. Noxon Road (C.R. 21) & Union Vale Schools Driveway/ Alexy Lane**	**Unsignalized**											
	East Noxon Road (C.R. 21)	EB	LTR	0.26	A	9.3	0.29	A	9.6	0.30	A	9.8	0.2
	East Noxon Road (C.R. 21)	WB	LTR	0.00	A	7.6	0.00	A	7.6	0.00	A	7.7	0.1
	Alexy Lane	NB	LTR	0.00	A	9.2	0.00	A	9.3	0.00	A	9.3	0.0
	Union Vale Schools Driveway	SB	LT	1.60	F	404.1	2.19	F	676.6	2.36	F	762.7	86.1
			R	0.51	C	19.5	0.59	C	23.0	0.61	C	24.8	1.8
		SB Overall		**-**	**F**	**153.8**	**-**	**F**	**252.2**	**-**	**F**	**283.5**	**31.3**
3	**E. Noxon Road (C.R. 21) & Clapp Hill Road**	**Unsignalized**											
	East Noxon Road (C.R. 21)	WB	LT	0.03	A	7.9	0.03	A	8.0	0.03	A	8.0	0.0
	Clapp Hill Road	NB	LR	0.40	C	20.7	0.47	C	24.6	0.49	D	26.0	1.4
4	**NYS Route 55 & E. Noxon Rd./Bruzgul Rd. (C.R. 21)**	**Signalized**											
	East Noxon Road (C.R. 21)	EB	LTR	0.57	B	18.4	0.60	B	19.2	0.62	B	19.5	0.3
	Bruzgal Road (C.R. 21)	WB	LTR	0.48	B	17.4	0.50	B	18.1	0.48	B	17.9	-0.2
	NYS Route 55	NB	L	0.46	B	19.1	0.54	C	20.6	0.56	C	21.5	0.9
			TR	0.72	B	19.4	0.74	C	20.3	0.75	C	21.0	0.7
	NYS Route 55	SB	L	0.07	B	13.8	0.08	B	14.7	0.08	B	15.3	0.6
			TR	0.79	B	18.9	0.81	B	19.7	0.82	C	20.3	0.6
		Overall		**-**	**B**	**18.5**	**-**	**B**	**19.5**	**-**	**B**	**19.9**	**0.4**
5	**Bruzgul Road (C.R. 21) & S. Parliman Road**	**Unsignalized**											
	East Noxon Road (C.R. 21)	EB	LT	0.03	A	7.7	0.03	A	7.7	0.03	A	7.7	0.0
	S. Parliman Road	SB	LR	0.09	A	9.9	0.10	B	10.0	0.10	B	10.0	0.0
6	**E. Noxon Road (C.R. 21) & Site Access**	**Unsignalized**											
		WB	LT	-	-	-	-	-	-	0.01	A	7.9	-
		NB	LR	-	-	-	-	-	-	0.12	C	15.7	-

NOTES:

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

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

				2024 Existing			2028 No-Build			2028 Build			Change in Delay
				v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	No-Build to Build
1	**E. Noxon Rd./Noxon Rd. (C.R. 21) & NYS Route 82**	**Signalized**											
	Noxon Road (C.R. 21)	EB	LTR	0.45	A	9.9	0.47	A	9.8	0.48	A	10.0	0.2
	East Noxon Road (C.R. 21)	WB	LTR	0.51	B	10.1	0.53	B	10.1	0.55	B	10.3	0.2
	NYS Route 82	NB	LTR	0.56	A	8.5	0.62	A	9.1	0.63	A	9.4	0.3
	NYS Route 82	SB	LTR	0.34	A	7.5	0.37	A	7.9	0.37	A	8.0	0.1
		Overall		**-**	**A**	**9.0**	**-**	**A**	**9.3**	**-**	**A**	**9.5**	**0.2**
2	**E. Noxon Road (C.R. 21) & Union Vale Schools Driveway/ Alexy Lane**	**Unsignalized**											
	East Noxon Road (C.R. 21)	EB	LTR	0.08	A	8.0	0.08	A	8.0	0.08	A	8.1	0.1
	East Noxon Road (C.R. 21)	WB	LTR	0.00	A	7.8	0.00	A	7.9	0.00	A	8.0	0.1
	Alexy Lane	NB	LTR	0.00	A	9.8	0.00	A	9.9	0.00	B	10.0	0.1
	Union Vale Schools Driveway	SB	LT	0.39	D	26.0	0.47	D	31.8	0.50	D	34.9	3.1
			R	0.12	B	10.5	0.14	B	10.8	0.14	B	10.9	0.1
		SB Overall		**-**	**C**	**19.0**	**-**	**C**	**22.2**	**-**	**C**	**24.0**	**1.8**
3	**E. Noxon Road (C.R. 21) & Clapp Hill Road**	**Unsignalized**											
	East Noxon Road (C.R. 21)	WB	LT	0.05	A	8.2	0.06	A	8.3	0.06	A	8.3	0.0
	Clapp Hill Road	NB	LR	0.17	C	15.2	0.20	C	16.5	0.21	C	17.0	0.5
4	**NYS Route 55 & E. Noxon Rd./Bruzgul Rd. (C.R. 21)**	**Signalized**											
	East Noxon Road (C.R. 21)	EB	LTR	0.68	C	20.0	0.71	C	21.4	0.72	C	21.8	0.4
	Bruzgal Road (C.R. 21)	WB	LTR	0.27	B	16.2	0.28	B	16.8	0.28	B	17.0	0.2
	NYS Route 55	NB	L	0.46	C	23.0	0.54	C	25.4	0.58	C	26.3	0.9
			TR	0.75	C	22.7	0.78	C	24.4	0.78	C	25.0	0.6
	NYS Route 55	SB	L	0.19	B	17.8	0.21	B	19.7	0.22	C	20.2	0.5
			TR	0.82	C	21.2	0.84	C	22.5	0.84	C	23.0	0.5
		Overall		**-**	**C**	**20.7**	**-**	**C**	**22.1**	**-**	**C**	**22.6**	**0.5**
5	**Bruzgul Road (C.R. 21) & S. Parliman Road**	**Unsignalized**											
	East Noxon Road (C.R. 21)	EB	LT	0.05	A	7.7	0.06	A	7.7	0.06	A	7.7	0.0
	S. Parliman Road	SB	LR	0.06	A	9.9	0.06	B	10.1	0.06	B	10.1	0.0
6	**E. Noxon Road (C.R. 21) & Site Access**	**Unsignalized**											
		WB	LT	-	-	-	-	-	-	0.02	A	8.2	-
		NB	LR	-	-	-	-	-	-	0.05	B	13.7	-

NOTES:

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

TABLE A-1

CRASH DATA SUMMARY
TOWN OF UNION VALE, DUTCHESS COUNTY, NY
STUDY PERIOD: JANUARY 25, 2018 THROUGH MARCH 20, 2024

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
E NOXON ROAD (CR 21) AT INTERSECTION OF NYS ROUTE 82												
ROUTE 82	AT THE INTERSECTION OF E NOXON RD	82 82011099	01/11/24	6:20 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,UNSAFE SPEED)
NOXON RD	AT THE INTERSECTION OF ROUTE 82	82 82011099	01/09/20	5:31 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
EAST NOXON RD	AT THE INTERSECTION OF ROUTE 82	---	10/10/20	7:44 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 82	AT THE INTERSECTION OF NOXON RD	82 82011099	12/07/20	6:58 PM	TRAFFIC SIGNAL	I	2-5	DUSK	WET	CLOUDY	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,FAILURE TO YIELD RIGHT OF WAY,TRAFFIC SIGNAL MALFUNCTIONING)
ROUTE 82	AT THE INTERSECTION OF NOXON RD	82 82011099	03/02/22	9:10 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	WET	RAIN	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 82	AT THE INTERSECTION OF NOXON RD	82 82011099	02/21/20	6:55 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
E NOXON RD	AT THE INTERSECTION OF NOXON RD	---	01/16/24	6:25 PM	STOP SIGN	PDO	2-0	DARK-ROAD UNLIGHTED	WET	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 82	AT THE INTERSECTION OF EAST NOXON RD	82 82011099	11/11/19	5:25 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT ANGLE	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE)
ROUTE 82	AT THE INTERSECTION OF E NOXON RD	82 82011099	09/20/19	2:05 PM	TRAFFIC SIGNAL	I	3-2	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON ROAD (CR 21) BETWEEN NYS ROUTE 82 & UPTON ROAD/S CROSS ROAD												
NOXON RD	IN VICINITY OF ROUTE 82	82 82011099	08/17/21	5:00 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(NOT ENTERED,NOT ENTERED)
EAST NOXON RD	76M EAST OF ROUTE 82	---	11/04/23	2:27 PM	NO PASSING ZONE	I	1-1	DAYLIGHT	DRY	CLEAR	RUN OFF ROAD	V1:(FAILURE TO KEEP RIGHT,TEXTING)
E NOXON RD	160M SOUTH-EAST OF ROUTE 82	82 82011099	03/04/20	10:00 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	UNKNOWN	V1:(NOT ENTERED,NOT ENTERED)
E NOXON ROAD (CR 21) AT INTERSECTION OF UPTON ROAD/S CROSS ROAD												
EAST NOXON RD	AT THE INTERSECTION OF UPTON RD	---	06/05/18	6:51 PM	NONE	I	2-2	DARK-ROAD UNLIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(VIEW OBSTRUCTED/LIMITED,FAILURE TO YIELD RIGHT OF WAY) / V2:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE)
E NOXON RD	AT THE INTERSECTION OF S CROSS RD	---	02/22/21	6:57 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
E NOXON RD	AT THE INTERSECTION OF S CROSS RD	---	04/22/22	5:31 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT THE INTERSECTION OF S CROSS RD	---	11/27/23	5:41 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
EAST NOXON RD	AT THE INTERSECTION OF S CROSS RD	---	02/09/22	4:04 PM	OTHER	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT THE INTERSECTION OF CROSS RD	---	09/27/20	5:02 PM	NO PASSING ZONE	F	2-0	DUSK	DRY	CLOUDY	LEFT TURN (WITH OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,ALCOHOL INVOLVEMENT)
E NOXON RD	AT INTERSECTION OF S CROSS RD	---	11/18/21	9:40 PM	NO PASSING ZONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT INTERSECTION OF S CROSS RD	---	12/03/20	11:00 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE)

TABLE A-1

CRASH DATA SUMMARY
TOWN OF UNION VALE, DUTCHESS COUNTY, NY
STUDY PERIOD: JANUARY 25, 2018 THROUGH MARCH 20, 2024

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
E NOXON RD	AT INTERSECTION OF S CROSS RD	---	08/26/21	4:39 PM	NO PASSING ZONE	I	3-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT INTERSECTION OF S CROSS RD	---	07/22/21	5:28 PM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT INTERSECTION OF S CROSS RD	---	09/27/19	1:17 PM	NONE	I	2-3	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED)
E NOXON RD	AT INTERSECTION OF S CROSS RD	---	02/14/18	8:48 AM	NO PASSING ZONE	I	2-2	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT INTERSECTION OF S CROSS RD	---	11/28/21	3:12 PM	NO PASSING ZONE	I	3-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON ROAD (CR 21) BETWEEN UPTON ROAD/S CROSS ROAD & REILLY ROAD												
E NOXON RD	IN VICINITY OF ELEANOR LN	---	07/18/18	5:34 AM	NONE	PDO	1-0	DAWN	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	IN VICINITY OF ELEANOR LN	---	10/22/19	6:34 PM	NO PASSING ZONE	I	1-1	DAYLIGHT	DRY	CLEAR	RUN OFF ROAD	V1:(UNSAFE SPEED,UNKNOWN)
E NOXON RD	IN VICINITY OF CHARLOTTE DR	---	03/01/21	8:10 PM	NO PASSING ZONE	PDO	1-0	DUSK	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	IN VICINITY OF CHARLOTTE DR	---	08/23/21	5:22 PM	NONE	PDO	1-0	DUSK	DRY	CLEAR	ANIMAL	V1:(NOT ENTERED,NOT ENTERED)
E NOXON RD	93M NORTH-WEST OF REILLY RD	---	05/03/19	8:05 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	87M NORTH-WEST OF CHARLOTTE DR	---	05/15/18	4:36 PM	NO PASSING ZONE	I	1-1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	RUN OFF ROAD	V1:(UNSAFE SPEED,NOT APPLICABLE)
E NOXON RD	66M NORTH-WEST OF CHARLOTTE DR	---	03/18/20	11:31 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RUN OFF ROAD	V1:(DRUGS (ILLEGAL),FELL ASLEEP)
E NOXON RD	65M WEST OF JENNIFER HILL RD	---	10/31/18	12:00 AM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	60M WEST OF JENNIFER HILL RD	---	01/31/20	12:42 PM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OBJECT IN ROAD	V1:(OBSTRUCTION/DEBRIS,NOT APPLICABLE)
E NOXON RD	41M EAST OF ELEANOR LN	---	12/07/19	4:45 PM	NO PASSING ZONE	PDO	1-0	DUSK	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	30M NORTH-WEST OF JENNIFER HILL RD	---	03/28/18	7:09 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	30M NORTH-WEST OF ELEANOR LN	---	08/23/22	10:06 AM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	OBJECT IN ROAD	V1:(OBSTRUCTION/DEBRIS,UNSAFE SPEED)
EAST NOXON RD	305M EAST OF S CROSS RD	---	04/28/23	11:30 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RUN OFF ROAD	V1:(PASSING OR LANE USAGE IMPROPERLY,UNKNOWN)
E NOXON RD	15M WEST OF CHARLOTTE DR	---	02/24/18	11:55 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	159M WEST OF ELEANOR LN	---	03/13/20	4:49 PM	NO PASSING ZONE	I	2-2	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(TURNING IMPROPER,FAILURE TO YIELD RIGHT OF WAY)
EAST NOXON RD	136M WEST OF SCOTT LANE	---	10/11/19	7:05 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	134M NORTH-WEST OF ELEANOR LN	---	12/06/18	5:33 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)

TABLE A-1

CRASH DATA SUMMARY
TOWN OF UNION VALE, DUTCHESS COUNTY, NY
STUDY PERIOD: JANUARY 25, 2018 THROUGH MARCH 20, 2024

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
E NOXON ROAD (CR 21) AT INTERSECTION OF REILLY ROAD												
E NOXON RD	AT THE INTERSECTION OF REILLY RD	---	12/27/18	5:39 PM	STOP SIGN	I	2-1	DAYLIGHT	DRY	CLOUDY	LEFT TURN (AGAINST OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(TURNING IMPROPER,DRIVER INATTENTION)
E NOXON RD	AT INTERSECTION OF REILLY RD	---	03/08/22	8:54 AM	NO PASSING ZONE	I	2-1	DAYLIGHT	WET	RAIN	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
REILLY RD	AT INTERSECTION OF E NOXON RD	---	01/25/18	4:08 PM	STOP SIGN	I	2-1	DAYLIGHT	DRY	CLOUDY	HEAD ON	V1:(TURNING IMPROPER,GLARE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	17M WEST OF JENNIFER HILL RD	---	06/04/20	6:24 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	161M WEST OF ELEANOR LN	---	02/15/22	6:48 AM	NO PASSING ZONE	I	1-1	DAYLIGHT	SNOW/ICE	CLEAR	RUN OFF ROAD	V1:(PAVEMENT SLIPPERY,UNSAFE SPEED)
EAST NOXON RD	161M EAST OF SOUTH CROSS RD	---	01/23/20	6:45 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RUN OFF ROAD	V1:(ALCOHOL INVOLVEMENT,FAILURE TO KEEP RIGHT)
E NOXON ROAD (CR 21) BETWEEN REILLY ROAD & UNION VALE SCHOOL DRIVEWAY												
EAST NOXON RD	79M WEST OF SCHOOL DRIVEWAY	---	08/27/22	5:29 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	CLOUDY	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	18M WEST OF SCHOOL DRIVEWAY	---	11/19/19	6:39 AM	NONE	PDO	1-0	DAWN	DRY	CLOUDY	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON ROAD (CR 21) AT INTERSECTION OF UNION VALE SCHOOL DRIVEWAY												
E NOXON RD	AT THE INTERSECTION OF SCHOOL DRIVEWAY	---	08/28/18	7:38 AM	NO PASSING ZONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER)
E NOXON RD	AT THE INTERSECTION OF SCHOOL DRIVEWAY	---	08/02/23	7:31 AM	STOP SIGN	PDO	2-0	DAYLIGHT	WET	CLOUDY	RIGHT ANGLE	V1:(REACTION TO OTHER UNINVOLVED VEHICL,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT THE INTERSECTION OF SCHOOL DRIVEWAY	---	02/25/23	7:32 AM	NONE	I	2-3	DAYLIGHT	WET	RAIN	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
EAST NOXON RD	AT THE INTERSECTION OF SCHOOL DRIVEWAY	---	08/26/21	4:40 PM	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
EAST NOXON RD	AT THE INTERSECTION OF SCHOOL DRIVEWAY	---	09/05/22	7:44 AM	STOP SIGN	PDO	2-0	DAYLIGHT	WET	RAIN	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON ROAD (CR 21) BETWEEN UNION VALE SCHOOL DRIVEWAY & CLAPP HILL ROAD												
E NOXON RD	IN VICINITY OF CLAPP HILL RD	---	03/22/20	7:01 AM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	87M NORTH-WEST OF CLAPP HILL RD	---	04/06/22	5:58 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON RD	23M EAST OF ALEXY LN	---	01/24/20	10:47 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	WET	CLOUDY	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON ROAD (CR 21) AT INTERSECTION OF CLAPP HILL ROAD												
E NOXON RD	AT THE INTERSECTION OF CLAPP HILL RD	---	06/22/21	3:10 PM	NO PASSING ZONE	I	1-1	DAYLIGHT	DRY	CLEAR	RUN OFF ROAD	V1:(PASSING OR LANE USAGE IMPROPERLY,NOT APPLICABLE)
E NOXON RD	AT THE INTERSECTION OF CLAPP HILL RD	---	11/18/20	1:49 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT INTERSECTION OF OF CLAPP HILL RD	---	01/07/20	9:55 AM	NONE	I	2-1	DAYLIGHT	WET	CLEAR	RIGHT ANGLE	V1:(DRIVER INATTENTION,FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT INTERSECTION OF OF CLAPP HILL RD	---	03/17/22	7:15 AM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

TABLE A-1

CRASH DATA SUMMARY
TOWN OF UNION VALE, DUTCHESS COUNTY, NY
STUDY PERIOD: JANUARY 25, 2018 THROUGH MARCH 20, 2024

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
E NOXON ROAD (CR 21) BETWEEN CLAPP HILL ROAD & NYS ROUTE 55												
E NOXON RD	10M WEST OF ROUTE 55	---	12/18/23	9:33 PM	NO PASSING ZONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
E NOXON ROAD (CR 21) AT INTERSECTION OF NYS ROUTE 55												
ROUTE 55	AT THE INTERSECTION OF E NOXON RD	55 82032102	01/27/18	12:34 AM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(TRAFFIC CONTROL DEVICES DISREGARDED,UNSAFE SPEED)
ROUTE 55	AT THE INTERSECTION OF E NOXON RD	55 82032102	03/01/22	6:58 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT THE INTERSECTION OF E NOXON RD	55 82032102	08/04/19	8:10 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT THE INTERSECTION OF E NOXON RD	55 82032073	03/20/24	3:14 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT THE INTERSECTION OF E NOXON RD	55 82032038	01/09/20	5:58 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	V1:(DRIVER INATTENTION,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	AT THE INTERSECTION OF ROUTE 55	55 82032104	10/10/19	1:14 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
BRUZGUL RD	AT THE INTERSECTION OF ROUTE 55	55 82032104	12/16/21	2:16 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	SNOW/ICE	SNOW	RIGHT TURN (AGAINST OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(UNSAFE SPEED,PAVEMENT SLIPPERY)
BRUZGUL RD	AT THE INTERSECTION OF ROUTE 55	---	12/05/23	6:15 PM	TRAFFIC SIGNAL	I	3-2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	V1:(ALCOHOL INVOLVEMENT,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE)
EAST NOXON RD	AT THE INTERSECTION OF ROUTE 55	---	10/17/22	6:45 AM	TRAFFIC SIGNAL	PDO	2-0	DAWN	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT THE INTERSECTION OF BRUZGUL RD/S PARLIMAN RD	55 82032104	01/26/22	10:19 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT THE INTERSECTION OF BRUZGUL RD/S PARLIMAN RD	---	08/07/18	12:00 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	SNOW/ICE	SNOW	SIDESWIPE	V1:(UNSAFE SPEED,PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT THE INTERSECTION OF BRUZGUL RD	55 82032103	12/23/19	2:50 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE)
ROUTE 55	AT THE INTERSECTION OF BRUZGUL RD	55 82032104	01/02/20	6:55 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT INTERSECTION OF BRUZGUL RD	55 82032103	09/06/18	5:52 PM	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLEAR	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(DRIVER INATTENTION,NOT APPLICABLE)
ROUTE 55	AT INTERSECTION OF BRUZGUL RD	55 82032104	12/28/19	11:16 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,GLARE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT INTERSECTION OF BRUZGUL RD	55 82032103	04/22/18	4:38 PM	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,TRAFFIC CONTROL DEVICES DISREGARDED)
ROUTE 55	AT INTERSECTION OF BRUZGUL RD	55 82032103	12/29/23	3:04 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN (AGAINST OTHER CAR)	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE)
ROUTE 55	AT INTERSECTION OF BRUZGUL RD	55 82032102	07/13/20	1:19 PM	NO PASSING ZONE	I	2-7	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	AT INTERSECTION OF BRUZGUL RD	55 82032104	03/25/19	10:12 AM	TRAFFIC SIGNAL	I	2-1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)

TABLE A-1

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STUDY PERIOD: JANUARY 25, 2018 THROUGH MARCH 20, 2024

On Street	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	Vehicles - Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
BRUZGUL ROAD (CR 21) AT INTERSECTION OF S PARLIMAN ROAD												
BRUZGUL RD	AT THE INTERSECTION OF SOUTH PARLIMAN RD	---	04/20/23	6:29 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT TURN (WITH OTHER CAR)	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)
BRUZGUL RD	AT THE INTERSECTION OF SOUTH PARLIMAN RD	---	01/11/23	8:37 AM	NONE	PDO	2-0	DAYLIGHT	WET	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,BRAKES DEFECTIVE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
BRUZGUL RD	AT THE INTERSECTION OF S PARLIMAN RD	---	05/16/19	7:26 AM	TRAFFIC SIGNAL	I	2-2	DAYLIGHT	SNOW/ICE	SNOW	RIGHT ANGLE	V1:(PAVEMENT SLIPPERY,NOT APPLICABLE) / V2:(PAVEMENT SLIPPERY,NOT APPLICABLE)
BRUZGUL RD	AT THE INTERSECTION OF S PARLIMAN RD	55 82032102	03/07/22	6:00 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
BRUZGUL RD	AT THE INTERSECTION OF S PARLIMAN RD	---	07/29/20	12:07 PM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	SNOW/ICE	SNOW	RUN OFF ROAD	V1:(REACTION TO OTHER UNINVOLVED VEHICL,PAVEMENT SLIPPERY)
S PARLIMAN RD	AT THE INTERSECTION OF BRUZGUL RD	---	08/05/19	8:01 AM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(FOLLOWING TOO CLOSELY,NOT APPLICABLE)
S PARLIMAN RD	AT THE INTERSECTION OF BRUZGUL RD	---	11/10/22	4:35 PM	STOP SIGN	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(BACKING UNSAFELY,NOT APPLICABLE)
BRUZGUL RD	AT INTERSECTION OF S PARLIMAN RD	---	06/15/18	3:04 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	V1:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED) / V2:(UNSAFE SPEED,VIEW OBSTRUCTED/LIMITED)
BRUZGUL RD	AT INTERSECTION OF S PARLIMAN RD	---	05/27/23	3:00 PM	STOP SIGN	I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN (WITH OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
BRUZGUL RD	AT INTERSECTION OF S PARLIMAN RD	---	09/25/21	1:53 PM	STOP SIGN	PDO	2-0	DAYLIGHT	WET	CLOUDY	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
MISCELLANEOUS CRASHES												
E NOXON RD	SCHOOL PARKING LOT	---	09/21/20	3:08 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	BACKING	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(BACKING UNSAFELY,NOT APPLICABLE)
E NOXON RD	SCHOOL PARKING LOT	---	06/03/18	3:00 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	BACKING	V1:(NOT APPLICABLE,NOT APPLICABLE) / V2:(BACKING UNSAFELY,NOT APPLICABLE)
E NOXON RD	SCHOOL PARKING LOT	---	03/17/22	3:54 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	BACKING	V1:(TURNING IMPROPER,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	IN VICINITY OF BRUZGUL RD	---	03/07/23	7:19 PM	NONE	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
REILLY RD	5M SOUTH-EAST OF E NOXON RD	---	07/13/23	5:59 PM	NONE	I	2-1	DAYLIGHT	DRY	CLEAR	HEAD ON	V1:(TURNING IMPROPER,PASSING OR LANE USAGE IMPROPERLY) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	IN VICINITY OF BRUZGUL RD	55 82032103	01/27/18	5:16 PM	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
NOXON RD	23M NORTH-WEST OF ROUTE 82	---	11/26/19	3:32 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	OVERTAKING	V1:(BRAKES DEFECTIVE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	22M WEST OF ROUTE 82	---	08/09/20	2:05 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
ROUTE 55	160M WEST OF EAST NOXON RD	---	04/06/19	4:58 PM	NO PASSING ZONE	PDO	1-0	DUSK	DRY	CLEAR	ANIMAL	V1:(ANIMALS ACTION,NOT APPLICABLE)
NOXON RD	1283 NOXON RD DRIVEWAY (ON DRIVEWAY)	---	12/01/22	10:11 AM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	BACKING	V1:(BACKING UNSAFELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)
E NOXON RD	120M WEST OF ROUTE 82	---	02/02/22	1:00 PM	NO PASSING ZONE	PDO	1-0	DAYLIGHT	DRY	CLOUDY	RUN OFF ROAD	V1:(UNSAFE LANE CHANGE,UNKNOWN)

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Appendix C | Level of Service Standards

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Level of Service Standards

Level of Service for Signalized Intersections

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

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

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

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

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

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

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Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

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

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

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

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

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

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

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Appendix D | Capacity Analysis

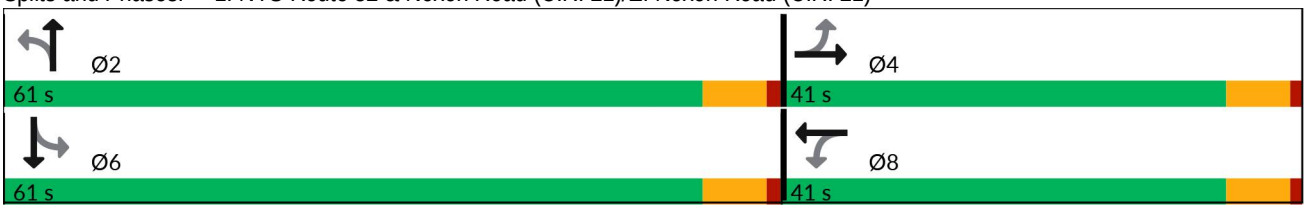
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	170	17	167	274	19	13	94	94	4	182	34
Future Volume (vph)	30	170	17	167	274	19	13	94	94	4	182	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	11	12
Grade (%)		2%			-1%			0%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.994			0.937			0.979	
Flt Protected		0.993			0.982			0.997			0.999	
Satd. Flow (prot)	0	1628	0	0	1765	0	0	1529	0	0	1634	0
Flt Permitted		0.888			0.777			0.970			0.992	
Satd. Flow (perm)	0	1456	0	0	1397	0	0	1487	0	0	1622	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2			67			14	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1229			1023			1143			2162	
Travel Time (s)		18.6			15.5			14.2			26.8	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	10%	15%	6%	1%	8%	11%	23%	13%	10%	25%	10%	15%
Adj. Flow (vph)	38	213	21	209	343	24	16	118	118	5	228	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	272	0	0	576	0	0	252	0	0	276	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.04	1.00	0.99	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0		41.0	41.0		61.0	61.0		61.0	61.0	
Total Split (%)	40.2%	40.2%		40.2%	40.2%		59.8%	59.8%		59.8%	59.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.32			0.72			0.63			0.70	
Control Delay (s/veh)		9.0			17.9			22.7			30.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.0			17.9			22.7			30.9	
Queue Length 50th (ft)		46			137			60			89	
Queue Length 95th (ft)		91			250			104			136	
Internal Link Dist (ft)		1149			943			1063			2082	
Turn Bay Length (ft)												
Base Capacity (vph)		832			797			1339			1454	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.72			0.19			0.19	

Intersection Summary

Area Type: Other
Cycle Length: 102
Actuated Cycle Length: 61.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 82 & Noxon Road (C.R. 21)/E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	170	17	167	274	19	13	94	94	4	182	34
Future Volume (veh/h)	30	170	17	167	274	19	13	94	94	4	182	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1728	1654	1788	1924	1819	1774	1559	1707	1752	1603	1829	1754
Adj Flow Rate, veh/h	38	212	21	209	342	24	16	118	118	5	228	42
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	10	15	6	1	8	11	23	13	10	25	10	15
Cap, veh/h	154	581	53	337	431	28	111	202	188	98	387	70
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	110	1354	123	488	1004	65	43	780	725	10	1492	271
Grp Volume(v), veh/h	271	0	0	575	0	0	252	0	0	275	0	0
Grp Sat Flow(s),veh/h/ln	1586	0	0	1557	0	0	1547	0	0	1773	0	0
Q Serve(g_s), s	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	0.0	0.0	12.5	0.0	0.0	5.4	0.0	0.0	5.2	0.0	0.0
Prop In Lane	0.14		0.08	0.36		0.04	0.06		0.47	0.02		0.15
Lane Grp Cap(c), veh/h	787	0	0	795	0	0	501	0	0	556	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.72	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	1488	0	0	1501	0	0	2270	0	0	2612	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	7.5	0.0	0.0	9.6	0.0	0.0	12.6	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.3	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(50%),veh/ln	0.8	0.0	0.0	2.2	0.0	0.0	1.2	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.6	0.0	0.0	10.1	0.0	0.0	12.9	0.0	0.0	12.7	0.0	0.0
LnGrp LOS	A			B			B			B		
Approach Vol, veh/h		271			575			252			275	
Approach Delay, s/veh		7.6			10.1			12.9			12.7	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.0	22.5	16.0	22.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	55.0	35.0	55.0	35.0
Max Q Clear Time (g_c+I1), s	7.4	6.4	7.2	14.5
Green Ext Time (p_c), s	0.7	0.8	0.7	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.6
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	117	0	1	233	212	0	0	2	81	0	151
Future Volume (vph)	177	117	0	1	233	212	0	0	2	81	0	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12	12	11	12	12	12	12
Grade (%)		2%			-4%			-3%			0%	
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.936			0.865				0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1614	1609	0	0	1679	0	0	1613	0	0	1626	1442
Flt Permitted	0.950										0.950	
Satd. Flow (perm)	1614	1609	0	0	1679	0	0	1613	0	0	1626	1442
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1187			855			752			481	
Travel Time (s)		18.0			13.0			17.1			10.9	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	7%	13%	0%	0%	3%	6%	0%	0%	0%	11%	0%	12%
Adj. Flow (vph)	300	198	0	2	395	359	0	0	3	137	0	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	300	198	0	0	756	0	0	3	0	0	137	256
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.01	0.97	1.02	0.97	0.98	1.02	0.98	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	38.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	177	117	0	1	233	212	0	0	2	81	0	151
Future Vol, veh/h	177	117	0	1	233	212	0	0	2	81	0	151
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	95	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	-3	-	-	0	-
Peak Hour Factor	59	59	59	59	59	59	59	59	59	59	59	59
Heavy Vehicles, %	7	13	0	0	3	6	0	0	0	11	0	12
Mvmt Flow	300	198	0	2	395	359	0	0	3	137	0	256

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	198	0	0	1197	1197	198	1376	1376	575
Stage 1	-	-	-	-	-	-	798	798	-	578	578	-
Stage 2	-	-	-	-	-	-	398	398	-	798	798	-
Critical Hdwy	4.17	-	-	4.1	-	-	6.5	5.9	5.9	7.21	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	4.9	-	6.21	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.9	-	6.21	5.5	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4	3.3	3.599	4	3.408
Pot Cap-1 Maneuver	1137	-	-	1386	-	-	201	229	862	~ 117	146	499
Stage 1	-	-	-	-	-	-	437	458	-	486	504	-
Stage 2	-	-	-	-	-	-	675	648	-	366	401	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1137	-	-	1386	-	-	72	168	862	~ 86	108	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	168	-	~ 86	108	-
Stage 1	-	-	-	-	-	-	322	337	-	485	503	-
Stage 2	-	-	-	-	-	-	328	646	-	269	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	5.6	0.02	9.19	153.79
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	862	1137	-	-	4	-	-	86	499
HCM Lane V/C Ratio	0.004	0.264	-	-	0.001	-	-	1.604	0.512
HCM Control Delay (s/veh)	9.2	9.3	-	-	7.6	0	-	$ 404.1	19.5
HCM Lane LOS	A	A	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0	1.1	-	-	0	-	-	11.1	2.9

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	170	30	28	385	61	48
Future Volume (vph)	170	30	28	385	61	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12
Grade (%)	0%			0%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.941	
Flt Protected				0.997	0.973	
Satd. Flow (prot)	1645	0	0	1745	1653	0
Flt Permitted				0.997	0.973	
Satd. Flow (perm)	1645	0	0	1745	1653	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	839			283	1359	
Travel Time (s)	12.7			4.3	30.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	12%	20%	4%	5%	5%	2%
Adj. Flow (vph)	233	41	38	527	84	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	0	565	150	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.04	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	30	28	385	61	48
Future Vol, veh/h	170	30	28	385	61	48
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	3	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	12	20	4	5	5	2
Mvmt Flow	233	41	38	527	84	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	274	0	858	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	604	-
Critical Hdwy	-	-	4.14	-	7.05	6.52
Critical Hdwy Stg 1	-	-	-	-	6.05	-
Critical Hdwy Stg 2	-	-	-	-	6.05	-
Follow-up Hdwy	-	-	2.236	-	3.545	3.318
Pot Cap-1 Maneuver	-	-	1278	-	280	769
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	488	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1278	-	269	769
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	467	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.54	20.71
HCM LOS			C

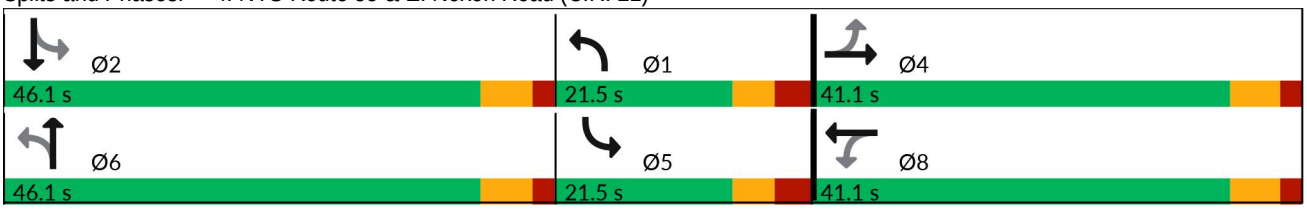
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	376	-	-	122	-
HCM Lane V/C Ratio	0.397	-	-	0.03	-
HCM Control Delay (s/veh)	20.7	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	58	78	12	129	75	154	274	6	33	172	131
Future Volume (vph)	90	58	78	12	129	75	154	274	6	33	172	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-7%			-5%			5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953			0.953			0.997			0.935	
Flt Protected		0.980			0.997		0.950			0.950		
Satd. Flow (prot)	0	1512	0	0	1697	0	1729	1729	0	1615	1547	0
Flt Permitted		0.749			0.974		0.456			0.511		
Satd. Flow (perm)	0	1156	0	0	1657	0	830	1729	0	868	1547	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			26			1			40	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		283			89			1225			1344	
Travel Time (s)		4.3			1.3			15.2			16.7	
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
Heavy Vehicles (%)	5%	7%	15%	8%	6%	7%	7%	8%	33%	9%	13%	2%
Adj. Flow (vph)	98	63	85	13	140	82	167	298	7	36	187	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	246	0	0	235	0	167	305	0	36	329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.10	1.01	0.96	1.00	0.96	0.97	1.01	0.97	1.03	1.08	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		43	43		43	43	
Detector 2 Size(ft)		40			40		40	40		40	40	
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.1	11.1		11.1	11.1		11.5	16.1		11.5	16.1	
Total Split (s)	41.1	41.1		41.1	41.1		21.5	46.1		21.5	46.1	
Total Split (%)	37.8%	37.8%		37.8%	37.8%		19.8%	42.4%		19.8%	42.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	40.0		15.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		3.0	1.8		3.0	1.8	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1		6.5	6.1		6.5	6.1	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	3.0		1.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.66			0.45		0.37	0.42		0.09	0.68	
Control Delay (s/veh)		26.9			18.7		15.9	19.1		11.8	25.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		26.9			18.7		15.9	19.1		11.8	25.9	
Queue Length 50th (ft)		68			59		32	62		7	89	
Queue Length 95th (ft)		165			137		90	218		26	216	
Internal Link Dist (ft)		203			9			1145			1264	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		697			995		734	1174		659	1063	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.35			0.24		0.23	0.26		0.05	0.31	

Intersection Summary	
Area Type:	Other
Cycle Length: 108.7	
Actuated Cycle Length: 62.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 55 & E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	58	78	12	129	75	154	274	6	33	172	131
Future Volume (veh/h)	90	58	78	12	129	75	154	274	6	33	172	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1790	1672	2055	2085	2070	1992	1977	1601	1619	1560	1723
Adj Flow Rate, veh/h	98	63	85	13	140	82	167	298	7	36	187	142
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, %	5	7	15	8	6	7	7	8	33	9	13	2
Cap, veh/h	214	106	112	91	255	142	362	415	10	494	236	179
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.11	0.22	0.22	0.18	0.29	0.29
Sat Flow, veh/h	512	508	538	49	1226	683	1897	1923	45	1542	823	625
Grp Volume(v), veh/h	246	0	0	235	0	0	167	0	305	36	0	329
Grp Sat Flow(s),veh/h/ln	1558	0	0	1959	0	0	1897	0	1968	1542	0	1448
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	9.8
Cycle Q Clear(g_c), s	6.5	0.0	0.0	5.1	0.0	0.0	0.0	0.0	6.7	0.0	0.0	9.8
Prop In Lane	0.40		0.35	0.06		0.35	1.00		0.02	1.00		0.43
Lane Grp Cap(c), veh/h	432	0	0	489	0	0	362	0	425	494	0	415
V/C Ratio(X)	0.57	0.00	0.00	0.48	0.00	0.00	0.46	0.00	0.72	0.07	0.00	0.79
Avail Cap(c_a), veh/h	1169	0	0	1517	0	0	767	0	1679	714	0	1235
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	17.2	0.0	0.0	16.7	0.0	0.0	18.7	0.0	17.1	13.8	0.0	15.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.7	0.0	0.0	0.3	0.0	2.3	0.0	0.0	3.5
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(50%),veh/ln	2.1	0.0	0.0	1.9	0.0	0.0	1.3	0.0	2.5	0.2	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	0.0	0.0	17.4	0.0	0.0	19.1	0.0	19.4	13.8	0.0	18.9
LnGrp LOS	B			B			B		B	B		B
Approach Vol, veh/h		246			235			472			365	
Approach Delay, s/veh		18.4			17.4			19.3			18.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	19.5		15.9	14.8	16.2		15.9				
Change Period (Y+Rc), s	* 6.5	6.1		* 6.1	* 6.5	6.1		* 6.1				
Max Green Setting (Gmax), s	* 15	40.0		* 35	* 15	40.0		* 35				
Max Q Clear Time (g_c+I1), s	2.0	11.8		8.5	2.0	8.7		7.1				
Green Ext Time (p_c), s	0.1	1.6		1.3	0.0	1.4		1.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	18.5	
HCM 7th LOS	B	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	31	66	158	5	4	58
Future Volume (vph)	31	66	158	5	4	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	12	11	12
Grade (%)		0%	-9%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.874	
Flt Protected		0.984			0.997	
Satd. Flow (prot)	0	1754	1773	0	1553	0
Flt Permitted		0.984			0.997	
Satd. Flow (perm)	0	1754	1773	0	1553	0
Link Speed (mph)		45	45		40	
Link Distance (ft)		89	1053		402	
Travel Time (s)		1.3	16.0		6.9	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	14%	8%	2%	2%	2%
Adj. Flow (vph)	38	80	193	6	5	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	118	199	0	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	0.99	0.94	1.06	1.01
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	66	158	5	4	58
Future Vol, veh/h	31	66	158	5	4	58
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	-9	-	2	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	14	8	2	2	2
Mvmt Flow	38	80	193	6	5	71

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	199	0	-	0	352	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1374	-	-	-	621	836
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1374	-	-	-	603	836
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.46	0	9.86
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	575	-	-	-	816
HCM Lane V/C Ratio	0.028	-	-	-	0.093
HCM Control Delay (s/veh)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

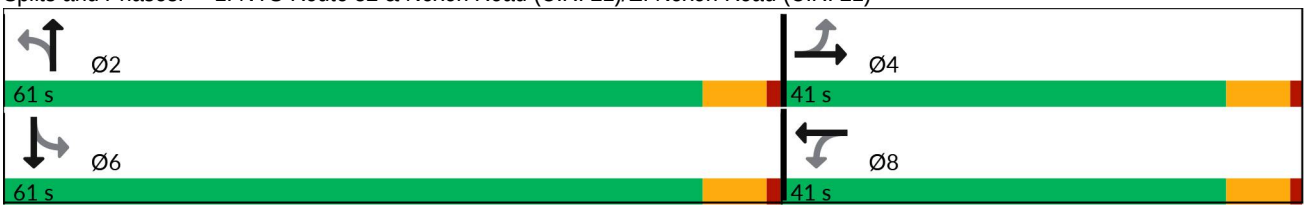
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	190	31	114	161	10	31	197	150	8	166	61
Future Volume (vph)	29	190	31	114	161	10	31	197	150	8	166	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	11	12
Grade (%)		2%			-1%			0%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.995			0.946			0.965	
Flt Protected		0.994			0.980			0.996			0.998	
Satd. Flow (prot)	0	1825	0	0	1817	0	0	1711	0	0	1708	0
Flt Permitted		0.928			0.787			0.955			0.979	
Satd. Flow (perm)	0	1704	0	0	1459	0	0	1640	0	0	1676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			50			27	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1229			1023			1143			2162	
Travel Time (s)		18.6			15.5			14.2			26.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	3%	2%	3%	0%	3%	1%	1%	13%	4%	5%
Adj. Flow (vph)	31	202	33	121	171	11	33	210	160	9	177	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	0	0	303	0	0	403	0	0	251	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.04	1.00	0.99	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0		41.0	41.0		61.0	61.0		61.0	61.0	
Total Split (%)	40.2%	40.2%		40.2%	40.2%		59.8%	59.8%		59.8%	59.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.45			0.60			0.62			0.38	
Control Delay (s/veh)		14.7			18.9			15.6			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		14.7			18.9			15.6			11.9	
Queue Length 50th (ft)		47			58			65			37	
Queue Length 95th (ft)		127			158			181			108	
Internal Link Dist (ft)		1149			943			1063			2082	
Turn Bay Length (ft)												
Base Capacity (vph)		1365			1168			1588			1622	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.19			0.26			0.25			0.15	

Intersection Summary

Area Type: Other
Cycle Length: 102
Actuated Cycle Length: 45.3
Natural Cycle: 40
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 82 & Noxon Road (C.R. 21)/E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	190	31	114	161	10	31	197	150	8	166	61
Future Volume (veh/h)	29	190	31	114	161	10	31	197	150	8	166	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1832	1876	1832	1909	1894	1939	1856	1885	1885	1784	1919	1904
Adj Flow Rate, veh/h	31	202	33	121	171	11	33	210	160	9	177	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	2	3	0	3	1	1	13	4	5
Cap, veh/h	167	363	56	311	267	15	157	329	233	135	451	160
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	119	1456	223	559	1067	61	71	965	682	23	1322	470
Grp Volume(v), veh/h	266	0	0	303	0	0	403	0	0	251	0	0
Grp Sat Flow(s),veh/h/ln	1798	0	0	1687	0	0	1717	0	0	1815	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	0.0	0.0	4.4	0.0	0.0	5.8	0.0	0.0	3.1	0.0	0.0
Prop In Lane	0.12		0.12	0.40		0.04	0.08		0.40	0.04		0.26
Lane Grp Cap(c), veh/h	586	0	0	593	0	0	718	0	0	746	0	0
V/C Ratio(X)	0.45	0.00	0.00	0.51	0.00	0.00	0.56	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	2215	0	0	2013	0	0	3292	0	0	3480	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	9.7	0.0	0.0	9.9	0.0	0.0	8.3	0.0	0.0	7.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.1	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(50%),veh/ln	0.8	0.0	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	0.0	0.0	10.1	0.0	0.0	8.5	0.0	0.0	7.5	0.0	0.0
LnGrp LOS	A			B			A			A		
Approach Vol, veh/h		266			303			403			251	
Approach Delay, s/veh		9.9			10.1			8.5			7.5	
Approach LOS		A			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.0	13.3	16.0	13.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	55.0	35.0	55.0	35.0
Max Q Clear Time (g_c+I1), s	7.8	5.7	5.1	6.4
Green Ext Time (p_c), s	1.2	0.7	0.7	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.0
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	247	1	2	202	73	0	0	1	89	0	74
Future Volume (vph)	80	247	1	2	202	73	0	0	1	89	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12	12	11	12	12	12	12
Grade (%)		2%			-4%			-3%			0%	
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964			0.865				0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1694	1800	0	0	1771	0	0	1613	0	0	1787	1568
Flt Permitted	0.950										0.950	
Satd. Flow (perm)	1694	1800	0	0	1771	0	0	1613	0	0	1787	1568
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1187			855			752			481	
Travel Time (s)		18.0			13.0			17.1			10.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	1%	0%	0%	2%	2%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	99	305	1	2	249	90	0	0	1	110	0	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	306	0	0	341	0	0	1	0	0	110	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.01	0.97	1.02	0.97	0.98	1.02	0.98	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	247	1	2	202	73	0	0	1	89	0	74
Future Vol, veh/h	80	247	1	2	202	73	0	0	1	89	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	95	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	-3	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	1	0	0	2	2	0	0	0	1	0	3
Mvmt Flow	99	305	1	2	249	90	0	0	1	110	0	91

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	306	0	0	757	757	306	802	803	294
Stage 1	-	-	-	-	-	-	503	503	-	299	299	-
Stage 2	-	-	-	-	-	-	254	254	-	502	504	-
Critical Hdwy	4.12	-	-	4.1	-	-	6.5	5.9	5.9	7.11	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	4.9	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.9	-	6.11	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.327
Pot Cap-1 Maneuver	1316	-	-	1266	-	-	370	385	758	303	319	743
Stage 1	-	-	-	-	-	-	603	592	-	712	670	-
Stage 2	-	-	-	-	-	-	787	731	-	553	544	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1266	-	-	300	355	758	280	294	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	355	-	280	294	-
Stage 1	-	-	-	-	-	-	558	548	-	710	668	-
Stage 2	-	-	-	-	-	-	689	729	-	511	504	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.94	0.06	9.76	18.96
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	758	1316	-	-	12	-	-	280	743
HCM Lane V/C Ratio	0.002	0.075	-	-	0.002	-	-	0.393	0.123
HCM Control Delay (s/veh)	9.8	8	-	-	7.8	0	-	26	10.5
HCM Lane LOS	A	A	-	-	A	A	-	D	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	1.8	0.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	306	31	54	245	32	33
Future Volume (vph)	306	31	54	245	32	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12
Grade (%)	0%			0%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.988				0.932	
Flt Protected				0.991	0.976	
Satd. Flow (prot)	1860	0	0	1805	1702	0
Flt Permitted				0.991	0.976	
Satd. Flow (perm)	1860	0	0	1805	1702	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	839			283	1359	
Travel Time (s)	12.7			4.3	30.9	
Confl. Peds. (#/hr)		1	1		1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	344	35	61	275	36	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	379	0	0	336	73	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.04	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	306	31	54	245	32	33
Future Vol, veh/h	306	31	54	245	32	33
Conflicting Peds, #/hr	0	1	1	0	1	1
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	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	344	35	61	275	36	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	380	0	760	363
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	-	-	4.1	-	7	6.5
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1190	-	332	666
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1189	-	311	664
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	600	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.48	15.18
HCM LOS			C

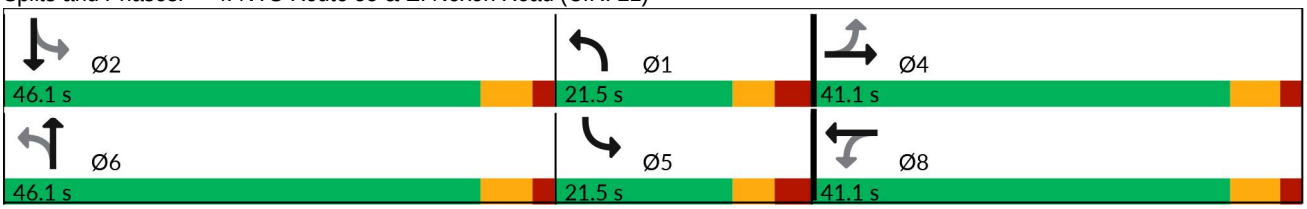
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	426	-	-	325	-
HCM Lane V/C Ratio	0.171	-	-	0.051	-
HCM Control Delay (s/veh)	15.2	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	135	134	15	87	57	138	289	21	85	311	74
Future Volume (vph)	70	135	134	15	87	57	138	289	21	85	311	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-7%			-5%			5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947			0.952			0.990			0.971	
Flt Protected		0.990			0.995		0.950			0.950		
Satd. Flow (prot)	0	1654	0	0	1791	0	1832	1813	0	1760	1711	0
Flt Permitted		0.899			0.949		0.348			0.456		
Satd. Flow (perm)	0	1502	0	0	1708	0	671	1813	0	845	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			27			4			12	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		283			89			1225			1344	
Travel Time (s)		4.3			1.3			15.2			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	1%	3%	0%	0%	2%	0%
Adj. Flow (vph)	74	142	141	16	92	60	145	304	22	89	327	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	0	0	168	0	145	326	0	89	405	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.10	1.01	0.96	1.00	0.96	0.97	1.01	0.97	1.03	1.08	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		43	43		43	43	
Detector 2 Size(ft)		40			40		40	40		40	40	
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.1	11.1		11.1	11.1		11.5	16.1		11.5	16.1	
Total Split (s)	41.1	41.1		41.1	41.1		21.5	46.1		21.5	46.1	
Total Split (%)	37.8%	37.8%		37.8%	37.8%		19.8%	42.4%		19.8%	42.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	40.0		15.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		3.0	1.8		3.0	1.8	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1		6.5	6.1		6.5	6.1	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	3.0		1.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.72			0.30		0.41	0.54		0.18	0.72	
Control Delay (s/veh)		29.1			17.1		18.4	25.9		12.8	28.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		29.1			17.1		18.4	25.9		12.8	28.9	
Queue Length 50th (ft)		115			42		30	113		18	137	
Queue Length 95th (ft)		248			104		80	246		53	292	
Internal Link Dist (ft)		203			9			1145			1264	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		824			933		626	1118		673	1058	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.43			0.18		0.23	0.29		0.13	0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 108.7	
Actuated Cycle Length: 68.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 55 & E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	135	134	15	87	57	138	289	21	85	311	74
Future Volume (veh/h)	70	135	134	15	87	57	138	289	21	85	311	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1894	1894	2175	2160	2175	2082	2052	2097	1753	1723	1753
Adj Flow Rate, veh/h	74	142	141	16	92	60	145	304	22	89	327	78
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	1	0	1	3	0	0	2	0
Cap, veh/h	146	202	175	94	327	194	313	405	29	478	400	95
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.09	0.21	0.21	0.17	0.30	0.30
Sat Flow, veh/h	247	752	652	83	1216	721	1983	1890	137	1669	1345	321
Grp Volume(v), veh/h	357	0	0	168	0	0	145	0	326	89	0	405
Grp Sat Flow(s),veh/h/ln	1650	0	0	2020	0	0	1983	0	2027	1669	0	1665
Q Serve(g_s), s	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	12.3
Cycle Q Clear(g_c), s	10.9	0.0	0.0	3.6	0.0	0.0	0.0	0.0	8.2	0.0	0.0	12.3
Prop In Lane	0.21		0.39	0.10		0.36	1.00		0.07	1.00		0.19
Lane Grp Cap(c), veh/h	524	0	0	616	0	0	313	0	434	478	0	495
V/C Ratio(X)	0.68	0.00	0.00	0.27	0.00	0.00	0.46	0.00	0.75	0.19	0.00	0.82
Avail Cap(c_a), veh/h	1121	0	0	1324	0	0	676	0	1483	645	0	1219
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	18.5	0.0	0.0	15.9	0.0	0.0	22.6	0.0	20.1	17.7	0.0	17.8
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.2	0.0	0.0	0.4	0.0	2.6	0.1	0.0	3.4
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(50%),veh/ln	3.6	0.0	0.0	1.4	0.0	0.0	1.5	0.0	3.4	0.8	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	0.0	0.0	16.2	0.0	0.0	23.0	0.0	22.7	17.8	0.0	21.2
LnGrp LOS	C			B			C		C	B		C
Approach Vol, veh/h		357			168			471			494	
Approach Delay, s/veh		20.0			16.2			22.8			20.6	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	22.4		20.8	16.0	17.8		20.8				
Change Period (Y+Rc), s	* 6.5	6.1		* 6.1	* 6.5	6.1		* 6.1				
Max Green Setting (Gmax), s	* 15	40.0		* 35	* 15	40.0		* 35				
Max Q Clear Time (g_c+I1), s	2.0	14.3		12.9	2.0	10.2		5.6				
Green Ext Time (p_c), s	0.1	1.9		1.8	0.1	1.5		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh	20.7	
HCM 7th LOS	C	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	60	181	129	12	5	30
Future Volume (vph)	60	181	129	12	5	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	12	11	12
Grade (%)		0%	-9%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988		0.884	
Flt Protected		0.988			0.993	
Satd. Flow (prot)	0	1940	1879	0	1596	0
Flt Permitted		0.988			0.993	
Satd. Flow (perm)	0	1940	1879	0	1596	0
Link Speed (mph)		45	45		40	
Link Distance (ft)		89	1053		305	
Travel Time (s)		1.3	16.0		5.2	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	73	221	157	15	6	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	294	172	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	0.99	0.94	1.06	1.01
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	181	129	12	5	30
Future Vol, veh/h	60	181	129	12	5	30
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	-9	-	2	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	73	221	157	15	6	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	172	0	-	0	532	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1417	-	-	-	482	877
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1417	-	-	-	454	877
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	677	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.91	0	9.92
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	448	-	-	-	774
HCM Lane V/C Ratio	0.052	-	-	-	0.055
HCM Control Delay (s/veh)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	184	18	181	297	21	14	102	102	4	197	37
Future Volume (vph)	32	184	18	181	297	21	14	102	102	4	197	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	11	12
Grade (%)		2%			-1%			0%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.994			0.937			0.979	
Flt Protected		0.993			0.982			0.997			0.999	
Satd. Flow (prot)	0	1626	0	0	1765	0	0	1528	0	0	1634	0
Flt Permitted		0.881			0.774			0.966			0.992	
Satd. Flow (perm)	0	1443	0	0	1391	0	0	1481	0	0	1623	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			67			14	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1229			1023			1143			2162	
Travel Time (s)		18.6			15.5			14.2			26.8	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	10%	15%	6%	1%	8%	11%	23%	13%	10%	25%	10%	15%
Adj. Flow (vph)	40	230	23	226	371	26	18	128	128	5	246	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	0	0	623	0	0	274	0	0	297	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.04	1.00	0.99	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0		41.0	41.0		61.0	61.0		61.0	61.0	
Total Split (%)	40.2%	40.2%		40.2%	40.2%		59.8%	59.8%		59.8%	59.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.35			0.79			0.66			0.73	
Control Delay (s/veh)		9.8			22.3			24.1			31.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.8			22.3			24.1			31.7	
Queue Length 50th (ft)		53			165			69			98	
Queue Length 95th (ft)		104			#342			115			146	
Internal Link Dist (ft)		1149			943			1063			2082	
Turn Bay Length (ft)												
Base Capacity (vph)		814			784			1318			1438	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.79			0.21			0.21	

Intersection Summary

Area Type: Other
Cycle Length: 102
Actuated Cycle Length: 62.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 82 & Noxon Road (C.R. 21)/E. Noxon Road (C.R. 21)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	184	18	181	297	21	14	102	102	4	197	37
Future Volume (veh/h)	32	184	18	181	297	21	14	102	102	4	197	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1728	1654	1788	1924	1819	1774	1559	1707	1752	1603	1829	1754
Adj Flow Rate, veh/h	40	230	22	226	371	26	18	128	128	5	246	46
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	10	15	6	1	8	11	23	13	10	25	10	15
Cap, veh/h	150	620	55	346	454	30	106	193	179	92	366	68
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	107	1351	119	492	989	65	48	784	729	10	1488	275
Grp Volume(v), veh/h	292	0	0	623	0	0	274	0	0	297	0	0
Grp Sat Flow(s),veh/h/ln	1577	0	0	1546	0	0	1560	0	0	1773	0	0
Q Serve(g_s), s	0.0	0.0	0.0	9.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	14.5	0.0	0.0	6.4	0.0	0.0	6.1	0.0	0.0
Prop In Lane	0.14		0.08	0.36		0.04	0.07		0.47	0.02		0.15
Lane Grp Cap(c), veh/h	824	0	0	830	0	0	478	0	0	526	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.75	0.00	0.00	0.57	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1410	0	0	1417	0	0	2148	0	0	2474	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	7.2	0.0	0.0	9.6	0.0	0.0	14.0	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.4	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(50%),veh/ln	0.9	0.0	0.0	2.6	0.0	0.0	1.5	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	0.0	0.0	10.1	0.0	0.0	14.4	0.0	0.0	14.2	0.0	0.0
LnGrp LOS	A			B			B			B		
Approach Vol, veh/h		292			623			274			297	
Approach Delay, s/veh		7.3			10.1			14.4			14.2	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.0	24.7	16.0	24.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	55.0	35.0	55.0	35.0
Max Q Clear Time (g_c+I1), s	8.4	6.8	8.1	16.5
Green Ext Time (p_c), s	0.8	0.9	0.8	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	11.2
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	127	0	1	252	229	0	0	2	88	0	163
Future Volume (vph)	192	127	0	1	252	229	0	0	2	88	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12	12	11	12	12	12	12
Grade (%)		2%			-4%			-3%			0%	
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.936			0.865				0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1614	1609	0	0	1679	0	0	1613	0	0	1626	1442
Flt Permitted	0.950										0.950	
Satd. Flow (perm)	1614	1609	0	0	1679	0	0	1613	0	0	1626	1442
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1187			855			752			481	
Travel Time (s)		18.0			13.0			17.1			10.9	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	7%	13%	0%	0%	3%	6%	0%	0%	0%	11%	0%	12%
Adj. Flow (vph)	325	215	0	2	427	388	0	0	3	149	0	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	215	0	0	817	0	0	3	0	0	149	276
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.01	0.97	1.02	0.97	0.98	1.02	0.98	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	61.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	192	127	0	1	252	229	0	0	2	88	0	163
Future Vol, veh/h	192	127	0	1	252	229	0	0	2	88	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	95	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	-3	-	-	0	-
Peak Hour Factor	59	59	59	59	59	59	59	59	59	59	59	59
Heavy Vehicles, %	7	13	0	0	3	6	0	0	0	11	0	12
Mvmt Flow	325	215	0	2	427	388	0	0	3	149	0	276

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	427	0	0	215	0	0	1297	1297	215	1491	1491	621
Stage 1	-	-	-	-	-	-	866	866	-	625	625	-
Stage 2	-	-	-	-	-	-	431	431	-	866	866	-
Critical Hdwy	4.17	-	-	4.1	-	-	6.5	5.9	5.9	7.21	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	4.9	-	6.21	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.9	-	6.21	5.5	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4	3.3	3.599	4	3.408
Pot Cap-1 Maneuver	1106	-	-	1367	-	-	174	203	845	~ 97	125	470
Stage 1	-	-	-	-	-	-	405	431	-	458	481	-
Stage 2	-	-	-	-	-	-	652	630	-	336	373	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1106	-	-	1367	-	-	50	143	845	~ 68	88	470
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	143	-	~ 68	88	-
Stage 1	-	-	-	-	-	-	286	304	-	457	479	-
Stage 2	-	-	-	-	-	-	268	629	-	236	263	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	5.78	0.02	9.28	252.19
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	845	1106	-	-	3	-	-	68	470
HCM Lane V/C Ratio	0.004	0.294	-	-	0.001	-	-	2.188	0.588
HCM Control Delay (s/veh)	9.3	9.6	-	-	7.6	0	-	$ 676.6	23
HCM Lane LOS	A	A	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0	1.2	-	-	0	-	-	14.1	3.7

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	184	32	30	417	66	52
Future Volume (vph)	184	32	30	417	66	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12
Grade (%)	0%			0%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.940	
Flt Protected				0.997	0.973	
Satd. Flow (prot)	1645	0	0	1745	1651	0
Flt Permitted				0.997	0.973	
Satd. Flow (perm)	1645	0	0	1745	1651	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	839			283	1359	
Travel Time (s)	12.7			4.3	30.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	12%	20%	4%	5%	5%	2%
Adj. Flow (vph)	252	44	41	571	90	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	296	0	0	612	161	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.04	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	32	30	417	66	52
Future Vol, veh/h	184	32	30	417	66	52
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	3	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	12	20	4	5	5	2
Mvmt Flow	252	44	41	571	90	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	296	0	927	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	653	-
Critical Hdwy	-	-	4.14	-	7.05	6.52
Critical Hdwy Stg 1	-	-	-	-	6.05	-
Critical Hdwy Stg 2	-	-	-	-	6.05	-
Follow-up Hdwy	-	-	2.236	-	3.545	3.318
Pot Cap-1 Maneuver	-	-	1254	-	252	747
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1254	-	240	747
Mov Cap-2 Maneuver	-	-	-	-	240	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.53	24.59
HCM LOS			C

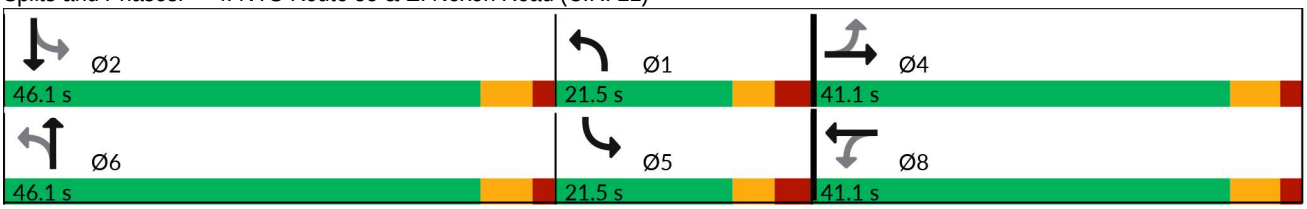
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	121	-
HCM Lane V/C Ratio	0.472	-	-	0.033	-
HCM Control Delay (s/veh)	24.6	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	63	84	13	140	81	167	297	6	36	186	142
Future Volume (vph)	97	63	84	13	140	81	167	297	6	36	186	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-7%			-5%			5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953			0.953			0.997			0.935	
Flt Protected		0.981			0.997		0.950			0.950		
Satd. Flow (prot)	0	1514	0	0	1697	0	1729	1729	0	1615	1547	0
Flt Permitted		0.732			0.975		0.417			0.455		
Satd. Flow (perm)	0	1130	0	0	1659	0	759	1729	0	773	1547	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			26			1			40	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		283			89			1225			1344	
Travel Time (s)		4.3			1.3			15.2			16.7	
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
Heavy Vehicles (%)	5%	7%	15%	8%	6%	7%	7%	8%	33%	9%	13%	2%
Adj. Flow (vph)	105	68	91	14	152	88	182	323	7	39	202	154
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	264	0	0	254	0	182	330	0	39	356	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.10	1.01	0.96	1.00	0.96	0.97	1.01	0.97	1.03	1.08	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		43	43		43	43	
Detector 2 Size(ft)		40			40		40	40		40	40	
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.1	11.1		11.1	11.1		11.5	16.1		11.5	16.1	
Total Split (s)	41.1	41.1		41.1	41.1		21.5	46.1		21.5	46.1	
Total Split (%)	37.8%	37.8%		37.8%	37.8%		19.8%	42.4%		19.8%	42.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	40.0		15.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		3.0	1.8		3.0	1.8	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1		6.5	6.1		6.5	6.1	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	3.0		1.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.68			0.45		0.46	0.50		0.10	0.71	
Control Delay (s/veh)		28.3			19.3		19.5	23.5		12.8	28.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		28.3			19.3		19.5	23.5		12.8	28.5	
Queue Length 50th (ft)		81			70		41	116		8	111	
Queue Length 95th (ft)		191			157		101	244		29	245	
Internal Link Dist (ft)		203			9			1145			1264	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		628			916		657	1078		606	979	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.42			0.28		0.28	0.31		0.06	0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 108.7	
Actuated Cycle Length: 67.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 55 & E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	63	84	13	140	81	167	297	6	36	186	142
Future Volume (veh/h)	97	63	84	13	140	81	167	297	6	36	186	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1790	1672	2055	2085	2070	1992	1977	1601	1619	1560	1723
Adj Flow Rate, veh/h	105	68	91	14	152	88	182	323	7	39	202	154
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, %	5	7	15	8	6	7	7	8	33	9	13	2
Cap, veh/h	213	110	117	87	272	150	336	436	9	482	249	190
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.10	0.23	0.23	0.18	0.30	0.30
Sat Flow, veh/h	508	500	530	48	1234	680	1897	1927	42	1542	821	626
Grp Volume(v), veh/h	264	0	0	254	0	0	182	0	330	39	0	356
Grp Sat Flow(s),veh/h/ln	1539	0	0	1963	0	0	1897	0	1969	1542	0	1447
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.5	0.0	7.7	0.0	0.0	11.3
Cycle Q Clear(g_c), s	7.5	0.0	0.0	5.8	0.0	0.0	0.5	0.0	7.7	0.0	0.0	11.3
Prop In Lane	0.40		0.34	0.06		0.35	1.00		0.02	1.00		0.43
Lane Grp Cap(c), veh/h	440	0	0	509	0	0	336	0	446	482	0	438
V/C Ratio(X)	0.60	0.00	0.00	0.50	0.00	0.00	0.54	0.00	0.74	0.08	0.00	0.81
Avail Cap(c_a), veh/h	1099	0	0	1434	0	0	718	0	1585	675	0	1165
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	17.9	0.0	0.0	17.3	0.0	0.0	20.1	0.0	17.9	14.7	0.0	16.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.8	0.0	0.0	0.5	0.0	2.4	0.0	0.0	3.7
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(50%),veh/ln	2.4	0.0	0.0	2.2	0.0	0.0	1.6	0.0	2.9	0.3	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.2	0.0	0.0	18.1	0.0	0.0	20.6	0.0	20.3	14.7	0.0	19.7
LnGrp LOS	B			B			C		C	B		B
Approach Vol, veh/h		264			254			512			395	
Approach Delay, s/veh		19.2			18.1			20.4			19.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	21.1		17.0	15.3	17.3		17.0				
Change Period (Y+Rc), s	* 6.5	6.1		* 6.1	* 6.5	6.1		* 6.1				
Max Green Setting (Gmax), s	* 15	40.0		* 35	* 15	40.0		* 35				
Max Q Clear Time (g_c+I1), s	2.5	13.3		9.5	2.0	9.7		7.8				
Green Ext Time (p_c), s	0.2	1.7		1.4	0.0	1.5		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	71	171	5	4	63
Future Volume (vph)	34	71	171	5	4	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	12	11	12
Grade (%)		0%	-9%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.873	
Flt Protected		0.984			0.997	
Satd. Flow (prot)	0	1754	1773	0	1552	0
Flt Permitted		0.984			0.997	
Satd. Flow (perm)	0	1754	1773	0	1552	0
Link Speed (mph)		45	45		40	
Link Distance (ft)		89	1053		402	
Travel Time (s)		1.3	16.0		6.9	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	14%	8%	2%	2%	2%
Adj. Flow (vph)	41	87	209	6	5	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	128	215	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	0.99	0.94	1.06	1.01
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	71	171	5	4	63
Future Vol, veh/h	34	71	171	5	4	63
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	-9	-	2	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	14	8	2	2	2
Mvmt Flow	41	87	209	6	5	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	215	0	-	0	381	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1355	-	-	-	595	819
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1355	-	-	-	576	819
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.51	0	10.02
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	583	-	-	-	799
HCM Lane V/C Ratio	0.031	-	-	-	0.102
HCM Control Delay (s/veh)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

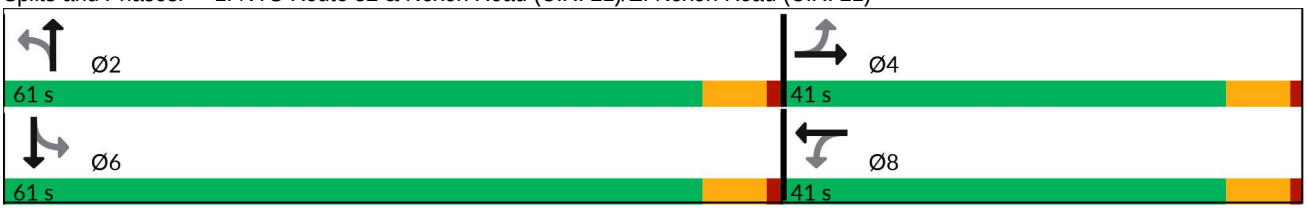
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	206	34	123	174	11	34	213	162	9	180	66
Future Volume (vph)	31	206	34	123	174	11	34	213	162	9	180	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	11	12
Grade (%)		2%			-1%			0%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.995			0.947			0.965	
Flt Protected		0.994			0.980			0.996			0.998	
Satd. Flow (prot)	0	1825	0	0	1817	0	0	1712	0	0	1708	0
Flt Permitted		0.930			0.766			0.952			0.978	
Satd. Flow (perm)	0	1707	0	0	1420	0	0	1637	0	0	1674	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2			50			27	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1229			1023			1143			2162	
Travel Time (s)		18.6			15.5			14.2			26.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	3%	2%	3%	0%	3%	1%	1%	13%	4%	5%
Adj. Flow (vph)	33	219	36	131	185	12	36	227	172	10	191	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	328	0	0	435	0	0	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.04	1.00	0.99	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0		41.0	41.0		61.0	61.0		61.0	61.0	
Total Split (%)	40.2%	40.2%		40.2%	40.2%		59.8%	59.8%		59.8%	59.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.45			0.62			0.67			0.42	
Control Delay (s/veh)		15.1			19.8			18.6			13.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.1			19.8			18.6			13.7	
Queue Length 50th (ft)		58			73			85			48	
Queue Length 95th (ft)		144			182			228			132	
Internal Link Dist (ft)		1149			943			1063			2082	
Turn Bay Length (ft)												
Base Capacity (vph)		1244			1034			1535			1569	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.23			0.32			0.28			0.17	

Intersection Summary

Area Type: Other
Cycle Length: 102
Actuated Cycle Length: 50.9
Natural Cycle: 45
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 82 & Noxon Road (C.R. 21)/E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	206	34	123	174	11	34	213	162	9	180	66
Future Volume (veh/h)	31	206	34	123	174	11	34	213	162	9	180	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1832	1876	1832	1909	1894	1939	1856	1885	1885	1784	1919	1904
Adj Flow Rate, veh/h	33	219	36	131	185	12	36	227	172	10	191	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	2	3	0	3	1	1	13	4	5
Cap, veh/h	165	386	59	316	281	16	155	322	227	133	443	157
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	116	1458	225	559	1063	62	74	963	678	24	1324	469
Grp Volume(v), veh/h	288	0	0	328	0	0	435	0	0	271	0	0
Grp Sat Flow(s),veh/h/ln	1798	0	0	1683	0	0	1714	0	0	1817	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.8	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	0.0	4.9	0.0	0.0	6.7	0.0	0.0	3.5	0.0	0.0
Prop In Lane	0.11		0.12	0.40		0.04	0.08		0.40	0.04		0.26
Lane Grp Cap(c), veh/h	610	0	0	614	0	0	703	0	0	732	0	0
V/C Ratio(X)	0.47	0.00	0.00	0.53	0.00	0.00	0.62	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	2171	0	0	1963	0	0	3220	0	0	3406	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	9.6	0.0	0.0	9.8	0.0	0.0	8.8	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.1	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(50%),veh/ln	0.9	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	0.0	0.0	10.1	0.0	0.0	9.1	0.0	0.0	7.9	0.0	0.0
LnGrp LOS	A			B			A			A		
Approach Vol, veh/h		288			328			435			271	
Approach Delay, s/veh		9.8			10.1			9.1			7.9	
Approach LOS		A			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.0	13.9	16.0	13.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	55.0	35.0	55.0	35.0
Max Q Clear Time (g_c+I1), s	8.7	6.1	5.5	6.9
Green Ext Time (p_c), s	1.3	0.8	0.7	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	267	1	2	219	79	0	0	1	96	0	80
Future Volume (vph)	87	267	1	2	219	79	0	0	1	96	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12	12	11	12	12	12	12
Grade (%)		2%			-4%			-3%			0%	
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964			0.865				0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1694	1800	0	0	1771	0	0	1613	0	0	1787	1568
Flt Permitted	0.950										0.950	
Satd. Flow (perm)	1694	1800	0	0	1771	0	0	1613	0	0	1787	1568
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1187			855			752			481	
Travel Time (s)		18.0			13.0			17.1			10.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	1%	0%	0%	2%	2%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	107	330	1	2	270	98	0	0	1	119	0	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	331	0	0	370	0	0	1	0	0	119	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.01	0.97	1.02	0.97	0.98	1.02	0.98	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	87	267	1	2	219	79	0	0	1	96	0	80
Future Vol, veh/h	87	267	1	2	219	79	0	0	1	96	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	95	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	-3	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	1	0	0	2	2	0	0	0	1	0	3
Mvmt Flow	107	330	1	2	270	98	0	0	1	119	0	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	270	0	0	331	0	0	820	820	330	869	870	319
Stage 1	-	-	-	-	-	-	545	545	-	324	324	-
Stage 2	-	-	-	-	-	-	275	275	-	544	546	-
Critical Hdwy	4.12	-	-	4.1	-	-	6.5	5.9	5.9	7.11	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	4.9	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.9	-	6.11	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.327
Pot Cap-1 Maneuver	1293	-	-	1240	-	-	339	358	736	274	292	719
Stage 1	-	-	-	-	-	-	576	571	-	690	653	-
Stage 2	-	-	-	-	-	-	770	718	-	525	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1293	-	-	1240	-	-	268	327	736	250	267	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	268	327	-	250	267	-
Stage 1	-	-	-	-	-	-	528	524	-	689	652	-
Stage 2	-	-	-	-	-	-	662	716	-	480	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.97	0.05	9.9	22.24
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	736	1293	-	-	11	-	-	250	719
HCM Lane V/C Ratio	0.002	0.083	-	-	0.002	-	-	0.474	0.137
HCM Control Delay (s/veh)	9.9	8	-	-	7.9	0	-	31.8	10.8
HCM Lane LOS	A	A	-	-	A	A	-	D	B
HCM 95th %tile Q(veh)	0	0.3	-	-	0	-	-	2.4	0.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	331	34	58	265	35	36
Future Volume (vph)	331	34	58	265	35	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12
Grade (%)	0%			0%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.987				0.932	
Flt Protected				0.991	0.976	
Satd. Flow (prot)	1858	0	0	1805	1702	0
Flt Permitted				0.991	0.976	
Satd. Flow (perm)	1858	0	0	1805	1702	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	839			283	1359	
Travel Time (s)	12.7			4.3	30.9	
Confl. Peds. (#/hr)		1	1		1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	372	38	65	298	39	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	410	0	0	363	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.04	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	331	34	58	265	35	36
Future Vol, veh/h	331	34	58	265	35	36
Conflicting Peds, #/hr	0	1	1	0	1	1
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	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	372	38	65	298	39	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	411	0	821	393
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	429	-
Critical Hdwy	-	-	4.1	-	7	6.5
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1159	-	302	639
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	615	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1158	-	282	638
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	573	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.49	16.49
HCM LOS			C

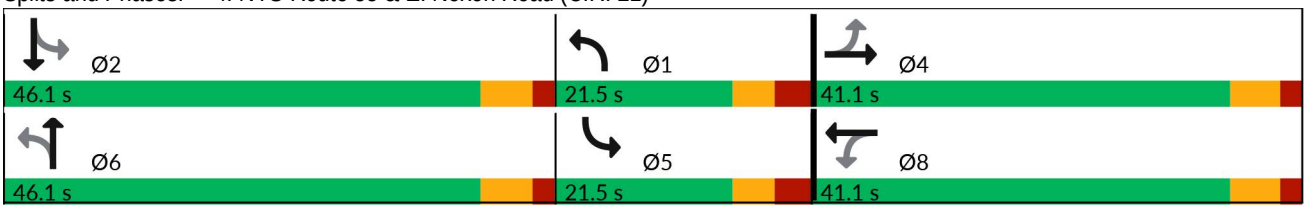
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	393	-	-	323	-
HCM Lane V/C Ratio	0.203	-	-	0.056	-
HCM Control Delay (s/veh)	16.5	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	146	145	16	94	62	149	313	23	92	337	80
Future Volume (vph)	76	146	145	16	94	62	149	313	23	92	337	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-7%			-5%			5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947			0.952			0.990			0.971	
Flt Protected		0.990			0.995		0.950			0.950		
Satd. Flow (prot)	0	1654	0	0	1791	0	1832	1813	0	1760	1711	0
Flt Permitted		0.896			0.948		0.299			0.412		
Satd. Flow (perm)	0	1497	0	0	1706	0	577	1813	0	763	1711	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			27			4			12	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		283			89			1225			1344	
Travel Time (s)		4.3			1.3			15.2			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	1%	3%	0%	0%	2%	0%
Adj. Flow (vph)	80	154	153	17	99	65	157	329	24	97	355	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	387	0	0	181	0	157	353	0	97	439	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.10	1.01	0.96	1.00	0.96	0.97	1.01	0.97	1.03	1.08	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		43	43		43	43	
Detector 2 Size(ft)		40			40		40	40		40	40	
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.1	11.1		11.1	11.1		11.5	16.1		11.5	16.1	
Total Split (s)	41.1	41.1		41.1	41.1		21.5	46.1		21.5	46.1	
Total Split (%)	37.8%	37.8%		37.8%	37.8%		19.8%	42.4%		19.8%	42.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	40.0		15.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		3.0	1.8		3.0	1.8	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1		6.5	6.1		6.5	6.1	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	3.0		1.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.75			0.31		0.50	0.58		0.21	0.75	
Control Delay (s/veh)		31.8			18.3		22.9	28.2		13.9	31.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		31.8			18.3		22.9	28.2		13.9	31.6	
Queue Length 50th (ft)		140			50		37	139		22	168	
Queue Length 95th (ft)		298			120		85	278		57	326	
Internal Link Dist (ft)		203			9			1145			1264	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		757			858		566	1028		623	973	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.51			0.21		0.28	0.34		0.16	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 108.7	
Actuated Cycle Length: 74.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 55 & E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	146	145	16	94	62	149	313	23	92	337	80
Future Volume (veh/h)	76	146	145	16	94	62	149	313	23	92	337	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1894	1894	2175	2160	2175	2082	2052	2097	1753	1723	1753
Adj Flow Rate, veh/h	80	154	153	17	99	65	157	329	24	97	355	84
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	1	0	1	3	0	0	2	0
Cap, veh/h	145	211	185	90	346	207	290	424	31	452	423	100
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.08	0.22	0.22	0.17	0.31	0.31
Sat Flow, veh/h	252	743	650	83	1214	727	1983	1889	138	1669	1347	319
Grp Volume(v), veh/h	387	0	0	181	0	0	157	0	353	97	0	439
Grp Sat Flow(s),veh/h/ln	1645	0	0	2024	0	0	1983	0	2027	1669	0	1666
Q Serve(g_s), s	8.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0	9.7	0.0	0.0	14.5
Cycle Q Clear(g_c), s	12.9	0.0	0.0	4.1	0.0	0.0	0.7	0.0	9.7	0.0	0.0	14.5
Prop In Lane	0.21		0.40	0.09		0.36	1.00		0.07	1.00		0.19
Lane Grp Cap(c), veh/h	542	0	0	643	0	0	290	0	455	452	0	524
V/C Ratio(X)	0.71	0.00	0.00	0.28	0.00	0.00	0.54	0.00	0.78	0.21	0.00	0.84
Avail Cap(c_a), veh/h	1035	0	0	1229	0	0	625	0	1372	585	0	1127
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	19.6	0.0	0.0	16.6	0.0	0.0	24.8	0.0	21.5	19.7	0.0	18.9
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.0	0.0	0.6	0.0	2.9	0.1	0.0	3.7
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(50%),veh/ln	4.4	0.0	0.0	1.7	0.0	0.0	1.8	0.0	4.1	0.9	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	0.0	0.0	16.8	0.0	0.0	25.4	0.0	24.4	19.7	0.0	22.5
LnGrp LOS	C			B			C		C	B		C
Approach Vol, veh/h		387			181			510			536	
Approach Delay, s/veh		21.4			16.8			24.7			22.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	24.7		22.9	16.8	19.4		22.9				
Change Period (Y+Rc), s	* 6.5	6.1		* 6.1	* 6.5	6.1		* 6.1				
Max Green Setting (Gmax), s	* 15	40.0		* 35	* 15	40.0		* 35				
Max Q Clear Time (g_c+I1), s	2.7	16.5		14.9	2.0	11.7		6.1				
Green Ext Time (p_c), s	0.1	2.1		2.0	0.1	1.6		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.1	
HCM 7th LOS	C	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	196	140	13	5	32
Future Volume (vph)	65	196	140	13	5	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	12	11	12
Grade (%)		0%	-9%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.988		0.883	
Flt Protected		0.988			0.993	
Satd. Flow (prot)	0	1940	1879	0	1594	0
Flt Permitted		0.988			0.993	
Satd. Flow (perm)	0	1940	1879	0	1594	0
Link Speed (mph)		45	45		40	
Link Distance (ft)		89	1053		305	
Travel Time (s)		1.3	16.0		5.2	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	79	239	171	16	6	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	318	187	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	0.99	0.94	1.06	1.01
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

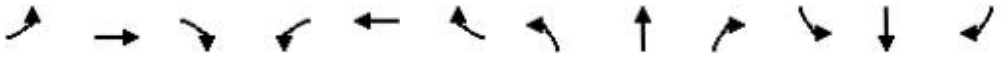
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	196	140	13	5	32
Future Vol, veh/h	65	196	140	13	5	32
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	-9	-	2	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	79	239	171	16	6	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	576	179
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1400	-	-	-	452	861
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1400	-	-	-	423	861
Mov Cap-2 Maneuver	-	-	-	-	423	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	654	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.92	0	10.07
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	448	-	-	-	755
HCM Lane V/C Ratio	0.057	-	-	-	0.06
HCM Control Delay (s/veh)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	186	18	190	303	22	14	102	105	5	197	37
Future Volume (vph)	32	186	18	190	303	22	14	102	105	5	197	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	11	12
Grade (%)		2%			-1%			0%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.994			0.936			0.979	
Flt Protected		0.993			0.982			0.997			0.999	
Satd. Flow (prot)	0	1627	0	0	1766	0	0	1527	0	0	1633	0
Flt Permitted		0.879			0.770			0.966			0.990	
Satd. Flow (perm)	0	1441	0	0	1385	0	0	1480	0	0	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			69			14	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1229			1023			1143			2162	
Travel Time (s)		18.6			15.5			14.2			26.8	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	10%	15%	6%	1%	8%	11%	23%	13%	10%	25%	10%	15%
Adj. Flow (vph)	40	233	23	238	379	28	18	128	131	6	246	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	296	0	0	645	0	0	277	0	0	298	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.04	1.00	0.99	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0		41.0	41.0		61.0	61.0		61.0	61.0	
Total Split (%)	40.2%	40.2%		40.2%	40.2%		59.8%	59.8%		59.8%	59.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.36			0.82			0.66			0.73	
Control Delay (s/veh)		9.9			24.5			24.1			31.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.9			24.5			24.1			31.9	
Queue Length 50th (ft)		53			176			69			99	
Queue Length 95th (ft)		105			#365			115			147	
Internal Link Dist (ft)		1149			943			1063			2082	
Turn Bay Length (ft)												
Base Capacity (vph)		812			780			1316			1433	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.83			0.21			0.21	

Intersection Summary

Area Type: Other
Cycle Length: 102
Actuated Cycle Length: 62.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 82 & Noxon Road (C.R. 21)/E. Noxon Road (C.R. 21)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	186	18	190	303	22	14	102	105	5	197	37
Future Volume (veh/h)	32	186	18	190	303	22	14	102	105	5	197	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1728	1654	1788	1924	1819	1774	1559	1707	1752	1603	1829	1754
Adj Flow Rate, veh/h	40	232	22	238	379	28	18	128	131	6	246	46
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	10	15	6	1	8	11	23	13	10	25	10	15
Cap, veh/h	148	639	56	356	457	32	103	186	177	91	356	65
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	106	1349	118	504	966	67	48	777	740	12	1486	274
Grp Volume(v), veh/h	294	0	0	645	0	0	277	0	0	298	0	0
Grp Sat Flow(s),veh/h/ln	1573	0	0	1536	0	0	1565	0	0	1772	0	0
Q Serve(g_s), s	0.0	0.0	0.0	10.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	15.5	0.0	0.0	6.7	0.0	0.0	6.4	0.0	0.0
Prop In Lane	0.14		0.07	0.37		0.04	0.06		0.47	0.02		0.15
Lane Grp Cap(c), veh/h	843	0	0	846	0	0	466	0	0	512	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.76	0.00	0.00	0.59	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1372	0	0	1374	0	0	2090	0	0	2403	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	7.1	0.0	0.0	9.5	0.0	0.0	14.7	0.0	0.0	14.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.4	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(50%),veh/ln	0.9	0.0	0.0	2.7	0.0	0.0	1.7	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	0.0	0.0	10.1	0.0	0.0	15.1	0.0	0.0	14.9	0.0	0.0
LnGrp LOS	A			B			B			B		
Approach Vol, veh/h		294			645			277			298	
Approach Delay, s/veh		7.2			10.1			15.1			14.9	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.0	25.8	16.0	25.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	55.0	35.0	55.0	35.0
Max Q Clear Time (g_c+I1), s	8.7	6.8	8.4	17.5
Green Ext Time (p_c), s	0.8	0.9	0.8	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	133	0	1	270	229	0	0	2	88	0	163
Future Volume (vph)	192	133	0	1	270	229	0	0	2	88	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12	12	11	12	12	12	12
Grade (%)		2%			-4%			-3%			0%	
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.938			0.865				0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1614	1609	0	0	1684	0	0	1613	0	0	1626	1442
Flt Permitted	0.950										0.950	
Satd. Flow (perm)	1614	1609	0	0	1684	0	0	1613	0	0	1626	1442
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1187			855			752			481	
Travel Time (s)		18.0			13.0			17.1			10.9	
Peak Hour Factor	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59	0.59
Heavy Vehicles (%)	7%	13%	0%	0%	3%	6%	0%	0%	0%	11%	0%	12%
Adj. Flow (vph)	325	225	0	2	458	388	0	0	3	149	0	276
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	225	0	0	848	0	0	3	0	0	149	276
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.01	0.97	1.02	0.97	0.98	1.02	0.98	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	67.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	192	133	0	1	270	229	0	0	2	88	0	163
Future Vol, veh/h	192	133	0	1	270	229	0	0	2	88	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	95	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	-3	-	-	0	-
Peak Hour Factor	59	59	59	59	59	59	59	59	59	59	59	59
Heavy Vehicles, %	7	13	0	0	3	6	0	0	0	11	0	12
Mvmt Flow	325	225	0	2	458	388	0	0	3	149	0	276

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	225	0	0	1337	1337	225	1531	1531	652
Stage 1	-	-	-	-	-	-	876	876	-	655	655	-
Stage 2	-	-	-	-	-	-	461	461	-	876	876	-
Critical Hdwy	4.17	-	-	4.1	-	-	6.5	5.9	5.9	7.21	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	4.9	-	6.21	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.9	-	6.21	5.5	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4	3.3	3.599	4	3.408
Pot Cap-1 Maneuver	1077	-	-	1355	-	-	164	193	835	~ 91	118	451
Stage 1	-	-	-	-	-	-	401	427	-	440	466	-
Stage 2	-	-	-	-	-	-	631	614	-	331	369	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1077	-	-	1355	-	-	44	134	835	~ 63	82	451
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	134	-	~ 63	82	-
Stage 1	-	-	-	-	-	-	280	298	-	439	464	-
Stage 2	-	-	-	-	-	-	244	612	-	230	258	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	5.78	0.02	9.33	283.51
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	835	1077	-	-	3	-	-	63	451
HCM Lane V/C Ratio	0.004	0.302	-	-	0.001	-	-	2.364	0.613
HCM Control Delay (s/veh)	9.3	9.8	-	-	7.7	0	-	$ 762.7	24.8
HCM Lane LOS	A	A	-	-	A	A	-	F	C
HCM 95th %tile Q(veh)	0	1.3	-	-	0	-	-	14.6	4

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	198	32	30	422	66	52
Future Volume (vph)	198	32	30	422	66	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12
Grade (%)	0%			0%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981				0.940	
Flt Protected				0.997	0.973	
Satd. Flow (prot)	1648	0	0	1745	1651	0
Flt Permitted				0.997	0.973	
Satd. Flow (perm)	1648	0	0	1745	1651	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	839			283	1359	
Travel Time (s)	12.7			4.3	30.9	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	12%	20%	4%	5%	5%	2%
Adj. Flow (vph)	271	44	41	578	90	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	0	0	619	161	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.04	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	198	32	30	422	66	52
Future Vol, veh/h	198	32	30	422	66	52
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	3	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	12	20	4	5	5	2
Mvmt Flow	271	44	41	578	90	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	315	0	953	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	660	-
Critical Hdwy	-	-	4.14	-	7.05	6.52
Critical Hdwy Stg 1	-	-	-	-	6.05	-
Critical Hdwy Stg 2	-	-	-	-	6.05	-
Follow-up Hdwy	-	-	2.236	-	3.545	3.318
Pot Cap-1 Maneuver	-	-	1234	-	242	728
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1234	-	230	728
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.53	26.01
HCM LOS			D

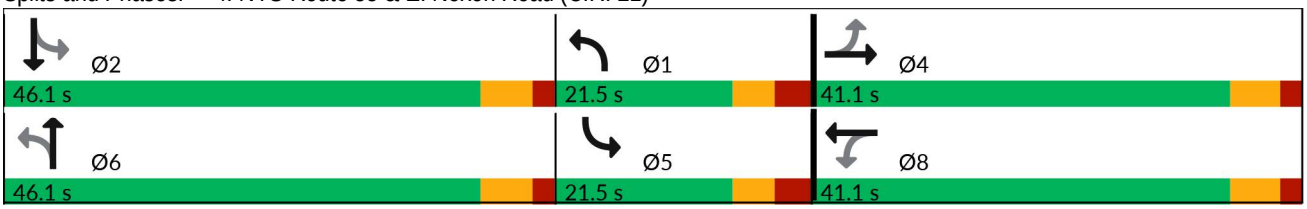
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	-	-	119	-
HCM Lane V/C Ratio	0.491	-	-	0.033	-
HCM Control Delay (s/veh)	26	-	-	8	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	2.6	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	64	91	13	140	81	169	297	6	36	186	144
Future Volume (vph)	104	64	91	13	140	81	169	297	6	36	186	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-7%			-5%			5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953			0.953			0.997			0.934	
Flt Protected		0.980			0.997		0.950			0.950		
Satd. Flow (prot)	0	1512	0	0	1697	0	1729	1729	0	1615	1546	0
Flt Permitted		0.732			0.974		0.404			0.444		
Satd. Flow (perm)	0	1129	0	0	1657	0	735	1729	0	755	1546	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			26			1			41	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		283			89			1225			1344	
Travel Time (s)		4.3			1.3			15.2			16.7	
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
Heavy Vehicles (%)	5%	7%	15%	8%	6%	7%	7%	8%	33%	9%	13%	2%
Adj. Flow (vph)	113	70	99	14	152	88	184	323	7	39	202	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	282	0	0	254	0	184	330	0	39	359	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.10	1.01	0.96	1.00	0.96	0.97	1.01	0.97	1.03	1.08	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		43	43		43	43	
Detector 2 Size(ft)		40			40		40	40		40	40	
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.1	11.1		11.1	11.1		11.5	16.1		11.5	16.1	
Total Split (s)	41.1	41.1		41.1	41.1		21.5	46.1		21.5	46.1	
Total Split (%)	37.8%	37.8%		37.8%	37.8%		19.8%	42.4%		19.8%	42.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	40.0		15.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		3.0	1.8		3.0	1.8	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1		6.5	6.1		6.5	6.1	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	3.0		1.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.69			0.43		0.49	0.51		0.10	0.73	
Control Delay (s/veh)		28.9			19.0		21.2	24.8		13.5	30.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		28.9			19.0		21.2	24.8		13.5	30.0	
Queue Length 50th (ft)		91			72		45	124		9	120	
Queue Length 95th (ft)		212			159		102	248		29	250	
Internal Link Dist (ft)		203			9			1145			1264	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		603			880		628	1035		583	941	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.47			0.29		0.29	0.32		0.07	0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 108.7	
Actuated Cycle Length: 70.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 55 & E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	64	91	13	140	81	169	297	6	36	186	144
Future Volume (veh/h)	104	64	91	13	140	81	169	297	6	36	186	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1820	1790	1672	2055	2085	2070	1992	1977	1601	1619	1560	1723
Adj Flow Rate, veh/h	113	70	99	14	152	88	184	323	7	39	202	157
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, %	5	7	15	8	6	7	7	8	33	9	13	2
Cap, veh/h	218	111	125	85	289	159	326	433	9	475	247	192
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.10	0.22	0.22	0.18	0.30	0.30
Sat Flow, veh/h	511	477	535	47	1236	680	1897	1927	42	1542	814	632
Grp Volume(v), veh/h	282	0	0	254	0	0	184	0	330	39	0	359
Grp Sat Flow(s),veh/h/ln	1523	0	0	1964	0	0	1897	0	1969	1542	0	1446
Q Serve(g_s), s	2.6	0.0	0.0	0.0	0.0	0.0	0.8	0.0	8.0	0.0	0.0	11.8
Cycle Q Clear(g_c), s	8.4	0.0	0.0	5.8	0.0	0.0	0.8	0.0	8.0	0.0	0.0	11.8
Prop In Lane	0.40		0.35	0.06		0.35	1.00		0.02	1.00		0.44
Lane Grp Cap(c), veh/h	454	0	0	533	0	0	326	0	442	475	0	439
V/C Ratio(X)	0.62	0.00	0.00	0.48	0.00	0.00	0.56	0.00	0.75	0.08	0.00	0.82
Avail Cap(c_a), veh/h	1065	0	0	1393	0	0	697	0	1539	655	0	1131
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	18.1	0.0	0.0	17.3	0.0	0.0	20.9	0.0	18.5	15.2	0.0	16.5
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.0	0.0	0.6	0.0	2.5	0.0	0.0	3.8
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(50%),veh/ln	2.7	0.0	0.0	2.2	0.0	0.0	1.7	0.0	3.1	0.3	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	0.0	17.9	0.0	0.0	21.5	0.0	21.0	15.3	0.0	20.3
LnGrp LOS	B			B			C		C	B		C
Approach Vol, veh/h		282			254			514			398	
Approach Delay, s/veh		19.5			17.9			21.2			19.8	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	21.6		18.0	15.5	17.6		18.0				
Change Period (Y+Rc), s	* 6.5	6.1		* 6.1	* 6.5	6.1		* 6.1				
Max Green Setting (Gmax), s	* 15	40.0		* 35	* 15	40.0		* 35				
Max Q Clear Time (g_c+I1), s	2.8	13.8		10.4	2.0	10.0		7.8				
Green Ext Time (p_c), s	0.2	1.8		1.5	0.0	1.5		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	73	172	5	4	63
Future Volume (vph)	34	73	172	5	4	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	12	11	12
Grade (%)		0%	-9%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.996		0.873	
Flt Protected		0.984			0.997	
Satd. Flow (prot)	0	1753	1773	0	1552	0
Flt Permitted		0.984			0.997	
Satd. Flow (perm)	0	1753	1773	0	1552	0
Link Speed (mph)		45	45		40	
Link Distance (ft)		89	1053		402	
Travel Time (s)		1.3	16.0		6.9	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	2%	14%	8%	2%	2%	2%
Adj. Flow (vph)	41	89	210	6	5	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	130	216	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	0.99	0.94	1.06	1.01
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	73	172	5	4	63
Future Vol, veh/h	34	73	172	5	4	63
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	-9	-	2	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	14	8	2	2	2
Mvmt Flow	41	89	210	6	5	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	385	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	172	-
Critical Hdwy	4.12	-	-	-	6.82	6.42
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1354	-	-	-	592	818
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	573	818
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.46	0	10.03
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	572	-	-	-	797
HCM Lane V/C Ratio	0.031	-	-	-	0.102
HCM Control Delay (s/veh)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	216	6	5	483	18	14
Future Volume (vph)	216	6	5	483	18	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.942	
Flt Protected				0.999	0.972	
Satd. Flow (prot)	1609	0	0	1739	1706	0
Flt Permitted				0.999	0.972	
Satd. Flow (perm)	1609	0	0	1739	1706	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	855			839	292	
Travel Time (s)	13.0			12.7	6.6	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	14%	2%	2%	5%	2%	2%
Adj. Flow (vph)	296	8	7	662	25	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	304	0	0	669	44	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.01	1.05	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	216	6	5	483	18	14
Future Vol, veh/h	216	6	5	483	18	14
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	-	-	1	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	14	2	2	5	2	2
Mvmt Flow	296	8	7	662	25	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	975	300
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	675	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1257	-	279	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	276	740
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	501	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.08	15.68
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	381	-	-	18	-
HCM Lane V/C Ratio	0.115	-	-	0.005	-
HCM Control Delay (s/veh)	15.7	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

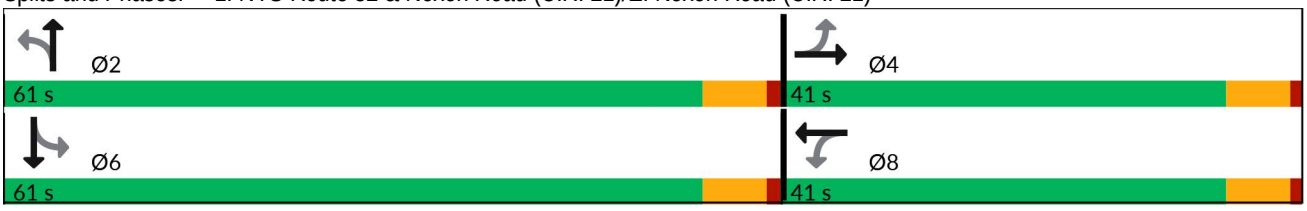
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	213	34	129	178	12	34	213	173	10	180	66
Future Volume (vph)	31	213	34	129	178	12	34	213	173	10	180	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	11	12
Grade (%)		2%			-1%			0%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.995			0.944			0.965	
Flt Protected		0.994			0.980			0.996			0.998	
Satd. Flow (prot)	0	1827	0	0	1817	0	0	1707	0	0	1708	0
Flt Permitted		0.932			0.756			0.954			0.975	
Satd. Flow (perm)	0	1713	0	0	1402	0	0	1635	0	0	1668	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2			54			27	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		1229			1023			1143			2162	
Travel Time (s)		18.6			15.5			14.2			26.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	0%	3%	2%	3%	0%	3%	1%	1%	13%	4%	5%
Adj. Flow (vph)	33	227	36	137	189	13	36	227	184	11	191	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	296	0	0	339	0	0	447	0	0	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	1.00	1.04	1.00	0.99	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0	41.0		41.0	41.0		61.0	61.0		61.0	61.0	
Total Split (%)	40.2%	40.2%		40.2%	40.2%		59.8%	59.8%		59.8%	59.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
v/c Ratio		0.44			0.62			0.69			0.42	
Control Delay (s/veh)		15.0			19.9			19.9			14.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		15.0			19.9			19.9			14.5	
Queue Length 50th (ft)		63			80			94			52	
Queue Length 95th (ft)		151			194			247			140	
Internal Link Dist (ft)		1149			943			1063			2082	
Turn Bay Length (ft)												
Base Capacity (vph)		1205			985			1510			1538	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.34			0.30			0.18	

Intersection Summary

Area Type: Other
Cycle Length: 102
Actuated Cycle Length: 53.5
Natural Cycle: 45
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: NYS Route 82 & Noxon Road (C.R. 21)/E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	213	34	129	178	12	34	213	173	10	180	66
Future Volume (veh/h)	31	213	34	129	178	12	34	213	173	10	180	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1832	1876	1832	1909	1894	1939	1856	1885	1885	1784	1919	1904
Adj Flow Rate, veh/h	33	227	36	137	189	13	36	227	184	11	191	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	2	3	0	3	1	1	13	4	5
Cap, veh/h	160	397	59	318	283	17	151	318	239	131	449	159
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	111	1471	219	567	1047	64	71	935	704	27	1323	468
Grp Volume(v), veh/h	296	0	0	339	0	0	447	0	0	272	0	0
Grp Sat Flow(s),veh/h/ln	1801	0	0	1679	0	0	1711	0	0	1817	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	5.2	0.0	0.0	7.1	0.0	0.0	3.5	0.0	0.0
Prop In Lane	0.11		0.12	0.40		0.04	0.08		0.41	0.04		0.26
Lane Grp Cap(c), veh/h	616	0	0	618	0	0	707	0	0	739	0	0
V/C Ratio(X)	0.48	0.00	0.00	0.55	0.00	0.00	0.63	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	2117	0	0	1904	0	0	3131	0	0	3308	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	9.8	0.0	0.0	10.0	0.0	0.0	9.0	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.1	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(50%),veh/ln	1.0	0.0	0.0	1.2	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	0.0	0.0	10.3	0.0	0.0	9.4	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A			B			A			A		
Approach Vol, veh/h		296			339			447			272	
Approach Delay, s/veh		10.0			10.3			9.4			8.0	
Approach LOS		A			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.4	14.3	16.4	14.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	55.0	35.0	55.0	35.0
Max Q Clear Time (g_c+I1), s	9.1	6.3	5.5	7.2
Green Ext Time (p_c), s	1.4	0.8	0.7	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	287	1	2	230	79	0	0	1	96	0	80
Future Volume (vph)	87	287	1	2	230	79	0	0	1	96	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12	12	11	12	12	12	12
Grade (%)		2%			-4%			-3%			0%	
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966			0.865				0.850
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1694	1800	0	0	1774	0	0	1613	0	0	1787	1568
Flt Permitted	0.950										0.950	
Satd. Flow (perm)	1694	1800	0	0	1774	0	0	1613	0	0	1787	1568
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1187			855			752			481	
Travel Time (s)		18.0			13.0			17.1			10.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	1%	0%	0%	2%	2%	0%	0%	0%	1%	0%	3%
Adj. Flow (vph)	107	354	1	2	284	98	0	0	1	119	0	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	355	0	0	384	0	0	1	0	0	119	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.01	0.97	1.02	0.97	0.98	1.02	0.98	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	87	287	1	2	230	79	0	0	1	96	0	80
Future Vol, veh/h	87	287	1	2	230	79	0	0	1	96	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	95	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	-4	-	-	-3	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	1	0	0	2	2	0	0	0	1	0	3
Mvmt Flow	107	354	1	2	284	98	0	0	1	119	0	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	284	0	0	356	0	0	859	859	355	907	908	333
Stage 1	-	-	-	-	-	-	570	570	-	338	338	-
Stage 2	-	-	-	-	-	-	289	289	-	569	570	-
Critical Hdwy	4.12	-	-	4.1	-	-	6.5	5.9	5.9	7.11	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	5.5	4.9	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.9	-	6.11	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.327
Pot Cap-1 Maneuver	1278	-	-	1214	-	-	322	342	714	258	277	707
Stage 1	-	-	-	-	-	-	561	559	-	679	644	-
Stage 2	-	-	-	-	-	-	759	710	-	509	508	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1278	-	-	1214	-	-	253	312	714	235	253	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	312	-	235	253	-
Stage 1	-	-	-	-	-	-	514	512	-	677	643	-
Stage 2	-	-	-	-	-	-	651	708	-	465	466	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.87	0.05	10.05	24.01
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	714	1278	-	-	11	-	-	235	707
HCM Lane V/C Ratio	0.002	0.084	-	-	0.002	-	-	0.504	0.14
HCM Control Delay (s/veh)	10	8.1	-	-	8	0	-	34.9	10.9
HCM Lane LOS	B	A	-	-	A	A	-	D	B
HCM 95th %tile Q(veh)	0	0.3	-	-	0	-	-	2.6	0.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	340	34	58	281	35	36
Future Volume (vph)	340	34	58	281	35	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12
Grade (%)	0%			0%	3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.988				0.932	
Flt Protected				0.992	0.976	
Satd. Flow (prot)	1860	0	0	1807	1702	0
Flt Permitted				0.992	0.976	
Satd. Flow (perm)	1860	0	0	1807	1702	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	839			283	1359	
Travel Time (s)	12.7			4.3	30.9	
Confl. Peds. (#/hr)		1	1		1	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	0%	0%	1%	0%	0%
Adj. Flow (vph)	382	38	65	316	39	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	420	0	0	381	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.04	1.02	1.02
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	340	34	58	281	35	36
Future Vol, veh/h	340	34	58	281	35	36
Conflicting Peds, #/hr	0	1	1	0	1	1
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	3	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	382	38	65	316	39	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	421	0	849	403
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	447	-
Critical Hdwy	-	-	4.1	-	7	6.5
Critical Hdwy Stg 1	-	-	-	-	6	-
Critical Hdwy Stg 2	-	-	-	-	6	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1149	-	290	630
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1148	-	269	629
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	560	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.42	17
HCM LOS			C

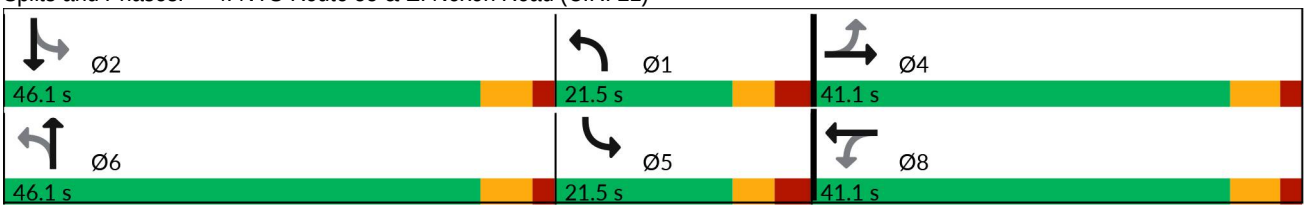
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	379	-	-	308	-
HCM Lane V/C Ratio	0.21	-	-	0.057	-
HCM Control Delay (s/veh)	17	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	147	149	16	96	62	156	313	23	92	337	87
Future Volume (vph)	80	147	149	16	96	62	156	313	23	92	337	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	12	12	11	12	12	11	12	12	11	12
Grade (%)		1%			-7%			-5%			5%	
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.952			0.990			0.969	
Flt Protected		0.990			0.995		0.950			0.950		
Satd. Flow (prot)	0	1652	0	0	1791	0	1832	1813	0	1760	1708	0
Flt Permitted		0.892			0.948		0.283			0.407		
Satd. Flow (perm)	0	1489	0	0	1706	0	546	1813	0	754	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			27			4			14	
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		283			89			1225			1344	
Travel Time (s)		4.3			1.3			15.2			16.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	1%	3%	0%	0%	2%	0%
Adj. Flow (vph)	84	155	157	17	101	65	164	329	24	97	355	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	396	0	0	183	0	164	353	0	97	447	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.10	1.01	0.96	1.00	0.96	0.97	1.01	0.97	1.03	1.08	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		43	43		43	43	
Detector 2 Size(ft)		40			40		40	40		40	40	
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	11.1	11.1		11.1	11.1		11.5	16.1		11.5	16.1	
Total Split (s)	41.1	41.1		41.1	41.1		21.5	46.1		21.5	46.1	
Total Split (%)	37.8%	37.8%		37.8%	37.8%		19.8%	42.4%		19.8%	42.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	40.0		15.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	4.3		3.5	4.3	
All-Red Time (s)	1.8	1.8		1.8	1.8		3.0	1.8		3.0	1.8	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.1			6.1		6.5	6.1		6.5	6.1	
Lead/Lag							Lag	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		1.0	3.0		1.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio		0.76			0.31		0.53	0.59		0.20	0.77	
Control Delay (s/veh)		32.7			18.6		25.6	29.4		14.2	32.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		32.7			18.6		25.6	29.4		14.2	32.9	
Queue Length 50th (ft)		149			52		41	145		23	178	
Queue Length 95th (ft)		316			125		88	284		56	337	
Internal Link Dist (ft)		203			9			1145			1264	
Turn Bay Length (ft)							100			100		
Base Capacity (vph)		732			834		544	998		609	945	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.54			0.22		0.30	0.35		0.16	0.47	

Intersection Summary	
Area Type:	Other
Cycle Length: 108.7	
Actuated Cycle Length: 76.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 4: NYS Route 55 & E. Noxon Road (C.R. 21)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	147	149	16	96	62	156	313	23	92	337	87
Future Volume (veh/h)	80	147	149	16	96	62	156	313	23	92	337	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1894	1894	1894	2175	2160	2175	2082	2052	2097	1753	1723	1753
Adj Flow Rate, veh/h	84	155	157	17	101	65	164	329	24	97	355	92
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	1	0	1	3	0	0	2	0
Cap, veh/h	148	211	188	89	355	208	283	422	31	447	421	109
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.08	0.22	0.22	0.18	0.32	0.32
Sat Flow, veh/h	262	729	651	82	1225	720	1983	1889	138	1669	1320	342
Grp Volume(v), veh/h	396	0	0	183	0	0	164	0	353	97	0	447
Grp Sat Flow(s),veh/h/ln	1642	0	0	2027	0	0	1983	0	2027	1669	0	1662
Q Serve(g_s), s	9.3	0.0	0.0	0.0	0.0	0.0	1.0	0.0	9.9	0.0	0.0	15.2
Cycle Q Clear(g_c), s	13.5	0.0	0.0	4.3	0.0	0.0	1.0	0.0	9.9	0.0	0.0	15.2
Prop In Lane	0.21		0.40	0.09		0.36	1.00		0.07	1.00		0.21
Lane Grp Cap(c), veh/h	547	0	0	652	0	0	283	0	453	447	0	530
V/C Ratio(X)	0.72	0.00	0.00	0.28	0.00	0.00	0.58	0.00	0.78	0.22	0.00	0.84
Avail Cap(c_a), veh/h	1009	0	0	1203	0	0	611	0	1340	564	0	1099
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	19.9	0.0	0.0	16.8	0.0	0.0	25.6	0.0	22.1	20.1	0.0	19.2
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.0	0.0	0.7	0.0	2.9	0.1	0.0	3.8
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(50%),veh/ln	4.6	0.0	0.0	1.7	0.0	0.0	1.9	0.0	4.2	1.0	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.8	0.0	0.0	17.0	0.0	0.0	26.3	0.0	25.0	20.2	0.0	23.0
LnGrp LOS	C			B			C		C	C		C
Approach Vol, veh/h		396			183			517			544	
Approach Delay, s/veh		21.8			17.0			25.4			22.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	25.4		23.6	17.3	19.6		23.6				
Change Period (Y+Rc), s	* 6.5	6.1		* 6.1	* 6.5	6.1		* 6.1				
Max Green Setting (Gmax), s	* 15	40.0		* 35	* 15	40.0		* 35				
Max Q Clear Time (g_c+I1), s	3.0	17.2		15.5	2.0	11.9		6.3				
Green Ext Time (p_c), s	0.1	2.1		2.0	0.1	1.6		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	197	141	13	5	32
Future Volume (vph)	65	197	141	13	5	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	12	11	12
Grade (%)		0%	-9%		2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989		0.883	
Flt Protected		0.988			0.993	
Satd. Flow (prot)	0	1940	1881	0	1594	0
Flt Permitted		0.988			0.993	
Satd. Flow (perm)	0	1940	1881	0	1594	0
Link Speed (mph)		45	45		40	
Link Distance (ft)		89	1053		305	
Travel Time (s)		1.3	16.0		5.2	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	79	240	172	16	6	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	319	188	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	0.96	0.99	0.94	1.06	1.01
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	197	141	13	5	32
Future Vol, veh/h	65	197	141	13	5	32
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	-9	-	2	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	79	240	172	16	6	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	188	0	-	0	579	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.1	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1399	-	-	-	451	859
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1399	-	-	-	421	859
Mov Cap-2 Maneuver	-	-	-	-	421	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.92	0	10.08
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	447	-	-	-	754
HCM Lane V/C Ratio	0.057	-	-	-	0.06
HCM Control Delay (s/veh)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	365	19	16	302	11	9
Future Volume (vph)	365	19	16	302	11	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	0%			1%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.939	
Flt Protected				0.997	0.973	
Satd. Flow (prot)	1805	0	0	1803	1702	0
Flt Permitted				0.997	0.973	
Satd. Flow (perm)	1805	0	0	1803	1702	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	855			839	292	
Travel Time (s)	13.0			12.7	6.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	410	21	18	339	12	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	431	0	0	357	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.04	1.00	1.01	1.05	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	19	16	302	11	9
Future Vol, veh/h	365	19	16	302	11	9
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	-	-	1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	2	2	1	2	2
Mvmt Flow	410	21	18	339	12	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	431	0	796	421
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1128	-	356	633
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	695	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1128	-	349	633
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.41	13.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	437	-	-	91	-
HCM Lane V/C Ratio	0.051	-	-	0.016	-
HCM Control Delay (s/veh)	13.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

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Traffic Impact Study

Appendix E | Reference Data/Traffic Volume Data

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
Accelerating Success

File Name : 1-NYS_ROUTE_55_AT_NOXON_RD_1184781_05-09-2024
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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	NY ROUTE 55 From North					NOXON RD From East					NY ROUTE 55 From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	8	47	4	0	59	16	17	3	0	36	2	39	10	0	51	12	5	15	0	32	178
06:45 AM	19	42	10	0	71	18	22	3	0	43	5	85	25	0	115	12	20	21	0	53	282
Total	27	89	14	0	130	34	39	6	0	79	7	124	35	0	166	24	25	36	0	85	460
07:00 AM	40	27	8	0	75	17	37	2	0	56	1	62	53	0	116	9	13	22	0	44	291
07:15 AM	51	38	5	0	94	18	40	3	0	61	0	50	48	0	98	29	12	19	0	60	313
07:30 AM	17	65	10	0	92	22	25	4	0	51	0	77	23	0	100	25	10	24	0	59	302
07:45 AM	19	50	13	0	82	16	20	5	0	41	1	70	24	0	95	18	11	13	0	42	260
Total	127	180	36	0	343	73	122	14	0	209	2	259	148	0	409	81	46	78	0	205	1166
08:00 AM	20	44	7	0	71	21	26	8	0	55	0	82	31	0	113	16	6	19	0	41	280
08:15 AM	31	44	8	0	83	30	27	7	0	64	0	58	27	0	85	19	7	15	0	41	273
08:30 AM	18	39	9	0	66	18	32	1	0	51	2	74	43	0	119	31	14	29	0	74	310
08:45 AM	14	45	10	0	69	15	15	5	0	35	0	69	32	0	101	18	14	27	0	59	264
Total	83	172	34	0	289	84	100	21	0	205	2	283	133	0	418	84	41	90	0	215	1127
09:00 AM	12	50	3	0	65	15	19	6	0	40	2	57	12	0	71	24	12	8	0	44	220
09:15 AM	9	57	9	0	75	8	13	2	0	23	0	49	14	0	63	10	7	5	0	22	183
Grand Total	258	548	96	0	902	214	293	49	0	556	13	772	342	0	1127	223	131	217	0	571	3156
Apprch %	28.6	60.8	10.6	0		38.5	52.7	8.8	0		1.2	68.5	30.3	0		39.1	22.9	38	0		
Total %	8.2	17.4	3	0	28.6	6.8	9.3	1.6	0	17.6	0.4	24.5	10.8	0	35.7	7.1	4.2	6.9	0	18.1	
Lights	249	475	89	0	813	206	280	47	0	533	11	710	315	0	1036	197	121	209	0	527	2909
% Lights	96.5	86.7	92.7	0	90.1	96.3	95.6	95.9	0	95.9	84.6	92	92.1	0	91.9	88.3	92.4	96.3	0	92.3	92.2
Buses	7	9	2	0	18	3	10	1	0	14	2	12	17	0	31	18	6	6	0	30	93
% Buses	2.7	1.6	2.1	0	2	1.4	3.4	2	0	2.5	15.4	1.6	5	0	2.8	8.1	4.6	2.8	0	5.3	2.9
Trucks	2	64	5	0	71	5	3	1	0	9	0	50	10	0	60	8	4	2	0	14	154
% Trucks	0.8	11.7	5.2	0	7.9	2.3	1	2	0	1.6	0	6.5	2.9	0	5.3	3.6	3.1	0.9	0	2.5	4.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
Accelerating Success

File Name : 1-NYS_ROUTE_55_AT_NOXON_RD_1184781_05-09-2024
Site Code :
Start Date : 5/9/2024

	NY ROUTE 55 From North					NOXON RD From East					NY ROUTE 55 From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	19	42	**10**	0	71	18	22	3	0	43	**5**	**85**	25	0	115	12	**20**	21	0	53	282
07:00 AM	40	27	8	0	75	17	37	2	0	56	1	62	**53**	0	**116**	9	13	22	0	44	291
07:15 AM	**51**	38	5	0	**94**	18	**40**	3	0	**61**	0	50	48	0	98	**29**	12	19	0	**60**	**313**
07:30 AM	17	**65**	10	0	92	**22**	25	**4**	0	51	0	77	23	0	100	25	10	**24**	0	59	302
Total Volume	127	172	33	0	332	75	124	12	0	211	6	274	149	0	429	75	55	86	0	216	1188
% App. Total	38.3	51.8	9.9	0		35.5	58.8	5.7	0		1.4	63.9	34.7	0		34.7	25.5	39.8	0		
PHF	.623	.662	.825	.000	.883	.852	.775	.750	.000	.865	.300	.806	.703	.000	.925	.647	.688	.896	.000	.900	.949
Lights	124	149	30	0	303	70	117	11	0	198	4	252	139	0	395	64	51	82	0	197	1093
% Lights	97.6	86.6	90.9	0	91.3	93.3	94.4	91.7	0	93.8	66.7	92.0	93.3	0	92.1	85.3	92.7	95.3	0	91.2	92.0
Buses	2	6	1	0	9	3	7	0	0	10	2	7	6	0	15	8	4	3	0	15	49
% Buses	1.6	3.5	3.0	0	2.7	4.0	5.6	0	0	4.7	33.3	2.6	4.0	0	3.5	10.7	7.3	3.5	0	6.9	4.1
Trucks	1	17	2	0	20	2	0	1	0	3	0	15	4	0	19	3	0	1	0	4	46
% Trucks	0.8	9.9	6.1	0	6.0	2.7	0	8.3	0	1.4	0	5.5	2.7	0	4.4	4.0	0	1.2	0	1.9	3.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	NY ROUTE 55 From North					NOXON RD From East					NY ROUTE 55 From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	16	91	22	0	129	11	20	5	0	36	5	66	17	0	88	29	43	33	0	105	358
03:45 PM	20	77	28	0	125	9	23	4	0	36	8	61	21	0	90	25	29	23	0	77	328
Total	36	168	50	0	254	20	43	9	0	72	13	127	38	0	178	54	72	56	0	182	686
04:00 PM	17	70	15	0	102	7	14	3	0	24	4	63	23	0	90	24	30	13	0	67	283
04:15 PM	21	75	19	0	115	12	22	4	0	38	4	86	28	0	118	20	31	12	0	63	334
04:30 PM	18	88	21	0	127	17	17	2	0	36	4	61	32	0	97	26	33	18	0	77	337
04:45 PM	17	82	14	0	113	12	20	4	0	36	4	72	31	0	107	21	25	14	0	60	316
Total	73	315	69	0	457	48	73	13	0	134	16	282	114	0	412	91	119	57	0	267	1270
05:00 PM	19	84	24	0	127	15	31	3	0	49	5	60	37	0	102	28	17	17	0	62	340
05:15 PM	15	70	21	0	106	11	19	4	0	34	4	86	29	0	119	34	32	17	0	83	342
05:30 PM	23	75	26	0	124	19	17	4	0	40	8	71	41	0	120	27	37	10	0	74	358
05:45 PM	15	80	19	0	114	12	26	7	0	45	6	59	19	0	84	24	32	12	0	68	311
Total	72	309	90	0	471	57	93	18	0	168	23	276	126	0	425	113	118	56	0	287	1351
06:00 PM	19	71	14	0	104	11	18	4	0	33	4	52	21	0	77	45	37	22	0	104	318
06:15 PM	14	59	13	0	86	8	16	6	0	30	2	51	18	0	71	35	23	10	0	68	255
Grand Total	214	922	236	0	1372	144	243	50	0	437	58	788	317	0	1163	338	369	201	0	908	3880
Apprch %	15.6	67.2	17.2	0		33	55.6	11.4	0		5	67.8	27.3	0		37.2	40.6	22.1	0		
Total %	5.5	23.8	6.1	0	35.4	3.7	6.3	1.3	0	11.3	1.5	20.3	8.2	0	30	8.7	9.5	5.2	0	23.4	
Lights	209	903	235	0	1347	141	230	49	0	420	55	750	300	0	1105	329	363	193	0	885	3757
% Lights	97.7	97.9	99.6	0	98.2	97.9	94.7	98	0	96.1	94.8	95.2	94.6	0	95	97.3	98.4	96	0	97.5	96.8
Buses	2	5	1	0	8	0	11	1	0	12	2	12	13	0	27	8	3	6	0	17	64
% Buses	0.9	0.5	0.4	0	0.6	0	4.5	2	0	2.7	3.4	1.5	4.1	0	2.3	2.4	0.8	3	0	1.9	1.6
Trucks	3	14	0	0	17	3	2	0	0	5	1	26	4	0	31	1	3	2	0	6	59
% Trucks	1.4	1.5	0	0	1.2	2.1	0.8	0	0	1.1	1.7	3.3	1.3	0	2.7	0.3	0.8	1	0	0.7	1.5
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	NY ROUTE 55 From North					NOXON RD From East					NY ROUTE 55 From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	17	82	14	0	113	12	20	**4**	0	36	4	72	31	0	107	21	25	14	0	60	316
05:00 PM	19	**84**	24	0	**127**	15	**31**	3	0	**49**	5	60	37	0	102	28	17	**17**	0	62	340
05:15 PM	15	70	21	0	106	11	19	4	0	34	4	**86**	29	0	119	**34**	32	17	0	**83**	342
05:30 PM	**23**	75	**26**	0	124	**19**	17	4	0	40	**8**	71	**41**	0	**120**	27	**37**	10	0	74	**358**
Total Volume	74	311	85	0	470	57	87	15	0	159	21	289	138	0	448	110	111	58	0	279	1356
% App. Total	15.7	66.2	18.1	0		35.8	54.7	9.4	0		4.7	64.5	30.8	0		39.4	39.8	20.8	0		
PHF	.804	.926	.817	.000	.925	.750	.702	.938	.000	.811	.656	.840	.841	.000	.933	.809	.750	.853	.000	.840	.947
Lights	74	306	85	0	465	57	86	15	0	158	21	280	136	0	437	110	111	58	0	279	1339
% Lights	100	98.4	100	0	98.9	100	98.9	100	0	99.4	100	96.9	98.6	0	97.5	100	100	100	0	100	98.7
Buses	0	3	0	0	3	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	7
% Buses	0	1.0	0	0	0.6	0	1.1	0	0	0.6	0	0.7	0.7	0	0.7	0	0	0	0	0	0.5
Trucks	0	2	0	0	2	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	10
% Trucks	0	0.6	0	0	0.4	0	0	0	0	0	0	2.4	0.7	0	1.8	0	0	0	0	0	0.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
Accelerating Success

File Name : 2-NOXON_RD_AT_CLAP_HILL_RD_1184786_05-09-2024
Site Code :
Start Date : 5/9/2024
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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	32	3	0	35	12	0	5	0	17	2	23	0	0	25	77
06:45 AM	0	0	0	0	0	0	59	6	0	65	18	0	6	0	24	2	34	0	0	36	125
Total	0	0	0	0	0	0	91	9	0	100	30	0	11	0	41	4	57	0	0	61	202
07:00 AM	0	0	0	0	0	0	127	6	0	133	17	0	23	0	40	8	30	0	0	38	211
07:15 AM	0	0	0	0	0	0	132	9	0	141	4	0	26	0	30	13	61	0	0	74	245
07:30 AM	0	0	0	0	0	0	59	7	0	66	9	0	6	0	15	7	45	0	0	52	133
07:45 AM	0	0	0	0	0	0	54	9	0	63	11	0	6	0	17	7	36	0	0	43	123
Total	0	0	0	0	0	0	372	31	0	403	41	0	61	0	102	35	172	0	0	207	712
08:00 AM	0	0	0	0	0	0	71	4	0	75	14	0	2	0	16	4	21	0	0	25	116
08:15 AM	0	0	0	0	0	0	80	9	0	89	11	0	13	0	24	3	31	0	0	34	147
08:30 AM	0	0	0	0	0	0	83	7	0	90	20	0	17	1	38	11	62	0	1	74	202
08:45 AM	0	0	0	0	0	0	57	5	0	62	17	0	13	0	30	5	37	0	0	42	134
Total	0	0	0	0	0	0	291	25	0	316	62	0	45	1	108	23	151	0	1	175	599
09:00 AM	0	0	0	0	0	0	38	5	0	43	5	0	5	0	10	5	41	0	0	46	99
09:15 AM	0	0	0	0	0	0	31	4	0	35	7	0	2	0	9	3	17	0	0	20	64
Grand Total	0	0	0	0	0	0	823	74	0	897	145	0	124	1	270	70	438	0	1	509	1676
Apprch %	0	0	0	0		0	91.8	8.2	0		53.7	0	45.9	0.4		13.8	86.1	0	0.2		
Total %	0	0	0	0	0	0	49.1	4.4	0	53.5	8.7	0	7.4	0.1	16.1	4.2	26.1	0	0.1	30.4	
Lights	0	0	0	0	0	0	773	72	0	845	143	0	113	0	256	59	391	0	0	450	1551
% Lights	0	0	0	0	0	0	93.9	97.3	0	94.2	98.6	0	91.1	0	94.8	84.3	89.3	0	0	88.4	92.5
Buses	0	0	0	0	0	0	33	2	0	35	2	0	10	0	12	9	27	0	0	36	83
% Buses	0	0	0	0	0	0	4	2.7	0	3.9	1.4	0	8.1	0	4.4	12.9	6.2	0	0	7.1	5
Trucks	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	2	20	0	0	22	40
% Trucks	0	0	0	0	0	0	2.1	0	0	1.9	0	0	0.8	0	0.4	2.9	4.6	0	0	4.3	2.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.4	0	0	0	100	0.2	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
Accelerating Success

File Name : 2-NOXON_RD_AT_CLAP_HILL_RD_1184786_05-09-2024
Site Code :
Start Date : 5/9/2024

	From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	0	0	0	0	0	59	6	0	65	**18**	0	6	0	24	2	34	0	0	36	125
07:00 AM	0	0	0	0	0	0	127	6	0	133	17	0	23	0	**40**	8	30	0	0	38	211
07:15 AM	0	0	0	0	0	0	**132**	**9**	0	**141**	4	0	**26**	0	30	**13**	**61**	0	0	**74**	**245**
07:30 AM	0	0	0	0	0	0	59	7	0	66	9	0	6	0	15	7	45	0	0	52	133
Total Volume	0	0	0	0	0	0	377	28	0	405	48	0	61	0	109	30	170	0	0	200	714
% App. Total	0	0	0	0		0	93.1	6.9	0		44	0	56	0		15	85	0	0		
PHF	.000	.000	.000	.000	.000	.000	.714	.778	.000	.718	.667	.000	.587	.000	.681	.577	.697	.000	.000	.676	.729
Lights	0	0	0	0	0	0	357	27	0	384	47	0	58	0	105	24	149	0	0	173	662
% Lights	0	0	0	0	0	0	94.7	96.4	0	94.8	97.9	0	95.1	0	96.3	80.0	87.6	0	0	86.5	92.7
Buses	0	0	0	0	0	0	14	1	0	15	1	0	3	0	4	6	15	0	0	21	40
% Buses	0	0	0	0	0	0	3.7	3.6	0	3.7	2.1	0	4.9	0	3.7	20.0	8.8	0	0	10.5	5.6
Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
% Trucks	0	0	0	0	0	0	1.6	0	0	1.5	0	0	0	0	0	0	3.5	0	0	3.0	1.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
Accelerating Success

File Name : 2-NOXON_RD_AT_CLAP_HILL_RD_1184786_05-09-2024
Site Code :
Start Date : 5/9/2024
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	0	0	0	42	9	0	51	10	0	4	0	14	20	99	0	0	119	184
03:45 PM	0	0	0	0	0	0	47	20	0	67	11	0	9	0	20	7	63	0	0	70	157
Total	0	0	0	0	0	0	89	29	0	118	21	0	13	0	34	27	162	0	0	189	341
04:00 PM	0	0	0	0	0	0	46	11	0	57	7	0	8	0	15	8	61	0	0	69	141
04:15 PM	0	0	0	0	0	0	61	13	0	74	11	0	12	0	23	7	56	0	0	63	160
04:30 PM	0	0	0	0	0	0	58	10	0	68	14	0	13	0	27	11	58	0	0	69	164
04:45 PM	0	0	0	0	0	0	51	17	0	68	12	0	5	0	17	6	50	0	0	56	141
Total	0	0	0	0	0	0	216	51	0	267	44	0	38	0	82	32	225	0	0	257	606
05:00 PM	0	0	0	0	0	0	77	10	0	87	16	0	10	0	26	7	46	0	0	53	166
05:15 PM	0	0	0	0	0	0	56	8	0	64	11	0	7	0	18	3	74	0	0	77	159
05:30 PM	0	0	0	0	0	0	66	16	0	82	8	0	15	1	24	9	71	0	0	80	186
05:45 PM	0	0	0	0	0	0	47	12	0	59	10	0	8	0	18	6	52	0	0	58	135
Total	0	0	0	0	0	0	246	46	0	292	45	0	40	1	86	25	243	0	0	268	646
06:00 PM	0	0	0	0	0	0	41	18	0	59	4	0	2	0	6	13	109	0	0	122	187
06:15 PM	0	0	0	0	0	0	33	16	0	49	8	0	3	0	11	8	56	0	0	64	124
Grand Total	0	0	0	0	0	0	625	160	0	785	122	0	96	1	219	105	795	0	0	900	1904
Apprch %	0	0	0	0		0	79.6	20.4	0		55.7	0	43.8	0.5		11.7	88.3	0	0		
Total %	0	0	0	0	0	0	32.8	8.4	0	41.2	6.4	0	5	0.1	11.5	5.5	41.8	0	0	47.3	
Lights	0	0	0	0	0	0	590	157	0	747	119	0	92	0	211	98	778	0	0	876	1834
% Lights	0	0	0	0	0	0	94.4	98.1	0	95.2	97.5	0	95.8	0	96.3	93.3	97.9	0	0	97.3	96.3
Buses	0	0	0	0	0	0	26	0	0	26	2	0	3	0	5	5	12	0	0	17	48
% Buses	0	0	0	0	0	0	4.2	0	0	3.3	1.6	0	3.1	0	2.3	4.8	1.5	0	0	1.9	2.5
Trucks	0	0	0	0	0	0	9	3	0	12	1	0	1	0	2	2	5	0	0	7	21
% Trucks	0	0	0	0	0	0	1.4	1.9	0	1.5	0.8	0	1	0	0.9	1.9	0.6	0	0	0.8	1.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
Accelerating Success

File Name : 2-NOXON_RD_AT_CLAP_HILL_RD_1184786_05-09-2024
Site Code :
Start Date : 5/9/2024

	From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	0	0	0	0	56	8	0	64	**11**	0	7	0	18	3	74	0	0	77	159
05:30 PM	0	0	0	0	0	0	**66**	16	0	**82**	8	0	**15**	**1**	**24**	9	71	0	0	80	186
05:45 PM	0	0	0	0	0	0	47	12	0	59	10	0	8	0	18	6	52	0	0	58	135
06:00 PM	0	0	0	0	0	0	41	**18**	0	59	4	0	2	0	6	**13**	**109**	0	0	**122**	**187**
Total Volume	0	0	0	0	0	0	210	54	0	264	33	0	32	1	66	31	306	0	0	337	667
% App. Total	0	0	0	0		0	79.5	20.5	0		50	0	48.5	1.5		9.2	90.8	0	0		
PHF	.000	.000	.000	.000	.000	.000	.795	.750	.000	.805	.750	.000	.533	.250	.688	.596	.702	.000	.000	.691	.892
Lights	0	0	0	0	0	0	208	54	0	262	33	0	32	0	65	31	305	0	0	336	663
% Lights	0	0	0	0	0	0	99.0	100	0	99.2	100	0	100	0	98.5	100	99.7	0	0	99.7	99.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.5	0	0	0	0	0	0.1

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
Accelerating Success

File Name : 3-NOXON_RD_AT_UNION_VALE_SCHOOL_DRW_1184785_05-09-2024
Site Code :
Start Date : 5/9/2024
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	UNION VALE SCHOOL DRW From North					NOXON RD From East					ALEXY LN From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	1	0	1	9	24	0	0	33	0	0	0	0	0	0	24	5	0	29	63
06:45 AM	2	0	2	0	4	20	44	1	0	65	1	0	0	0	1	0	32	21	0	53	123
Total	2	0	3	0	5	29	68	1	0	98	1	0	0	0	1	0	56	26	0	82	186
07:00 AM	30	0	8	0	38	76	60	0	0	136	0	0	0	0	0	0	27	65	0	92	266
07:15 AM	81	0	45	0	126	100	78	0	0	178	0	0	0	0	0	0	26	80	0	106	410
07:30 AM	38	0	26	0	64	16	51	0	0	67	1	0	0	0	1	0	26	11	0	37	169
07:45 AM	9	0	6	0	15	17	42	0	0	59	1	0	0	0	1	0	38	7	0	45	120
Total	158	0	85	0	243	209	231	0	0	440	2	0	0	0	2	0	117	163	0	280	965
08:00 AM	3	0	1	0	4	28	37	0	0	65	0	0	0	0	0	0	19	15	0	34	103
08:15 AM	6	0	2	2	10	44	44	0	0	88	0	0	0	0	0	0	35	28	0	63	161
08:30 AM	42	0	45	0	87	69	43	0	0	112	0	0	0	0	0	0	26	34	0	60	259
08:45 AM	35	0	20	0	55	18	52	0	0	70	0	0	0	0	0	0	23	9	0	32	157
Total	86	0	68	2	156	159	176	0	0	335	0	0	0	0	0	0	103	86	0	189	680
09:00 AM	2	0	9	0	11	9	31	0	0	40	0	0	0	1	1	0	38	4	0	42	94
09:15 AM	2	0	2	0	4	4	30	0	0	34	0	0	1	0	1	0	17	1	0	18	57
Grand Total	250	0	167	2	419	410	536	1	0	947	3	0	1	1	5	0	331	280	0	611	1982
Apprch %	59.7	0	39.9	0.5		43.3	56.6	0.1	0		60	0	20	20		0	54.2	45.8	0		
Total %	12.6	0	8.4	0.1	21.1	20.7	27	0.1	0	47.8	0.2	0	0.1	0.1	0.3	0	16.7	14.1	0	30.8	
Lights	212	0	153	0	365	384	508	1	0	893	3	0	1	0	4	0	287	260	0	547	1809
% Lights	84.8	0	91.6	0	87.1	93.7	94.8	100	0	94.3	100	0	100	0	80	0	86.7	92.9	0	89.5	91.3
Buses	37	0	12	0	49	24	14	0	0	38	0	0	0	0	0	0	22	20	0	42	129
% Buses	14.8	0	7.2	0	11.7	5.9	2.6	0	0	4	0	0	0	0	0	0	6.6	7.1	0	6.9	6.5
Trucks	1	0	2	0	3	2	14	0	0	16	0	0	0	0	0	0	22	0	0	22	41
% Trucks	0.4	0	1.2	0	0.7	0.5	2.6	0	0	1.7	0	0	0	0	0	0	6.6	0	0	3.6	2.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
% Pedestrians	0	0	0	100	0.5	0	0	0	0	0	0	0	0	100	20	0	0	0	0	0	0.2

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
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Accelerating Success

File Name : 3-NOXON_RD_AT_UNION_VALE_SCHOOL_DRW_1184785_05-09-2024
Site Code :
Start Date : 5/9/2024

	UNION VALE SCHOOL DRW From North					NOXON RD From East					ALEXY LN From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	2	0	2	0	4	20	44	**1**	0	65	**1**	0	0	0	**1**	0	**32**	21	0	53	123
07:00 AM	30	0	8	0	38	76	60	0	0	136	0	0	0	0	0	0	27	65	0	92	266
07:15 AM	**81**	0	**45**	0	**126**	**100**	**78**	0	0	**178**	0	0	0	0	0	0	26	**80**	0	**106**	**410**
07:30 AM	38	0	26	0	64	16	51	0	0	67	1	0	0	0	1	0	26	11	0	37	169
Total Volume	151	0	81	0	232	212	233	1	0	446	2	0	0	0	2	0	111	177	0	288	968
% App. Total	65.1	0	34.9	0		47.5	52.2	0.2	0		100	0	0	0		0	38.5	61.5	0		
PHF	.466	.000	.450	.000	.460	.530	.747	.250	.000	.626	.500	.000	.000	.000	.500	.000	.867	.553	.000	.679	.590
Lights	133	0	72	0	205	199	225	1	0	425	2	0	0	0	2	0	97	164	0	261	893
% Lights	88.1	0	88.9	0	88.4	93.9	96.6	100	0	95.3	100	0	0	0	100	0	87.4	92.7	0	90.6	92.3
Buses	17	0	8	0	25	12	4	0	0	16	0	0	0	0	0	0	11	13	0	24	65
% Buses	11.3	0	9.9	0	10.8	5.7	1.7	0	0	3.6	0	0	0	0	0	0	9.9	7.3	0	8.3	6.7
Trucks	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	10
% Trucks	0.7	0	1.2	0	0.9	0.5	1.7	0	0	1.1	0	0	0	0	0	0	2.7	0	0	1.0	1.0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
Accelerating Success

File Name : 3-NOXON_RD_AT_UNION_VALE_SCHOOL_DRW_1184785_05-09-2024
Site Code :
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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	UNION VALE SCHOOL DRW From North					NOXON RD From East					ALEXY LN From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	57	0	60	0	117	11	35	0	0	46	0	0	0	0	0	0	55	5	0	60	223
03:45 PM	10	0	9	0	19	8	41	0	0	49	0	0	0	0	0	0	61	10	0	71	139
Total	67	0	69	0	136	19	76	0	0	95	0	0	0	0	0	0	116	15	0	131	362
04:00 PM	4	0	9	0	13	10	50	0	0	60	0	0	0	0	0	1	60	16	0	77	150
04:15 PM	11	0	2	0	13	22	47	0	0	69	0	0	0	0	0	0	55	17	0	72	154
04:30 PM	5	0	4	0	9	21	47	0	0	68	1	0	0	0	1	0	71	20	0	91	169
04:45 PM	5	0	6	0	11	5	50	0	0	55	0	0	0	0	0	0	50	10	0	60	126
Total	25	0	21	0	46	58	194	0	0	252	1	0	0	0	1	1	236	63	0	300	599
05:00 PM	4	0	8	0	12	14	69	0	0	83	0	0	0	0	0	0	46	11	0	57	152
05:15 PM	7	0	12	0	19	9	62	0	0	71	0	0	0	0	0	0	66	13	0	79	169
05:30 PM	5	0	9	0	14	15	61	2	0	78	0	0	0	0	0	0	68	2	0	70	162
05:45 PM	15	0	15	0	30	8	47	0	0	55	1	0	0	0	1	1	47	17	0	65	151
Total	31	0	44	0	75	46	239	2	0	287	1	0	0	0	1	1	227	43	0	271	634
06:00 PM	47	0	53	0	100	11	32	0	0	43	0	0	0	0	0	0	62	10	0	72	215
06:15 PM	14	0	16	0	30	5	31	0	0	36	0	0	0	0	0	0	51	8	0	59	125
Grand Total	184	0	203	0	387	139	572	2	0	713	2	0	0	0	2	2	692	139	0	833	1935
Apprch %	47.5	0	52.5	0		19.5	80.2	0.3	0		100	0	0	0		0.2	83.1	16.7	0		
Total %	9.5	0	10.5	0	20	7.2	29.6	0.1	0	36.8	0.1	0	0	0	0.1	0.1	35.8	7.2	0	43	
Lights	162	0	190	0	352	132	539	2	0	673	2	0	0	0	2	2	681	133	0	816	1843
% Lights	88	0	93.6	0	91	95	94.2	100	0	94.4	100	0	0	0	100	100	98.4	95.7	0	98	95.2
Buses	22	0	13	0	35	7	25	0	0	32	0	0	0	0	0	0	7	6	0	13	80
% Buses	12	0	6.4	0	9	5	4.4	0	0	4.5	0	0	0	0	0	0	1	4.3	0	1.6	4.1
Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
% Trucks	0	0	0	0	0	0	1.4	0	0	1.1	0	0	0	0	0	0	0.6	0	0	0.5	0.6
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Valhalla, New York, 10595
Accelerating Success

File Name : 3-NOXON_RD_AT_UNION_VALE_SCHOOL_DRW_1184785_05-09-2024
Site Code :
Start Date : 5/9/2024

	UNION VALE SCHOOL DRW From North					NOXON RD From East					ALEXY LN From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	7	0	12	0	19	9	**62**	0	0	71	0	0	0	0	0	0	66	13	0	**79**	169
05:30 PM	5	0	9	0	14	**15**	61	**2**	0	**78**	0	0	0	0	0	0	**68**	2	0	70	162
05:45 PM	15	0	15	0	30	8	47	0	0	55	**1**	0	0	0	**1**	**1**	47	**17**	0	65	151
06:00 PM	**47**	0	**53**	0	**100**	11	32	0	0	43	0	0	0	0	0	0	62	10	0	72	**215**
Total Volume	74	0	89	0	163	43	202	2	0	247	1	0	0	0	1	1	243	42	0	286	697
% App. Total	45.4	0	54.6	0		17.4	81.8	0.8	0		100	0	0	0		0.3	85	14.7	0		
PHF	.394	.000	.420	.000	.408	.717	.815	.250	.000	.792	.250	.000	.000	.000	.250	.250	.893	.618	.000	.905	.810
Lights	72	0	88	0	160	42	199	2	0	243	1	0	0	0	1	1	242	41	0	284	688
% Lights	97.3	0	98.9	0	98.2	97.7	98.5	100	0	98.4	100	0	0	0	100	100	99.6	97.6	0	99.3	98.7
Buses	2	0	1	0	3	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	8
% Buses	2.7	0	1.1	0	1.8	2.3	1.0	0	0	1.2	0	0	0	0	0	0	0.4	2.4	0	0.7	1.1
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Valhalla, New York, 10595
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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	R0UTE 82 From North					E NOXON RD From East					ROUTE 82 From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	2	37	1	0	40	0	15	25	0	40	5	20	0	0	25	1	23	4	0	28	133
06:45 AM	6	33	1	0	40	2	28	28	0	58	19	27	3	0	49	3	31	3	0	37	184
Total	8	70	2	0	80	2	43	53	0	98	24	47	3	0	74	4	54	7	0	65	317
07:00 AM	4	34	3	0	41	4	70	36	0	110	38	14	3	0	55	3	63	2	0	68	274
07:15 AM	15	49	1	0	65	4	103	42	0	149	32	27	6	0	65	5	50	9	0	64	343
07:30 AM	7	51	0	0	58	4	68	63	0	135	13	24	1	0	38	4	26	10	0	40	271
07:45 AM	8	48	0	0	56	7	33	26	0	66	11	29	3	0	43	5	31	9	0	45	210
Total	34	182	4	0	220	19	274	167	0	460	94	94	13	0	201	17	170	30	0	217	1098
08:00 AM	11	32	0	0	43	3	33	33	0	69	11	31	2	0	44	2	23	7	0	32	188
08:15 AM	4	40	4	0	48	4	29	34	0	67	24	19	2	0	45	0	28	13	0	41	201
08:30 AM	8	47	4	0	59	11	33	49	0	93	23	30	2	0	55	6	25	7	0	38	245
08:45 AM	7	47	4	0	58	3	57	51	0	111	15	25	1	0	41	11	21	3	0	35	245
Total	30	166	12	0	208	21	152	167	0	340	73	105	7	0	185	19	97	30	0	146	879
09:00 AM	9	40	1	0	50	2	19	17	0	38	10	20	2	0	32	3	28	4	0	35	155
09:15 AM	9	34	2	0	45	2	19	15	0	36	8	26	3	0	37	3	18	2	0	23	141
Grand Total	90	492	21	0	603	46	507	419	0	972	209	292	28	0	529	46	367	73	0	486	2590
Apprch %	14.9	81.6	3.5	0		4.7	52.2	43.1	0		39.5	55.2	5.3	0		9.5	75.5	15	0		
Total %	3.5	19	0.8	0	23.3	1.8	19.6	16.2	0	37.5	8.1	11.3	1.1	0	20.4	1.8	14.2	2.8	0	18.8	
Lights	77	445	19	0	541	42	448	412	0	902	192	245	22	0	459	41	322	59	0	422	2324
% Lights	85.6	90.4	90.5	0	89.7	91.3	88.4	98.3	0	92.8	91.9	83.9	78.6	0	86.8	89.1	87.7	80.8	0	86.8	89.7
Buses	6	10	1	0	17	2	48	4	0	54	9	7	4	0	20	3	35	3	0	41	132
% Buses	6.7	2	4.8	0	2.8	4.3	9.5	1	0	5.6	4.3	2.4	14.3	0	3.8	6.5	9.5	4.1	0	8.4	5.1
Trucks	7	37	1	0	45	2	11	3	0	16	8	40	2	0	50	2	10	11	0	23	134
% Trucks	7.8	7.5	4.8	0	7.5	4.3	2.2	0.7	0	1.6	3.8	13.7	7.1	0	9.5	4.3	2.7	15.1	0	4.7	5.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Colliers Engineering & Design

400 Columbus Avenue - Suite 180E
Valhalla, New York, 10595
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	R0UTE 82 From North					E NOXON RD From East					ROUTE 82 From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	34	**3**	0	41	4	70	36	0	110	**38**	14	3	0	55	3	**63**	2	0	**68**	274
07:15 AM	**15**	49	1	0	**65**	4	**103**	42	0	**149**	32	27	**6**	0	**65**	**5**	50	9	0	64	**343**
07:30 AM	7	**51**	0	0	58	4	68	**63**	0	135	13	24	1	0	38	4	26	**10**	0	40	271
07:45 AM	8	48	0	0	56	**7**	33	26	0	66	11	**29**	3	0	43	5	31	9	0	45	210
Total Volume	34	182	4	0	220	19	274	167	0	460	94	94	13	0	201	17	170	30	0	217	1098
% App. Total	15.5	82.7	1.8	0		4.1	59.6	36.3	0		46.8	46.8	6.5	0		7.8	78.3	13.8	0		
PHF	.567	.892	.333	.000	.846	.679	.665	.663	.000	.772	.618	.810	.542	.000	.773	.850	.675	.750	.000	.798	.800
Lights	29	164	3	0	196	17	251	165	0	433	85	82	10	0	177	16	145	27	0	188	994
% Lights	85.3	90.1	75.0	0	89.1	89.5	91.6	98.8	0	94.1	90.4	87.2	76.9	0	88.1	94.1	85.3	90.0	0	86.6	90.5
Buses	2	7	1	0	10	1	20	2	0	23	6	4	2	0	12	0	24	1	0	25	70
% Buses	5.9	3.8	25.0	0	4.5	5.3	7.3	1.2	0	5.0	6.4	4.3	15.4	0	6.0	0	14.1	3.3	0	11.5	6.4
Trucks	3	11	0	0	14	1	3	0	0	4	3	8	1	0	12	1	1	2	0	4	34
% Trucks	8.8	6.0	0	0	6.4	5.3	1.1	0	0	0.9	3.2	8.5	7.7	0	6.0	5.9	0.6	6.7	0	1.8	3.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	R0UTE 82 From North					E NOXON RD From East					ROUTE 82 From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	2	24	3	0	29	11	48	36	0	95	27	39	3	0	69	2	56	5	0	63	256
03:45 PM	12	35	3	0	50	0	39	15	0	54	44	42	2	0	88	6	38	9	0	53	245
Total	14	59	6	0	79	11	87	51	0	149	71	81	5	0	157	8	94	14	0	116	501
04:00 PM	8	29	2	0	39	3	37	17	0	57	41	50	1	0	92	0	45	10	0	55	243
04:15 PM	14	37	6	0	57	0	42	16	0	58	37	42	5	0	84	5	51	9	0	65	264
04:30 PM	9	52	2	0	63	2	31	26	0	59	47	61	3	0	111	2	44	5	0	51	284
04:45 PM	12	36	0	0	48	4	41	22	0	67	44	45	7	0	96	4	44	5	0	53	264
Total	43	154	10	0	207	9	151	81	0	241	169	198	16	0	383	11	184	29	0	224	1055
05:00 PM	16	43	2	0	61	3	41	37	0	81	29	41	12	0	82	14	47	8	0	69	293
05:15 PM	24	35	4	0	63	1	48	29	0	78	30	50	9	0	89	11	55	11	0	77	307
05:30 PM	14	35	2	0	51	0	40	29	0	69	49	47	8	0	104	5	40	6	0	51	275
05:45 PM	12	36	2	0	50	4	50	23	0	77	45	38	12	0	95	5	26	10	0	41	263
Total	66	149	10	0	225	8	179	118	0	305	153	176	41	0	370	35	168	35	0	238	1138
06:00 PM	17	39	1	0	57	2	35	32	0	69	45	60	16	0	121	5	40	5	0	50	297
06:15 PM	9	26	1	0	36	3	28	31	0	62	25	51	7	0	83	9	37	14	0	60	241
Grand Total	149	427	28	0	604	33	480	313	0	826	463	566	85	0	1114	68	523	97	0	688	3232
Apprch %	24.7	70.7	4.6	0		4	58.1	37.9	0		41.6	50.8	7.6	0		9.9	76	14.1	0		
Total %	4.6	13.2	0.9	0	18.7	1	14.9	9.7	0	25.6	14.3	17.5	2.6	0	34.5	2.1	16.2	3	0	21.3	
Lights	140	402	26	0	568	30	437	304	0	771	459	552	81	0	1092	65	513	95	0	673	3104
% Lights	94	94.1	92.9	0	94	90.9	91	97.1	0	93.3	99.1	97.5	95.3	0	98	95.6	98.1	97.9	0	97.8	96
Buses	2	5	0	0	7	3	38	4	0	45	3	2	4	0	9	1	7	1	0	9	70
% Buses	1.3	1.2	0	0	1.2	9.1	7.9	1.3	0	5.4	0.6	0.4	4.7	0	0.8	1.5	1.3	1	0	1.3	2.2
Trucks	7	20	2	0	29	0	5	5	0	10	1	12	0	0	13	2	3	1	0	6	58
% Trucks	4.7	4.7	7.1	0	4.8	0	1	1.6	0	1.2	0.2	2.1	0	0	1.2	2.9	0.6	1	0	0.9	1.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	R0UTE 82 From North					E NOXON RD From East					ROUTE 82 From South					NOXON RD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	9	**52**	2	0	**63**	2	31	26	0	59	**47**	**61**	3	0	**111**	2	44	5	0	51	284
04:45 PM	12	36	0	0	48	**4**	41	22	0	67	44	45	7	0	96	4	44	5	0	53	264
05:00 PM	16	43	2	0	61	3	41	**37**	0	**81**	29	41	**12**	0	82	**14**	47	8	0	69	293
05:15 PM	**24**	35	**4**	0	63	1	**48**	29	0	78	30	50	9	0	89	11	**55**	**11**	0	**77**	**307**
Total Volume	61	166	8	0	235	10	161	114	0	285	150	197	31	0	378	31	190	29	0	250	1148
% App. Total	26	70.6	3.4	0		3.5	56.5	40	0		39.7	52.1	8.2	0		12.4	76	11.6	0		
PHF	.635	.798	.500	.000	.933	.625	.839	.770	.000	.880	.798	.807	.646	.000	.851	.554	.864	.659	.000	.812	.935
Lights	58	160	7	0	225	10	156	112	0	278	149	195	30	0	374	30	190	28	0	248	1125
% Lights	95.1	96.4	87.5	0	95.7	100	96.9	98.2	0	97.5	99.3	99.0	96.8	0	98.9	96.8	100	96.6	0	99.2	98.0
Buses	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4
% Buses	0	0	0	0	0	0	1.9	0	0	1.1	0	0	3.2	0	0.3	0	0	0	0	0	0.3
Trucks	3	6	1	0	10	0	2	2	0	4	1	2	0	0	3	1	0	1	0	2	19
% Trucks	4.9	3.6	12.5	0	4.3	0	1.2	1.8	0	1.4	0.7	1.0	0	0	0.8	3.2	0	3.4	0	0.8	1.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

D-179
Signal #

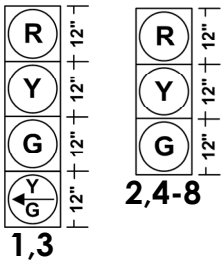
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION

in the Town of **UNION VALE**

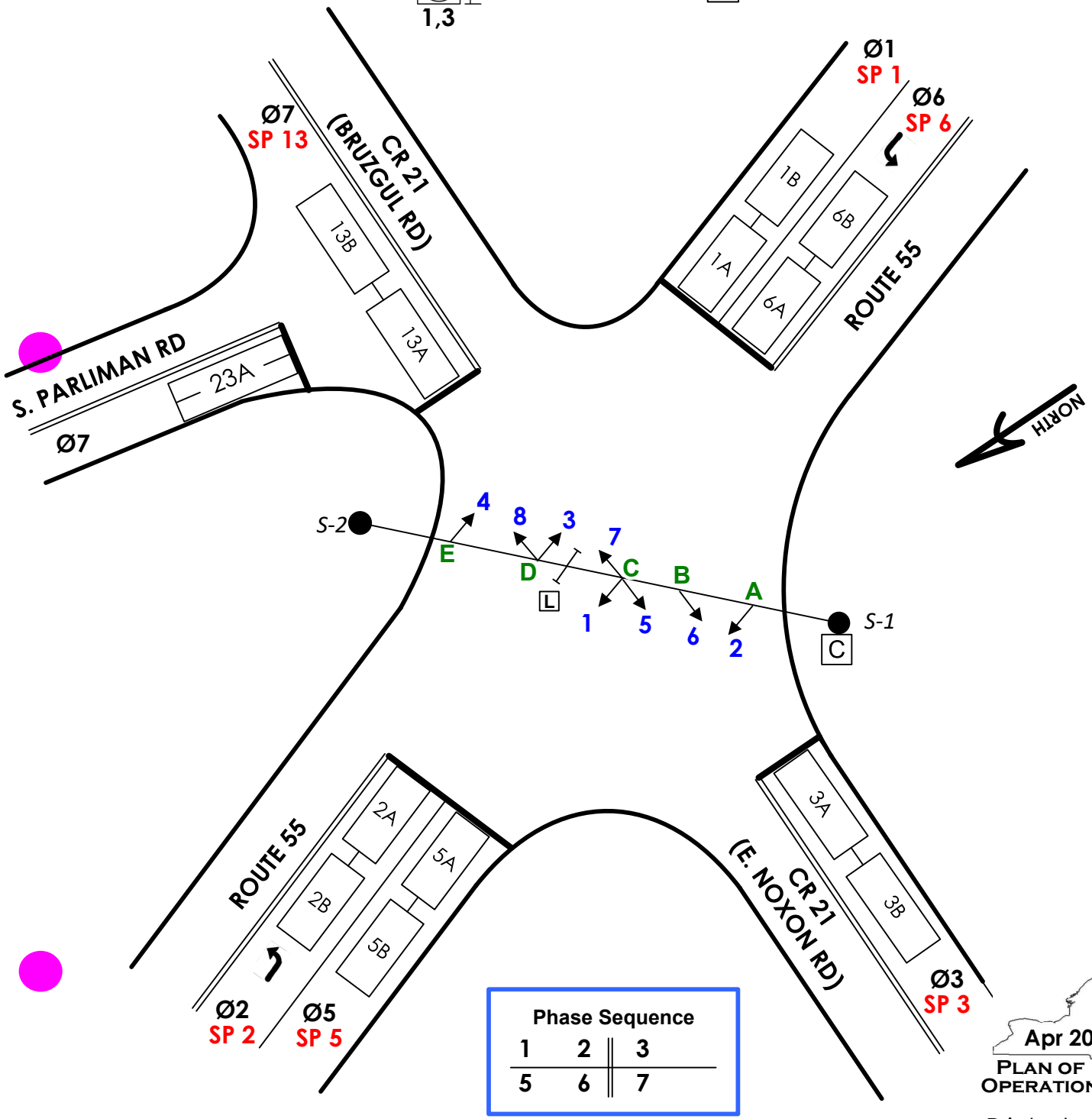
Signal: **D-179**
File: 13.28-55
D/HWP: xxx
PIN: xxx

Date: 4/17/2024

FACES



SPAN SIGNS



Phase Sequence		
1	2	3
5	6	7

Apr 2024
PLAN OF OPERATION

Printed: 4/17/2024

2179

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10	5	5		10	5	5	
Gap, Ext	3	1	3		3	1	3	
Max 1	40	15	35		40	15	35	
Max 2								
Yel Clearance	4.3	3.5	4.3	3.5	4.3	3.5	4.3	3.5
Red Clearance	1.8	3	1.8	1.5	1.8	3	1.8	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	ON	ON	ON		ON	ON	ON	
Min Recall	ON				ON			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry	ON	ON	ON		ON	ON	ON	
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

2179 RTE 55 @ CR 21 (NOXON RD)

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	4	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1
Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON

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	Green	ON
2	1	Red	ON
3	1	Red	ON
4	1	Red	OFF
5	2	Green	ON
6	2	Red	ON
7	2	Red	ON
8	2	Red	OFF

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	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	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	Red
Start Flash(s)	0
Start AllRed(s)	0
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: OFF | Extra Included Ph: ON

	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
1	Modifier Ø								Grn		9	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
A	Conflict Olap								Red	1.5	I	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
2	Modifier Ø								Grn		10	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
B	Conflict Olap								Red	1.5	J	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
3	Modifier Ø								Grn		11	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
C	Conflict Olap								Red	1.5	K	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
4	Modifier Ø								Grn		12	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
D	Conflict Olap								Red	1.5	L	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
5	Modifier Ø								Grn		13	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
E	Conflict Olap								Red	1.5	M	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
6	Modifier Ø								Grn		14	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
F	Conflict Olap								Red	1.5	N	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	NORMAL
7	Modifier Ø								Grn		15	Modifier Ø								Grn	
	Conflict Ø								Yel	3.5		Conflict Ø								Yel	3.5
G	Conflict Olap								Red	1.5	O	Conflict Olap								Red	1.5
	Conflict Ped								LG			Conflict Ped								LG	
	Included Ø								Type	NORMAL		Included Ø								Type	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											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	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+																								
Olap Ovrd																								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø					E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22								EndGRN				
2	12	22								EndGRN				
3	12	22								EndGRN				
4	12	22								EndGRN				
5	12	22								EndGRN				
6	12	22								EndGRN				
7	12	22								EndGRN				
8	12	22								EndGRN				
9	12	22								EndGRN				
10	12	22								EndGRN				
11	12	22								EndGRN				
12	12	22								EndGRN				
13	12	22								EndGRN				
14	12	22								EndGRN				
15	12	22								EndGRN				
16	12	22								EndGRN				
17	12	22								EndGRN				
18	12	22								EndGRN				
19	12	22								EndGRN				
20	12	22								EndGRN				
21	12	22								EndGRN				
22	12	22								EndGRN				
23	12	22								EndGRN				
24	12	22								EndGRN				
25										BegGRN				
26										BegGRN				
27										BegGRN				
28										BegGRN				
29										BegGRN				
30										BegGRN				
31										BegGRN				
32										BegGRN				
33										BegGRN				
34										BegGRN				
35										BegGRN				
36										BegGRN				
37										BegGRN				
38										BegGRN				
39										BegGRN				
40										BegGRN				
41										BegGRN				
42										BegGRN				
43										BegGRN				
44										BegGRN				
45										BegGRN				
46										BegGRN				
47										BegGRN				
48										BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	SINGLE	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1						45	50	35
2	2	5	2				45	50	10
3	3		5				45	50	30
4							45	50	2
5	5						45	50	35
6	6	1	2				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	7		5				45	50	30
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	7		5				45	50	30
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	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	ON	ON		ON				
34	ON	ON		ON				
35	ON	ON		ON				
36	ON	ON		ON				
37	ON	ON		ON				
38	ON	ON		ON				
39	ON	ON		ON				
40	ON	ON		ON				
41	ON	ON		ON				
42	ON	ON		ON				
43	ON	ON		ON				
44	ON	ON		ON				
45	ON	ON		ON				
46	ON	ON		ON				
47	ON	ON		ON				
48	ON	ON		ON				
49	ON	ON		ON				
50	ON	ON		ON				
51	ON	ON		ON				
52	ON	ON		ON				
53	ON	ON		ON				
54	ON	ON		ON				
55	ON	ON		ON				
56	ON	ON		ON				
57	ON	ON		ON				
58	ON	ON		ON				
59	ON	ON		ON				
60	ON	ON		ON				
61	ON	ON		ON				
62	ON	ON		ON				
63	ON	ON		ON				
64	ON	ON		ON				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	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			15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

RTE 55 @ CR 21 (NOXON RD)

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 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		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	None
Pre Invert Rail Input	OFF

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1.3]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2.1]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 1 Veh Parameters [5.5.1.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 1 Veh Options [5.5.1.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 1 Veh Parameters+ [5.5.1.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 1 Ped Parameters+ [5.5.1.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Alt# 2 Options Table [1.1.6.2.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 3 Options Table [1.1.6.2.3]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 4 Options Table [1.1.6.2.4]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 2 Veh Parameters [5.5.2.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 2 Veh Options [5.5.2.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 2 Veh Parameters+ [5.5.2.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 2 Ped Parameters+ [5.5.2.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Annual Schedule [4.3]	Month of Year												Day of Week							Date																							Day Plan	Link To
1	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		
	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																																																	1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	0	0	1	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 4

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 5

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 6

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 7

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 8

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 9

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 10

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 11

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 12

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 13

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 14

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 15

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call 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	

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	10	Veh Call 10
I2-3	11	Veh Call 11
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	15	Veh Call 15
I2-8	16	Veh Call 16
I3-1	17	Veh Call 17
I3-2	18	Veh Call 18
I3-3	19	Veh Call 19
I3-4	20	Veh Call 20
I3-5	21	Veh Call 21
I3-6	22	Veh Call 22
I3-7	23	Veh Call 23
I3-8	189	Unused
I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
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		
I4-2		
I4-3		
I4-4		
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]

Op1	Result		O1Fcn	Inv1	IO1	Opn1	O2Fnc	Inv2	IO2	Opn2	O3Fnc	Inv3	IO3	Opn3	Dly	Sec
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	2179
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	MODE 6
SP2	9600	MODE 6
SP3	19200	MODE 6
SP4	38400	MODE 6
SP5	1200	AUTO
SP6	1200	AUTO
SP7	1200	AUTO
SP8	1200	AUTO

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	OFF	0
ASYNC2	SP2	OFF	0
ASYNC3	SP3	OFF	0
ASYNC4	SP4	OFF	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	None	SYSUp	ASYNC2
CMU/MMU	None	SYSDown	ASYNC1
Opticom	None	Shell	None
Loop Det.	None		
GPS	-		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	
18	Cycle Failure	ON	
19	Coordination Fault	ON	
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failur		
27	BIU Detector Failure	ON	ON
32	Queue detector alarm	ON	
29	Ped Detector Fault	ON	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	
49	Preempt 1 Input	ON	
50	Preempt 2 Input	ON	
51	Preempt 3 Input	ON	
52	Preempt 4 Input	ON	
53	Preempt 5 Input	ON	
54	Preempt 6 Input	ON	
55	Preempt 7 Input	ON	
56	Preempt 8 Input	ON	
57	Preempt 9 Input	ON	
58	Preempt 10 Input	ON	
61	In Transition	ON	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	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	
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		

D-179
Signal #

Date: 4/17/2024

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TABLE OF SWITCH PACKS

Signal: **D-179**
File: 13.28-55
D/HWP: xxx
PIN: xxx

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1 (1 ← Flash Pack Flash Plug → Y)	Ø1	Red ●	3	SP 1 R	14 / 15C – D – R	4	SP 1 R	
		Yellow ●		SP 1 Y	– O		SP 1 Y	
		Green ●		SP 1 G	– G		SP 1 G	
		Neutral Wire		Neutral Bus	– W		Neutral Bus	
2 (1 W)	Ø2	- - - - -	1	SP 2 R	- - - - -		SP 2 R	
		Yellow ←		SP 2 Y	14 / 19C – C – O/B		SP 2 Y	
		Green ←		SP 2 G	– G/B		SP 2 G	
		Neutral Wire		Neutral Bus	– W/B		Neutral Bus	
3 (1 R)	Ø3	Red ●	5	SP 3 R	14 / 19C – C – R/W	6	SP 3 R	14 / 05C – B – R
		Yellow ●		SP 3 Y	– BL/W		SP 3 Y	– O
		Green ●		SP 3 G	– G/W		SP 3 G	– G
		Neutral Wire		Neutral Bus	– B/W		Neutral Bus	– W
4 (2 -)				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
5 (2 Y)	Ø5	Red ●	1	SP 5 R	14 / 19C – C – R	2	SP 5 R	
		Yellow ●		SP 5 Y	– O		SP 5 Y	
		Green ●		SP 5 G	– G		SP 5 G	
		Neutral Wire		Neutral Bus	– W		Neutral Bus	
6 (2 W)	Ø6	- - - - -	3	SP 6 R	- - - - -		SP 6 R	
		Yellow ●		SP 6 Y	14 / 15C – D – O/B		SP 6 Y	
		Green ←		SP 6 G	– G/B		SP 6 G	
		Neutral Wire		Neutral Bus	– W/B		Neutral Bus	
7 (2 -)				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
8 (1 -)				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
9 (1 -)				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
10 (1 -)		- - - - -		SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
11 (2 -)				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
12 (2 -)				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
13 (1 R)	Ø7	Red ●	7	SP 13 R	14 / 19C – C – B/R	8	SP 13 R	14 / 15C – D – R/W
		Yellow ●		SP 13 Y	– O/R		SP 13 Y	– BL/W
		Green ●		SP 13 G	– BL/R		SP 13 G	– G/W
		Neutral Wire		Neutral Bus	– W/R		Neutral Bus	– B/W
14 (2 -)				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
15 (- -)				SP 15 R			SP 15 R	
				SP 15 Y			SP 15 Y	
				SP 15 G			SP 15 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
16 (- -)				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Neutral Wire		Neutral Bus			Neutral Bus	

D-179
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **D-179**
File: 13.28-55
D/HWP: xxx
PIN: xxx

TRAFFIC SIGNAL MONITOR PROGRAMMING

Date: 4/17/2024

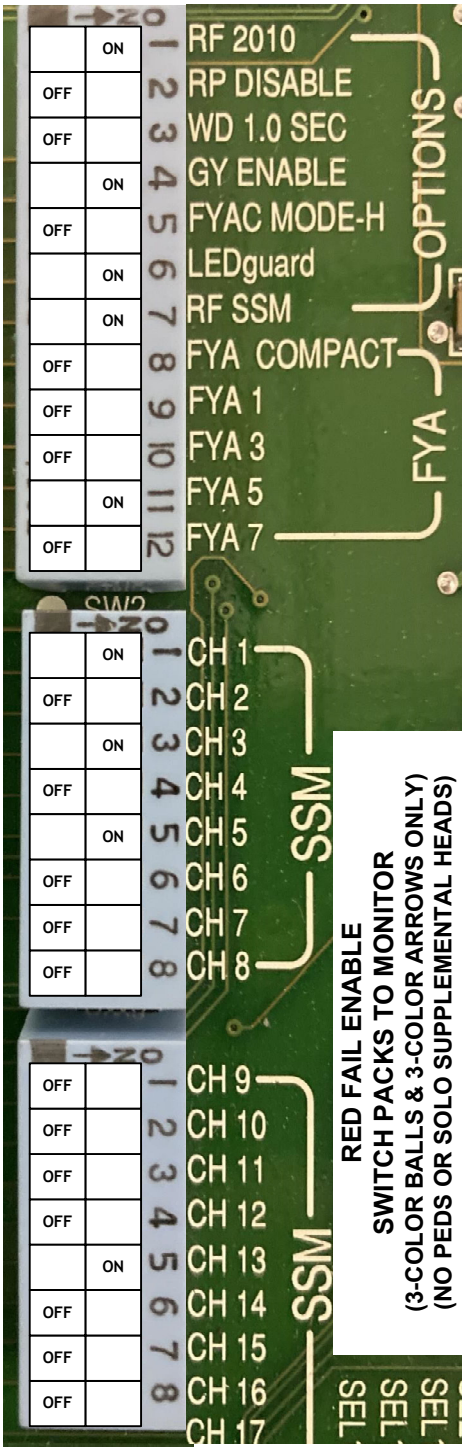
CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)			YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS WITHOUT FYA	
1-5			1	
1-6			2	
			3	
2-5			4	
2-6			5	
			6	
3-13			7	
			8	
			9	
			10	
			11	
			12	
			13	
			14	
			15	
			16	

CURRENT MONITOR BOARD (IF USED)
CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO *NOT* MONITOR)
2, 4, 6-12, 14-16

FYA MODE H PAIRINGS

Notes:

210NYR MONITOR BOARD
(CONFLICT MONITOR DIP SWITCHES)



D-179
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **D-179**
File: 13.28-55
D/HWP: xxx
PIN: xxx

Date: 4/17/2024

TABLE OF INPUT WIRING

TERMINAL NUMBER	FUNCTION	DET. NO.	DETECTOR TYPE	REMARKS
1A, 1B	**Ø1**	1	QUAD/NORMAL	PRESENCE LOOP
2A, 2B	**Ø2**	2	QUAD/NORMAL	PRESENCE LOOP
3A, 3B	**Ø3**	3	QUAD/NORMAL	PRESENCE
4A, 4B		4		
5A, 5B	**Ø5**	5	QUAD/NORMAL	
6A, 6B	**Ø6**	6	QUAD/NORMAL	
7A, 7B		7		
8A, 8B		8		
9A, 9B		9		
10A, 10B		10		
11A, 11B		11		
12A, 12B		12		
13A, 13B	**Ø7**	13	QUAD/NORMAL	
14A, 14B		14		
15A, 15B		15		
16A, 16B		16		
17A, 17B		17		
18A, 18B		18		
19A, 19B		19		
20A, 20B		20		
21A, 21B		21		
22A, 22B		22		
23A, 23B	**Ø7**	23	QUADRAPOLE	
24A, 24B		24		
25A, 25B		25		
26A, 26B		26		
27A, 27B		27		
28A, 28B		28		

D-212
Signal #

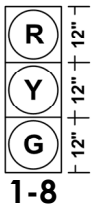
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION

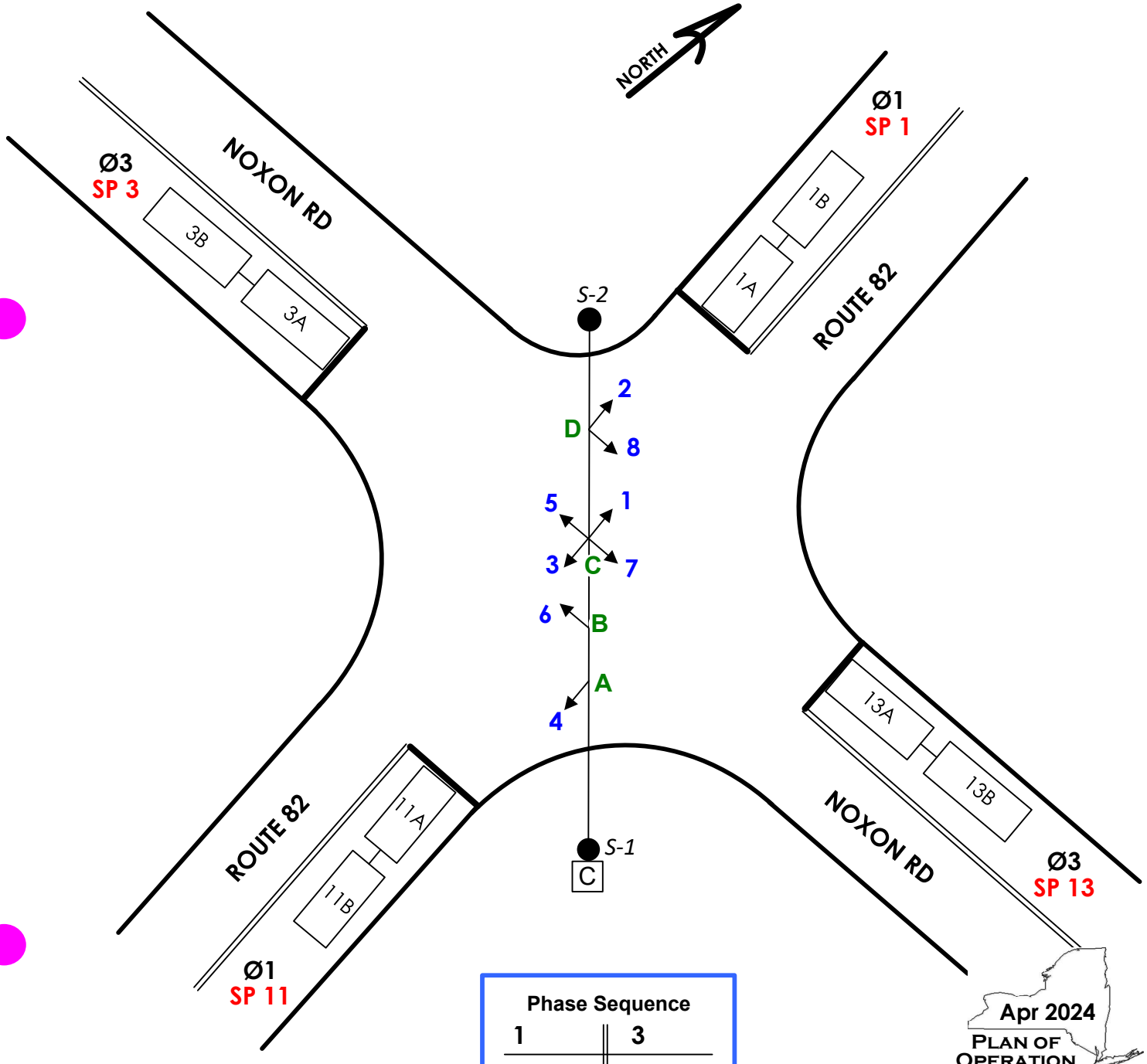
in the Town of **LA GRANGE**

Signal: **D-212**
File: 13.18-82
D/HWP: xxx
PIN: xxx

Date: 4/18/2024

FACES





Phase Sequence

1	3

Apr 2024
PLAN OF OPERATION

Printed: 4/18/2024

2212

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		5					
Gap, Ext	2		2					
Max 1	55		35					
Max 2								
Yel Clearance	5		5					
Red Clearance	1		1					
Walk								5
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	ON		ON					
Min Recall	ON							
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
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	0	1	37	0	0	0	1
2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1
Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	0	0	0	0	0	0	0	0	13	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON

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	Green	ON
2	1	Red	OFF
3	1	Red	ON
4	1	Red	OFF
5	2	Red	OFF
6	2	Red	OFF
7	2	Red	OFF
8	2	Red	OFF

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	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	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	0
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	OFF	Extra Included Ph	ON

	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
1	Modifier Ø								Grn		9	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
A	Conflict Olap								Red	1.5	I	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
2	Modifier Ø								Grn		10	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap								Red	1.5	J	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
3	Modifier Ø								Grn		11	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap								Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
4	Modifier Ø								Grn		12	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap								Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
5	Modifier Ø								Grn		13	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap								Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
6	Modifier Ø								Grn		14	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap								Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	NORMAL
7	Modifier Ø								Grn		15	Modifier Ø									Grn	
	Conflict Ø								Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap								Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped								LG			Conflict Ped									LG	
	Included Ø								Type	NORMAL		Included Ø									Type	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		3								1		3											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Channel Flash	DRK	Red	DRK	Red	Red	Red	Red	Red	DRK	DRK	DRK	DRK	DRK	Red	Red	Red	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd																								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø					E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22								EndGRN				
2	12	22								EndGRN				
3	12	22								EndGRN				
4	12	22								EndGRN				
5	12	22								EndGRN				
6	12	22								EndGRN				
7	12	22								EndGRN				
8	12	22								EndGRN				
9	12	22								EndGRN				
10	12	22								EndGRN				
11	12	22								EndGRN				
12	12	22								EndGRN				
13	12	22								EndGRN				
14	12	22								EndGRN				
15	12	22								EndGRN				
16	12	22								EndGRN				
17	12	22								EndGRN				
18	12	22								EndGRN				
19	12	22								EndGRN				
20	12	22								EndGRN				
21	12	22								EndGRN				
22	12	22								EndGRN				
23	12	22								EndGRN				
24	12	22								EndGRN				
25										BegGRN				
26										BegGRN				
27										BegGRN				
28										BegGRN				
29										BegGRN				
30										BegGRN				
31										BegGRN				
32										BegGRN				
33										BegGRN				
34										BegGRN				
35										BegGRN				
36										BegGRN				
37										BegGRN				
38										BegGRN				
39										BegGRN				
40										BegGRN				
41										BegGRN				
42										BegGRN				
43										BegGRN				
44										BegGRN				
45										BegGRN				
46										BegGRN				
47										BegGRN				
48										BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Mar	SINGLE	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1						45	50	35
2							45	50	
3	3						45	50	25
4							45	50	
5							45	50	
6							45	50	
7							45	50	
8							45	50	
9							45	50	
10							45	50	
11	1						45	50	35
12							45	50	
13	3						45	50	25
14	3						45	50	25
15							45	50	
16							45	50	
17							45	50	
18							45	50	
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	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	ON	ON		ON				
34	ON	ON		ON				
35	ON	ON		ON				
36	ON	ON		ON				
37	ON	ON		ON				
38	ON	ON		ON				
39	ON	ON		ON				
40	ON	ON		ON				
41	ON	ON		ON				
42	ON	ON		ON				
43	ON	ON		ON				
44	ON	ON		ON				
45	ON	ON		ON				
46	ON	ON		ON				
47	ON	ON		ON				
48	ON	ON		ON				
49	ON	ON		ON				
50	ON	ON		ON				
51	ON	ON		ON				
52	ON	ON		ON				
53	ON	ON		ON				
54	ON	ON		ON				
55	ON	ON		ON				
56	ON	ON		ON				
57	ON	ON		ON				
58	ON	ON		ON				
59	ON	ON		ON				
60	ON	ON		ON				
61	ON	ON		ON				
62	ON	ON		ON				
63	ON	ON		ON				
64	ON	ON		ON				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	

Det #	occ Grn	occ Yell	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			15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	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 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		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	None
Pre Invert Rail Input	OFF

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1.3]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2.1]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 1 Veh Parameters [5.5.1.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 1 Veh Options [5.5.1.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 1 Veh Parameters+ [5.5.1.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 1 Ped Parameters+ [5.5.1.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Alt# 2 Options Table [1.1.6.2.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 3 Options Table [1.1.6.2.3]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 4 Options Table [1.1.6.2.4]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 2 Veh Parameters [5.5.2.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 2 Veh Options [5.5.2.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 2 Veh Parameters+ [5.5.2.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 2 Ped Parameters+ [5.5.2.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Annual Schedule [4.3]	Month of Year												Day of Week							Date																							Day Plan	Link To
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 4

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 5

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 6

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 7

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 8

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 9

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 10

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 11

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 12

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 13

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 14

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 15

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call 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	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	0	Unused
I1-3	3	Veh Call 3
I1-4	189	Unused
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	11	Veh Call 11
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	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	**189**	Unused
I4-2	**189**	Unused
I4-3	**189**	Unused
I4-4	**189**	Unused
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		
I4-2		
I4-3		
I4-4		
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]

Op1	Result		O1Fcn	Inv1	IO1	Opn1	O2Fnc	Inv2	IO2	Opn2	O3Fnc	Inv3	IO3	Opn3	Dly	Sec
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	2212
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	MODE 6
SP2	9600	MODE 6
SP3	19200	MODE 6
SP4	38400	MODE 6
SP5	1200	AUTO
SP6	1200	AUTO
SP7	1200	AUTO
SP8	1200	AUTO

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	OFF	0
ASYNC2	SP2	OFF	0
ASYNC3	SP3	OFF	0
ASYNC4	SP4	OFF	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	None	SYSUp	ASYNC2
CMU/MMU	None	SYSDown	ASYNC1
Opticom	None	Shell	None
Loop Det.	None		
GPS	-		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	
18	Cycle Failure	ON	
19	Coordination Fault	ON	
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failur		
27	BIU Detector Failure	ON	ON
32	Queue detector alarm	ON	
29	Ped Detector Fault	ON	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	
49	Preempt 1 Input	ON	
50	Preempt 2 Input	ON	
51	Preempt 3 Input	ON	
52	Preempt 4 Input	ON	
53	Preempt 5 Input	ON	
54	Preempt 6 Input	ON	
55	Preempt 7 Input	ON	
56	Preempt 8 Input	ON	
57	Preempt 9 Input	ON	
58	Preempt 10 Input	ON	
61	In Transition	ON	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	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	
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		

D-212
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **D-212**
File: 13.18-82
D/HWP: xxx
PIN: xxx

Date: 4/18/2024

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1 (1 ← Flash Pack / Flash Plug → Y)	Ø1	Red ●	1	SP 1 R	14 / 19C – C – R	2	SP 1 R	14 / 10C – D – R
		Yellow ●		SP 1 Y	– O		SP 1 Y	– O
		Green ●		SP 1 G	– G		SP 1 G	– G
		Neutral Wire		Neutral Bus	– W		Neutral Bus	– W
2 (1 -)				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
3 (1 R)	Ø3	Red ●	5	SP 3 R	14 / 19C – C – R/W	6	SP 3 R	14 / 05C – B – R
		Yellow ●		SP 3 Y	– BL/W		SP 3 Y	– O
		Green ●		SP 3 G	– G/W		SP 3 G	– G
		Neutral Wire		Neutral Bus	– B/W		Neutral Bus	– W
4 (2 -)				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
5 (2 -)				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
6 (2 -)				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
7 (2 -)				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
8 (1 -)				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
9 (1 -)				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
10 (1 -)				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
11 (2 Y)	Ø1	Red ●	3	SP 11 R	14 / 19C – C – R/B	4	SP 11 R	14 / 05C – A – R
		Yellow ●		SP 11 Y	– O/B		SP 11 Y	– O
		Green ●		SP 11 G	– G/B		SP 11 G	– G
		Neutral Wire		Neutral Bus	– W/B		Neutral Bus	– W
12 (2 -)				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
13 (1 R)	Ø3	Red ●	7	SP 13 R	14 / 19C – C – B/R	8	SP 13 R	14 / 10C – D – R/B
		Yellow ●		SP 13 Y	– O/R		SP 13 Y	– O/B
		Green ●		SP 13 G	– BL/R		SP 13 G	– G/B
		Neutral Wire		Neutral Bus	– W/R		Neutral Bus	– W/B
14 (2 -)				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
15 (- -)				SP 15 R			SP 15 R	
				SP 15 Y			SP 15 Y	
				SP 15 G			SP 15 G	
		Neutral Wire		Neutral Bus			Neutral Bus	
16 (- -)				SP 16 R			SP 16 R	
				SP 16 Y			SP 16 Y	
				SP 16 G			SP 16 G	
		Neutral Wire		Neutral Bus			Neutral Bus	

D-212
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **D-212**
File: 13.18-82
D/HWP: xxx
PIN: xxx

Date: 4/18/2024

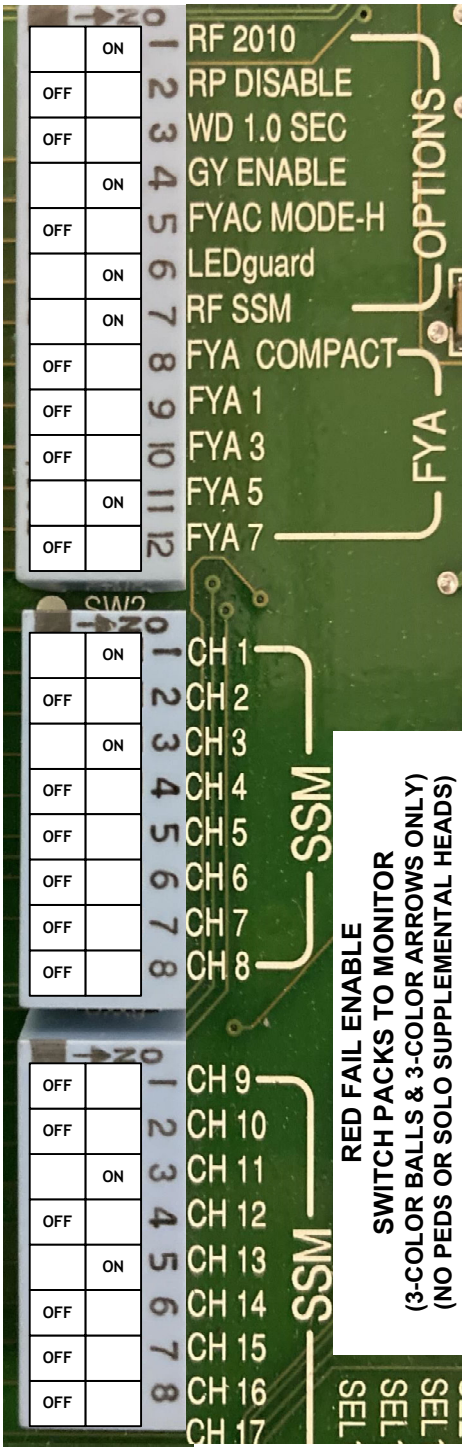
TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)			YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS WITHOUT FYA	
1-11			1	
			2	
3-13			3	
			4	
			5	
			6	
			7	
			8	
			9	
			10	
			11	
			12	
			13	
			14	
			15	
			16	

CURRENT MONITOR BOARD (IF USED)	FYA MODE H PAIRINGS
CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO *NOT* MONITOR)	
2, 4-10, 12, 14-16	

Notes:

210NYR MONITOR BOARD
(CONFLICT MONITOR DIP SWITCHES)



D-212
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **D-212**
File: 13.18-82
D/HWP: xxx
PIN: xxx

Date: 4/18/2024

TABLE OF INPUT WIRING

TERMINAL NUMBER	FUNCTION	DET. NO.	DETECTOR TYPE	REMARKS
1A, 1B	**Ø1**	1	QUAD/NORMAL	PRESENCE LOOP
2A, 2B		2		
3A, 3B	**Ø3**	3	QUAD/NORMAL	PRESENCE LOOP
4A, 4B		4		
5A, 5B		5		
6A, 6B		6		
7A, 7B		7		
8A, 8B		8		
9A, 9B		9		
10A, 10B		10		
11A, 11B	**Ø1**	11	QUAD/NORMAL	PRESENCE LOOP
12A, 12B		12		
13A, 13B	**Ø3**	13	QUAD/NORMAL	PRESENCE LOOP
14A, 14B		14		
15A, 15B		15		
16A, 16B		16		
17A, 17B		17		
18A, 18B		18		
19A, 19B		19		
20A, 20B		20		
21A, 21B		21		
22A, 22B		22		
23A, 23B		23		
24A, 24B		24		
25A, 25B		25		
26A, 26B		26		
27A, 27B		27		
28A, 28B		28		

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