Appendix G-1
Traffic Impact Study

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MASER CONSULTING

Traffic Impact Study

Airport Campus (113 King Street)

Town of North Castle, Westchester County, New York

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A. INTRODUCTION

The Traffic Impact Study was prepared to evaluate the potential traffic impacts of the proposed redevelopment of 113 King Street located in the Town of North Castle on the surrounding roadway network in accordance with the adopted Scope. The following sections provide a description of the proposed development and the tasks undertaken in completing our evaluation.

B. PROJECT DESCRIPTION AND LOCATION *(Figures No. 1, 1A)*

The Applicant is proposing to redevelop 113 King Street (Site) which is located in the Town of North Castle and currently consists of two office buildings with a total of 261,000 s.f. of office space (100, 000 s.f. building and 161,000 s.f. building). Access to the Site is currently proved via a signalized intersection with King Street (NYS Route 120) opposite American Lane (Greenwich American Centre).

The proposed Project, herein referred to as Airport Campus, calls for the re-use the northernmost existing office as a 125 room hotel, construct a new 149 unit multi-family building, construct 22 townhouse units, and the re-occupy the southernmost existing office building (100,000 s.f.). Access to the Hotel, Multi-Family Units and Office Building will continue to be provided via the existing signalized driveway. While not proposed, there is the potential for a right turn/right turn exit only driveway to King Street. However to be conservative all traffic was assigned to the signalized driveway for analysis purpose. Access to the Townhouses will be provided via a driveway connection to Cooney Hill Road.

The Site Location and Study Area Intersections are shown on Figures No. 1 and 1A.

C. DESCRIPTION OF EXISTING ROADWAY NETWORK

As discussed in Section B, access to the Hotel, Multi-Family Units and Office Building will continue to be provided via the existing signalized driveway and access to the Townhouses will be provided via a driveway connection to Cooney Hill Road. The following is a description of the NYS Route 120 (King Street) Corridor and other key roadways in the vicinity of the Site.

1. NYS Route 120 (King Street)

   In the vicinity of the Site (Study Area), NYS Route 120 (King Street) is a State roadway that travels in a generally north/south direction throughout southern Westchester County. North of the Site, NYS Route 120 (King Street) intersects with NYS Route 22 with its northerly leg providing access to the NYS Route 22 Corridor and downtown Armonk hamlet area (to the east) and at a "Y" type signalized intersection and its southerly leg providing access to the NYS Route 22 Corridor to the west. NYS Route 120 (King Street) continues in a southerly direction providing access to Swiss Re, IBM Corporate Headquarters, Greenwich American Centre, 133 King Street (Site) and other roadways such as Cooney Hill Road, Gateway Lane, NYS Route 120A, New King Street, I-684 (approximately 1.0 miles from the Site) and Airport Road/Westchester County Airport. There are no sidewalks provided and has a NYS Route 120 has a posted speed limit of 55 mph with an advisory speed limit of 35 mph in the vicinity of Cooney Hill Road due to the existing horizontal and vertical curves. Pavement condition along NYS Route 120 (King Street) are fair to good.

2. NYS Route 22

   NYS Route 22 is a State roadway that travels throughout Westchester County. North of the Site, NYS Route 120 (King Street) intersects with NYS Route 22 with its southerly leg providing access to the NYS Route 22 Corridor to the west at a "Y" type, signalized intersection and its northerly leg providing access to the NYS Route 22 Corridor and downtown Armonk hamlet area (to the east) also at a "Y" type signalized intersection. NYS Route 22 consists of two travel lanes with shoulders in each direction, To the east, NYS Route 22 provides access to the downtown Armonk hamlet area (NYS Route 128) at a signalized intersection opposite North castle Drive (approximately 2.8 miles from the Site) and provides access to the I-684 Southbound and Northbound On/Off Ramps at signalized intersections (approximately 3.0 miles from the Site). No sidewalks are provided along NYS Route 22 within the study area. NYS Route 22 has a speed limit of 55 mph. Pavement conditions along NYS Route 22 are generally good.

3. NYS Route 128 (Main Street)

   NYS Route 128 (Main Street) is a two-lane, generally north/south State roadway that originates at NYS Route 22 opposite North Castle Drive at a signalized intersection and provides access to the downtown Armonk hamlet area. NYS Route 128 (Main Street) continues in a northerly direction with shoulders on both sides, intersecting with Old Route 22 at an unsignalized intersection. Continuing north, a sidewalk is

provided on the west side of Route 128 with a sidewalk provided on the eastside approaching the Kent Placed/Bedford Road unsignalized intersection. Continuing north, there are sidewalks and crosswalks along NYS Route 128 (Main Street) with 1 hour parking provided along both sides of the street approaching the Whippoorwill Road/Maple Avenue signalized intersection. NYS Route 128 (Main Street) has a posted speed limit of 30 mph. Pavement conditions along NYS Route 128 (Main Street) are generally good.

4. Cooney Hill Road

Cooney Hill Road intersects NYS Route 120 (King Street) north of the Site, at a "T" type, unsignalized intersection and is a "Dead End" road. Cooney Hill Road is a two-lane, Town road with no shoulders or sidewalks. Cooney Hill Road is a low volumes road which currently provides access to one single family home and has a gated access to the DEC watershed. Access to the Airport Campus townhouses will be provided via a driveway connection to Cooney Hill Road. Cooney Hill Road has a posted speed limit of 30 mph. The pavement along Cooney Road is in fair condition.

5. Gateway Lane

Gateway Lane is a Town road which intersects NYS Route 120 (King Street) south of the Site, at a "T" type, signalized intersection. Gateway Lane acts as a connector road intersecting NYS Route 120A at a "T' type, unsignalized intersection. Pavement conditions along Gateway Lane are generally good.

6. New King Street

New King Street is a one way southbound Town road which connects Airport Road and NYS Route 120 (King Street) south of the Site, at a "T" type, signalized intersection. New King Street has shoulders, no sidewalks and has a posted speed limit of 30 mph. New King Street provides access to various commercial uses. Pavement conditions along New King Street are generally good.

7. Airport Road (C.R. 135)

Airport Road (C.R. 135) is a County road which intersects NYS Route 120 (King Street) opposite the I-684 northbound and southbound on-off ramps, south of the Site at a signalized intersection. At NYS Route 120 (King Street), Airport Road continues as a one way roadway eastbound until it intersects with New King Street and becomes a two-way roadway. Airport Road provides access to the Westchester County Airport and NYS Route 120A. Airport Road has shoulders, no sidewalk and has a posted speed limit of 35 mph. Pavement conditions along Airport Road are generally good.

In addition, Section K provides a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service for each of the Study Area Intersections. The capacity analysis (Appendix D) also shows the existing geometry including lane widths, traffic control including signal phasing/timing (where appropriate), pedestrians, roadway grades, truck percentages as well as the results of the analysis.

D. PUBLIC TRANSPORTATION

The Westchester Bee Line provides local bus service via the Route 12 Bus along the NYS Route 120 (King Street) Corridor including the Shuttle Loop H Bus. Route 12 Bus and Shuttle Loop H Bus operates Monday – Friday between the White Plains Trans Center, Harrison, Purchase including the Westchester County Airport and Armonk. Bus stops are located at the intersection of NYS Route 120 (King Street)/American Lane (S)/Site Driveway. The Shuttle Loop H Bus A copy of the Westchester Bee Line Route 12 schedule and route map is contained in Appendix F. It is anticipated that the Proposed Project will not have a significant impact on the existing ridership of the Bee Line Bus service.

E. YEAR 2019 EXISTING TRAFFIC VOLUMES *(Figures No. 2, 2A, 3, 3A, 4, 4A)*

In order to establish existing traffic conditions in the vicinity of the Site, turning movement traffic counts were conducted on Tuesday, April 2, 2019 between the hours of 6:30 AM – 9:30 AM to determine the Weekday Peak AM Hour, 11:30 AM – 1:30 PM to determine the Weekday Midday Peak Hour and 4:00 PM – 6:30 PM to determine the Weekday Peak PM Hour. The following intersections were analyzed as per the Scope.

1. NYS Route 22 (Armonk-Bedford Road) & NYS Route 120 (King Street) **(1)**
2. NYS Route 22 (Mt Kisco Road)/Old Post Road & NYS Route 120 (King Street) **(1)**
3. King Street and Old Post Road **(1)**
4. NYS Route 120 (King Street) & IBM/Swiss Re
5. NYS Route 120 (King Street) & American Lane
6. NYS Route 120 (King Street) & Cooney Hill Road
7. NYS Route 120 (King Street) & American Lane/113 King Street Driveway
8. NYS Route 120 (King Street/Purchase Street) & Gateway Lane
9. NYS Route 120 (Purchase Street) & New King Street
10. NYS Route 120 (Purchase Street) & Airport Road
11. Airport Road & I-684 NB On/Off Ramps
12. Airport Road & I-684 SB On/Off Ramps **(2)**
13. NYS Route 22 & NYS Route 128/IBM Main Driveway
14. NYS Route 22 & North Broadway & Sir John's Plaza
15. NYS Route 22 & Central Westchester Parkway & Reservoir Road/Church Street

A copy of the traffic count data including the NYSDOT historical traffic counts data is contained in Appendix "E" of this Study. (1) These traffic counts were compared with the existing traffic volumes used in the Eagle Ridge Traffic Impact Study. Based on a comparison of these traffic counts, the Eagle Ridge traffic counts were utilized at these three locations. (2) Since the I-684 SB On/Off Ramps only consists of two movements, the I-684 SB On-Ramp and SB Off-Ramp were able to be balanced with the I-684 NB Ramp Counts.

Based upon a review of above turning movement traffic counts and a review of NYSDOT historical traffic count data, the peak hours were identified as follows.

- Weekday Peak AM Hour 8:00 AM – 9:00 AM
- Weekday Peak Midday Hour 12:30 PM – 1:30 PM
- Weekday Peak PM Hour 5:00 PM – 6:00 PM

Based on the above, the resulting Year 2019 Existing Traffic Volumes are shown on Figures No. 2, 2A, 3, 3A and 4, 4A for each of the Peak Hours, respectively.

F. YEAR 2024 NO-BUILD TRAFFIC VOLUMES *(Figures No. 5, 5A – 23, 23A)*

For the purpose of analysis, a Design Year of 2024 has been utilized in the completing the traffic analysis.

In order to account for normal background traffic growth in the area, the Year 2019 Existing Traffic Volumes were increased by a growth factor of 1.0% per year for a total compounded background growth of 5% based on NYSDOT historical data. The resulting Year 2024 Projected Traffic Volumes are shown on Figures No. 5, 5A, 6, 6A and 7, 7A for each of the Peak Hours, respectively. In addition to the background growth factor, traffic generated for other potential developments in the area was also accounted for. These include Brynwood (88 units), Mariani Gardens (50 units), Madonna Senior Housing (16 units). Wampus Mills (6 single family), 162 Bedford Road – Former Armonk Lumber Yard (36 units), 470 Main Street (16 units), Eagle Ridge (91 room Hotel, 70 Apartments, 94 Townhouses) as contained in the Eagle Ridge Traffic Impact Study and Swiss Re which is approximately 50% unoccupied (additional traffic based on existing Swiss Re driveway counts). The resulting other development traffic volumes for these developments are shown on Figures No. 8, 8A, 9, 9A and 10, 10A for each of the Peak Hours respectively.

It should be noted that the IBM Expansion is accounted in the existing traffic volumes. [A Table and associated figures for the above other developments site generation are included in Appendix I].

In addition, traffic for the re-occupancy of 113 King Street was also included. As discussed in Section B, the Site (113 King Street) currently consists of two office buildings consisting of a total of 261,000 s.f. of office space (100, 000 s.f. building and 161,000 s.f. building). The Hourly Trips Rates and anticipated Site Generated Traffic Volumes for the re-occupancy of two office buildings were developed based on information contained in the Institute of Transportation Engineers (ITE) "Trip Generation Handbook", 10th Edition, 2017 and are summarized in Table No. 1 (Appendix B). As shown on Table No. 1, re-occupancy of the two existing office buildings would generate a total of 303 trips (261 entering trips and 42 exiting trips) during the Weekday Peak AM Hour, a total of 152 trips (76 entering trips and 76 exiting trips) during the Weekday Peak Midday Hour and a total of 300 trips (47 entering trips and 253 exiting trips) during the Weekday Peak PM Hour. The Office arrival/departure distributions Weekday Peak AM/PM Hours are shown on Figures No. 11 11A, 12, 12A and on Figures No. 13, 13A, 14, 14A for the Weekday Peak Midday Hour. The resulting Office re-occupancy traffic volumes are shown on Figures No. 15, 15A, 16, 16A, 17, 17A for the 100,000 s.f. Building and Figures No. 18, 18A, 19, 19A, 20, 20A for the 161,000 s.f. Building, for each of the Peak Hours, respectively.

The resulting Year 2024 No-Build Traffic Volumes are shown on Figures No. 21, 21A, 22, 22A and 23, 23A for each of the Peak Hours, respectively.

G. SITE GENERATED TRAFFIC VOLUMES *(Tables No. 1 and 2)*

As discussed in Section B, the proposed Project will re-occupy the southernmost existing office building (100,000 s.f.), re-use the northernmost existing office as a 125 room hotel, construct a new 149 unit multi-family building and 22 townhouse units.

In order to estimate the amount of traffic to be generated by the proposed Project, the Hourly Trip Generation Rates and Anticipated Site Generated Traffic Volumes were developed based on information contained in the Institute of Transportation Engineers (ITE) "Trip Generation Handbook", 10th Edition, 2017. Table No. 2 summarizes the Hourly Trip Generation Rates and the anticipated Site Generated Traffic Volumes for the proposed Project.

As discussed in Section F above, the No-Build Condition accounts for the re-occupancy of the two existing office buildings. To calculate the number of trips that would occur in the Future with the Proposed Project, the Traffic Impact Study :

- Added to the No-Build Condition trips associated with the Proposed Project's hotel and residential uses. A total of 137 trips (53 entering trips and 84 exiting trips) during the Weekday Peak AM Hour, total of 78 trips (39 entering trips and 39 exiting trips) during the Weekday Peak Midday Hour and a total of 170 trips (99 entering trips and 71 exiting trips) during the Weekday Peak PM Hour.

- Retained the trips associated with the existing southern office building, which is proposed to remain an office use with the Proposed Project. A total of 116 trips (100 entering trips and 16 exiting trips) during the Weekday Peak AM Hour, total of 58 trips (29 entering trips and 29 exiting trips) during the Weekday Peak Midday Hour and a total of 115 trips (18 entering trips and 97 exiting trips) during the Weekday Peak PM Hour.

- Subtract the trips associated with the existing northern office building's office use, as the Proposed project proposed to-re-use that building as a hotel use. A total of 187 trips (161 entering trips and 26 exiting trips) during the Weekday Peak AM Hour, total of 94 trips (47 entering trips and 47 exiting trips) during the Weekday Peak Midday Hour and a total of 185 trips (29 entering trips and 156 exiting trips) during the Weekday Peak PM Hour.

	Future without Proposed Project (No-Build Conditions)			Future with Proposed Project (Build Condition)		
PEAK HOUR	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
WEEKDAY PEAK AM	261	42	303	153	100	253
WEEKDAY PEAK MIDDAY	76	76	152	68	68	136
WEEKDAY PEAK PM	47	253	300	117	168	285

See Trip Generation Tables No. 1 and 2 in Appendix B

As shown in the Table above, the Proposed Project's future uses of the property would not be all "new" traffic to the roadway network and would result in a total of 50 fewer trips (103 fewer trips entering trips and 58 additional exiting trips) during the Weekday Peak AM Hour, a total of 16 fewer trips (8 fewer entering trips and 8 fewer exiting trips) during the Weekday Peak Midday Hour and a total of 15 fewer trips (70 additional entering trips and 85 exiting trips) during the Weekday Peak PM Hour than would the re-occupancy of both existing on-Site office buildings.

H. ARRIVAL/DEPARTURE DISTRIBUTION *(Figures No. 24, 24A – 31, 31A)*

Arrival and departure distributions were developed to assign the site generated traffic volumes to the Study Area intersections. The distributions were based on a review of existing traffic volumes and expected travel patterns. The resulting arrival/departure distributions for the Hotel/Apartments are shown on Figures No. 24, 24A, 25, 25A and the resulting arrival/departure distributions for the Townhouses are shown on Figures No. 26, 26A, 27, 27A for the Weekday Peak AM/PM Hour. The resulting arrival/departure distributions for the Weekday Peak Midday Hour are shown on Figures No. 28, 28A, 29, 29A for the Hotel/Apartments and Figures No. 30, 30A, 31, 31A for the Townhouses.

I. YEAR 2024 BUILD TRAFFIC VOLUMES *(Figures No. 32, 32A – 43, 43A)*

As discussed in Section B, the proposed Project calls for the re-use the northernmost existing office as a 125 room hotel, construct a new 149 unit multi-family building, construct 22 townhouse units, and the re-occupy the southernmost existing office building (100,000 s.f.). The traffic associated with the remaining office building are shown on Figures No. 15, 15A, 16, 16A, 17, 17A (as discussed in Section F).

The "New" Site Generated Traffic Volumes (Table No. 2) were assigned to the roadway network based on the arrival/departure distributions discussed in Section H. The resulting "New" Site Generated Traffic Volumes are shown on Figures No. 32, 32A, 33, 33A, 34, 34A (Hotel), Figures No. 35, 35A, 36, 36A, 37, 37A (Apartments), Figures No. 38, 38A, 39, 39A, 40, 40A (Townhouses) for each of the Peak Hours, respectively. The resulting Year 2024 Build Traffic Volumes are shown on Figures No. 41, 41A, 42, 42A and 43, 43A for each of the Peak Hours, respectively.

J. DESCRIPTION OF ANALYSIS PROCEDURES

In order to determine existing and future traffic operating conditions at the Study Area Intersections, it was necessary to perform capacity analyses. The following is a brief description of the analysis method utilized in this report:

Signalized Intersection Capacity Analysis

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

Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the in the 6th Edition Highway Capacity Manual. 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 (major street left turns and minor street movements) to the intersection.

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

K. RESULTS OF ANALYSIS *(Tables No. 3 and 4)*

In order to evaluate current and future traffic operating conditions at each of the Study Area Intersections, a SYNCHRO analysis was conducted utilizing the procedures described above. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service.

Table No. 3 summarizes the results of the capacity analysis (Levels of Service, Delays and Volume-to-Capacity (v/c) Ratios) and Table No. 4 summarizes the queues for the Year 2019 Existing, Year 2024 No-Build and Year 2024 Build Conditions. Copies of the SYNCHRO analysis are contained in Appendix "D" of this Study. [The existing traffic signals evaluated in the Study have detection which permits the signal to operate under various phases and signal lengths depending on demand. For the purpose of analysis, all conditions use the same phasing/cycle lengths and maximum/minimums. As part of the permit process each signal may require minor signal timing changes.] A copy of the NYSDOT Traffic Signal Timing Plans are contained in Appendix H.

1. NYS Route 22 and NYS Route 120 North (King Street)

   NYS Route 22 and NYS Route 120 North (King Street) at a "Y" type, signalized intersection. The NYS Route 22 northbound approach consists of three lanes in the form of a separate left turn lane and two through lanes and the NYS Route 22 southbound approach consists of three lanes in the form of two through lanes and a channelized right turn lane. The NYS Route 120 North (King Street) eastbound approach consists of two lanes in the form of a separate left turn lane and a channelized right turn lane. [The storage for the existing NYS Route 22 northbound left turns is exceeded during the Weekday Peak PM Hour, therefore interfering with one of the northbound through lanes. It is recommended that a force-off detector be installed in the northbound left turn lane to reduce queuing into the mainline during the Weekday Peak PM Hour].

   Year 2019 Existing Traffic Volumes

   Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM Hour, is currently operating at an overall Level of Service "B" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "D" during the Weekday Peak PM Hour.

   Year 2024 No-Build Traffic Volumes

   Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Hour, is projected to operate at an overall Level of Service "B" during the Weekday peak Midday Hour and is projected to operate at an overall Level of Service "E" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the intersection is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak AM Hour, is projected to continue to operate at an overall Level of Service "B" during the Weekday peak Midday Hour and is projected to continue to operate at an overall Level of Service "E" during the Weekday Peak PM Hour.

With Traffic Signal Timing Changes

As shown on Table No. 2, improved Levels of Service can be experienced with minor traffic signal timing changes (Weekday AM/PM Peak Hours) for both the No-Build and Build Conditions.

2. NYS Route 22 and NYS Route 120 South (King Street)

NYS Route 22 and NYS Route 120 South (King Street) at a "Y" type, signalized intersection. The NYS Route 22 northbound approach consists of three lanes in the form of two through lanes and a separate right turn lane and the NYS Route 22 southbound approach consists of four lanes in the form of two left turn lanes and two through lanes. The NYS Route 120 South (King Street) westbound approach consists of one lane for left and right movements.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Hour, is currently operating at an overall Level of Service "B" during the Weekday peak Midday Hour and is currently operating at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Hour, is projected to operate at an overall Level of Service "B" during the Weekday peak Midday Hour and is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the intersection is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak AM Hour, is projected to continue to operate at an overall Level of Service "B" during the Weekday peak Midday Hour and is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

3. NYS Route 120 (King Street) and Old Post Road

Old Post Road intersects NYS Route 120 (King Street) at an unsignalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for left, through and right turn movements and the Old Post Road westbound approach consist of one lane for through and right turn movements. Old Post Road provides access to Bright Horizons at TimberRidge and the IBM Learning Center.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at a Level of Service "A" during both the Weekday Peak AM and Weekday Peak Midday Hours and is currently operating at a Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at a Level of Service "A" during both the Weekday Peak AM and Weekday Peak Midday Hours and is projected to operate at a Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the intersection is projected to continue to operate at a Level of Service "A" during both the Weekday Peak AM and Weekday Peak Midday Hours and is projected to continue to operate at a Level of Service "C" during the Weekday Peak PM Hour.

4. NYS Route 120 (King Street) and Swiss Re Driveway/IBM Driveway

The Swiss Re Driveway intersects NYS Route 120 (King Street) opposite the IBM Driveway at a full movement, signalized intersection. The NYS Route 120 (King Street) northbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and separate right turn lane and the NYS Route 120 (King Street) southbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and a channelized right turn lane. The Swiss Re Driveway (eastbound approach) consists of two lanes in the form of a shared left/through lane and a separate right turn lane and the IBM Driveway (westbound approach) approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Hour, is currently operating at an overall Level of service "A" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Hour, is projected to operate at an overall Level of Service "A" during the Weekday Peak Midday Hour and is projected to operate at an overall Level of Service "E" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the intersection is projected to operate at an overall Level of Service "A" during the Weekday Peak AM Hour, is projected to continue to operate at an overall Level of Service "A" during the Weekday Peak Midday Hour and is projected to continue to operate at an overall Level of Service "E" during the Weekday Peak PM Hour.

With Traffic Signal Timing Changes

As shown on Table No. 2, improved Levels of Service "D" can be experienced with minor traffic signal timing changes (Weekday Peak PM Hour) for both the No-Build and Build Conditions.

5. NYS Route 120 (King Street) and American Lane (N)

   The north leg of American Lane (Greenwich American Centre) intersects NYS Route 120 (King Street) at a "T" type, unsignalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for through and right turn movements and the NYS Route 120 (King Street) southbound approach consist of two lanes in the form of a separate left turn lane and a separate through lane. The American Lane westbound approach consist of two lanes in the form of a separate left turn lane (under "stop" sign control) and a channelized right turn lane (under "yield" control).

   Year 2019 Existing Traffic Volumes

   Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that all movements to the intersection are currently operating at a Level of Service "C" or better during each of the Peak Hours.

   Year 2024 No-Build Traffic Volumes

   Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that all movements to the intersection all approached to the intersection are projected to operate at a Level of Service "D" or better during each of the Peak Hours.

   Year 2024 Build Traffic Volumes with the Proposed Project

   Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that all movements to the intersection are projected to continue to operate at a Level of Service "D" or better during each of the Peak Hours.

6. NYS Route 120 (King Street) and Cooney Hill Road

   The Cooney Hill Road intersects NYS Route 120 (King Street) at a "T" type, unsignalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for left and through movements and the NYS Route 120 (King Street) southbound approach consist of one lane for through and right turn movements. The Cooney Hill Road eastbound approach consist of one lane for left and right turn movements and is "stop" sign controlled.

   Year 2019 Existing Traffic Volumes

   Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the Cooney Hill Road eastbound approach (minor approach) is currently operating at a Level of Service "C" during the Weekday Peak AM Hour, is currently operating at a Level of Service "B" during the Weekday Peak Midday Hour and is currently operating at a Level of Service "D" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the Cooney Hill Road eastbound approach (minor approach) is projected to operate at a Level of Service "D" during the Weekday Peak AM Hour, is projected to operate at a Level of Service "B" during the Weekday Peak Midday Hour and is projected to operate at Level of Service "F" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the Cooney Hill Road eastbound approach (minor approach) is projected to operate at an improved Level of Service "C" during the Weekday Peak AM Hour, is projected continue to operate at a Level of Service "B" during the Weekday Peak Midday Hour and is projected to operate at an improved Level of Service "D" during the Weekday Peak PM Hour.

7. NYS Route 120 (King Street) and 113 King Street Driveway/American Lane (S)

The 113 King Street Driveway intersects NYS Route 120 (King Street) opposite the south leg of American Lane (Greenwich American Centre) at a full movement, signalized intersection. The NYS Route 120 (King Street) northbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and separate right turn lane and the NYS Route 120 (King Street) southbound approach consists of one lane for left, through and right turn movements. The 113 King Street Driveway (eastbound approach) consists of two lanes in the form of a shared left/through lane and a separate right turn lane and the American Lane westbound approach consist of two lanes in the form of a separate left/through lane and a channelized right turn lane.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Hour, is currently operating at an overall Level of service "A" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "B" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Hour, is projected to operate at an overall Level of Service "A" during the Weekday peak Midday Hour and is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the intersection is projected to continue to operate at an overall Level of Service "B" during the Weekday Peak AM Hour, is projected to continue to operate at an overall Level of Service "A" during the Weekday Peak Midday Hour and is projected to operate at an overall Level of Service "B" during the Weekday Peak PM Hour.

8. NYS Route 120 North (King Street) and Gateway Lane

Gateway Lane intersects NYS Route 120 North (King Street) at a "T" type, signalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for through/right turn movements and the NYS Route 120 (King Street) southbound approach consists of one lane for left/through movements. The Gateway Lane westbound approach consists of one lane for left/right turn movements.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Hour, is currently operating at an overall Level of Service "A" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "B" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Hour, is projected to operate at an overall Level of Service "A" during the Weekday peak Midday Hour and is projected to operate at an overall Level of Service "F" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the intersection is projected to continue to operate at an overall Level of Service "B" during the Weekday Peak AM Hour, is projected to continue to operate at an overall Level of Service "A" during the Weekday peak Midday Hour and is projected to continue to operate at an overall Level of Service "F" during the Weekday Peak PM Hour.

With Traffic Signal Timing Changes

As shown on Table No. 2, improved Levels of Service "D" can be experienced with minor traffic signal timing changes (Weekday PM Peak Hour for both the No-Build and Build Conditions.

To further improve the operation of this intersection, a separate southbound left turn lane would be beneficial under No-Build and Build Conditions. However, given the location of the reservoir, it is unlikely that this improvement could be made given the approvals required.

9. NYS Route 120 North (King Street) and New King Street

New King Street intersects NYS Route 120 North (King Street) at a "T" type, signalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for through movements and the NYS Route 120 (King Street) southbound approach consists of one lane for through movements. The New King Street westbound approach consists of two lanes in the form of a separate left turn lane and a separate right turn lane. New King Street is one-way for westbound traffic.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak AM Hour, is currently operating at an overall Level of Service "B" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "B" during the Weekday Peak AM Hour, is projected to operate at an overall Level of Service "B" during the Weekday peak Midday Hour and is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the intersection is projected to continue to operate at an overall Level of Service "B" during the Weekday Peak AM Hour, is projected to continue to operate at an overall Level of Service "B" during the Weekday peak Midday Hour and is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

10. NYS Route 120 North (King Street) and Airport Road

Airport Road intersects NYS Route 120 North (King Street) at a signalized intersection. The NYS Route 120 (King Street) northbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and a shared through/right turn lane and the NYS Route 120 (King Street) southbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and a separate right turn lane. The Airport Road eastbound approach consists of two lanes in the form of a separate left turn lane and a shared left/through/right turn lane. Airport Road is one-way for eastbound traffic.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM Hour, is currently operating at an overall Level of Service "B" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "D" during the Weekday Peak AM Hour, is projected to operate at an overall Level of Service "B" during the Weekday peak Midday Hour and is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that the intersection is projected to continue to operate at an overall Level of Service "D" during the Weekday Peak AM Hour, is projected to continue to operate at an overall Level of Service "B" during the Weekday peak Midday Hour and is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

With Traffic Signal Timing Changes

As shown on Table No. 2, improved Levels of Service "C" can be experienced with minor traffic signal timing changes (Weekday Peak AM Hour) for both the No-Build and Build Conditions.

11. Airport Road and I-684 NB On/Off Ramp

The I-684 Northbound On/Off Ramp intersects Airport Road at an unsignalized intersection. The Airport Road eastbound approach consists of one lane for left and through movements and the Airport Road westbound approach consist of one lane for through and right turn movements. The I-684 Northbound Off Ramp approach consist of one lane for right turn movements and is "stop" sign controlled.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the I-684 Northbound Off Ramp (minor approach) is currently operating at a Level of Service "E" during the Weekday Peak AM Hour, is currently operating at a Level of Service "B" during the Weekday Peak Midday Hour and is currently operating at a Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the I-684 Northbound Off Ramp (minor approach) is projected to operate at a Level of Service "F" during the Weekday Peak AM Hour, is projected to operate at a Level of Service "B" during the Weekday Peak Midday Hour and is projected to operate at Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that I-684 Northbound Off Ramp (minor approach) is projected to continue to operate at a Level of Service "F" during the Weekday Peak AM Hour, is projected continue to operate at a Level of Service "B" during the Weekday Peak Midday Hour and is projected to continue to operate at a Level of Service "C" during the Weekday Peak PM Hour.

[It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (minor approach) to operate with delays while the major road operates at better Levels of Service].

12. Airport Road and I-684 SB On/Off Ramp

The I-684 Southbound On/Off Ramp intersects Airport Road at an unsignalized intersection. The Airport Road westbound approach consists of one lane for left turn movements and the Airport Road westbound approach consist of one lane for through and right turn movements. The I-684 Northbound Off Ramp approach consist of one lane for right turn movements and is "stop" sign controlled.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the I-684 Northbound Off Ramp (minor approach) is currently operating at a Level of Service "E" during the Weekday Peak AM Hour, is currently operating at a Level of Service "B" during the Weekday Peak Midday Hour and is currently operating at a Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the I-684 Northbound Off Ramp (minor approach) is projected to operate at a Level of Service "F" during the Weekday Peak AM Hour, is projected to operate at a Level of Service "B" during the Weekday Peak Midday Hour and is projected to operate at Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes with the Proposed Project

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes with the proposed Project indicates that I-684 Northbound Off Ramp (minor approach) is projected to continue to operate at a Level of Service "F" during the Weekday Peak AM Hour, is projected continue to operate at a Level of Service "B" during the Weekday Peak Midday Hour and is projected to continue to operate at a Level of Service "C" during the Weekday Peak PM Hour.

[It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (minor approach) to operate with delays while the major road operates at better Levels of Service].

13. NYS Route 22 and NYS Route 128/North Castle Drive (IBM)

NYS Route 128 intersects NYS Route 22 opposite North Castle Drive (IBM) at a full movement, signalized intersection. The NYS Route 22 northbound approach consists of four lanes in the form of a separate left turn lane, two through lanes and a channelized right turn lane and the NYS Route 22 southbound approach consists of four lanes in the form of a separate left turn lane, two through lanes and separate right turn lane. The NYS Route 128 eastbound approach consists of two lanes in the form of a shared left/through lane and a channelized right turn lane and the North Castle Drive (IBM) westbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and a channelized right turn lane.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM Hour, is currently operating at a Level of Service "B" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Hour, is projected to operate at a Level of Service "C" during the Weekday Peak Midday Hour and is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak AM Hour, is projected to continue to operate at a Level of Service "C" during the Weekday Peak Midday Hour and is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

14. NYS Route 22/North Broadway/Sir John's Plaza

NYS Route 22, North Broadway and Sir Johns Plaza intersects at a signalized intersection. The NYS Route 22 northbound approach consists of two lanes in the form of a shared left/through lane and a separate through lane, the NYS Route 22 southbound approach consists of two lanes in the form of a separate through lane and a shared through/right turn lane, and the North Broadway southbound approach consist of one lane for] through/right turn movements. The Sir John's Plaza eastbound approach consists of two lanes in the form of a separate left turn lane and a separate right turn lane. The New York City Department of Environmental Protection (DEP) is currently improving the intersection of NYS Route 22 and North Broadway/Sir Johns Plaza to include an additional southbound through lane to North Broadway, improved striping, roadway signs, and upgraded traffic signal. These improvements are reflected in the Year 2024 No-Build and Year 2024 Build analysis.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM Hour, is currently operating at a Level of Service "A" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Hour, is projected to operate at a Level of Service "B" during the Weekday Peak Midday Hour and is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak AM Hour, is projected to continue to operate at a Level of Service "B" during the Weekday Peak Midday Hour and is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

15. NYS Route 22/Central Westchester Expressway/Reservoir Road/Church Street

NYS Route 22, Central Westchester Expressway, Reservoir Road and Church Street intersects at a signalized intersection. The NYS Route 22 northbound approach consists of two lanes in the form of a separate left turn lane and a shared through/right turn lane, the NYS Route 22 southbound approach consists of three lanes in the form of a separate left turn lane, separate through lane and a shared through/right turn lane, the Westchester Expressway northbound approach consist of three lanes in the form of two through lanes and a separate right turn lane and the Reservoir Road westbound approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane. The Church Street approach is one-way westbound.

Year 2019 Existing Traffic Volumes

Capacity analysis conducted utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "F" during the Weekday Peak AM Hour, is currently operating at a Level of Service "D" during the Weekday Peak Midday Hour and is currently operating at an overall Level of Service "F" during the Weekday Peak PM Hour.

Year 2024 No-Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "F" during the Weekday Peak AM Hour, is projected to operate at a Level of Service "E" during the Weekday Peak Midday Hour and is projected to operate at an overall Level of Service "F" during the Weekday Peak PM Hour.

Year 2024 Build Traffic Volumes

Capacity analysis conducted utilizing the Year 2024 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "F" during the Weekday Peak AM Hour, is projected to continue to operate at a Level of Service "E" during the Weekday Peak Midday Hour and is projected to continue to operate at an overall Level of Service "F" during the Weekday Peak PM Hour

With Traffic Signal Timing Changes

As shown on Table No. 2, improved Levels of Service "E" can be experienced with minor traffic signal timing changes (Weekday Peak AM/PM Hours) for both the No-Build and Build Conditions. [Note that the intersection is currently operating at an unusually high cycle length due to its configuration and phasing].

L. ACCIDENT SUMMARY *(Tables No. 5 and 6)*

Accident information was obtained for the Study Area Intersections from the NYSDOT Records Access Office for the most recent four full year period (January 1, 2015 to December 31, 2018). This data is summarized in Table No. 5 for the NYS Route 120 (King Street) Corridor and Table No. 6 for the NYS Route 22/NYS Route 128/North Castle Drive, NYS Route 22/North Broadway/Sir John's Plaza and NYS Route 22/Cross Westchester Expressway/Reservoir Road/Church Street intersections by location, date, time, traffic control, severity, number of vehicles/injuries, light conditions, road surface condition, weather, manner of collision and apparent contributing factors.

As summarized on Table No. 5, there were 0 reportable accidents in 2015, 2 reportable accidents in 2016, 3 reportable accidents in 2017 and 2 reportable accidents in 2018 at NYS Route 120 (King Street)/American Lane (S)/Site Access (NYS Reference marker 120 8701 2076) and 0 reportable accidents in 2015, 1 reportable accident in 2016, 1 reportable accident in 2017 and 0 reportable accidents in 2018 at NYS Route 120 (King Street)/Cooney Hill Road (NYS Reference Markers 120 8701 2079 – 120 8701 2080).

A review of the accident data indicates typical type of accidents which includes rear-end accidents with apparent contributing factors such as failure to yield right of way, following too closely and driver inattention. Appendix G also contains a copy of the NYSDOT Accident Severity Summary and Verbal Description Reports.

Based on a review of the accident data and based on the anticipated generation for the proposed Airport Campus, it is expected that the Proposed Project will not have a significant impact on the accident rates on the area roadways.

M. PARKING IN THE DOWNTOWN AREA

The Town has conducted a parking study of the downtown area "Armonk Parking Study – Town of North Castle – Final Report – April 2020" by Nelson\Nygaard Consulting Associates, Inc. This study included "four upcoming and potential developments within or near to Central Armonk". These developments included Marini Gardens, 162 Bedford Road (Armonk Lumber Yard), 470 Main Street and Eagle Ridge which is located approximately one-quarter mile south of downtown Armonk along N. Castle Road. The study noted "a senior housing development with 16 units, is also under construction, but far outside of the downtown Armonk area, and is unlikely to have any substantive impact on typical parking demand and patterns, and was therefore excluded from the analysis." This would also be true for both the 113 King Street Site and Brynwood Site which are 2.8 miles and 3.3 miles, respectively from the downtown Armonk area and would also be expected to not have any substantive impact on typical parking demand and patterns.

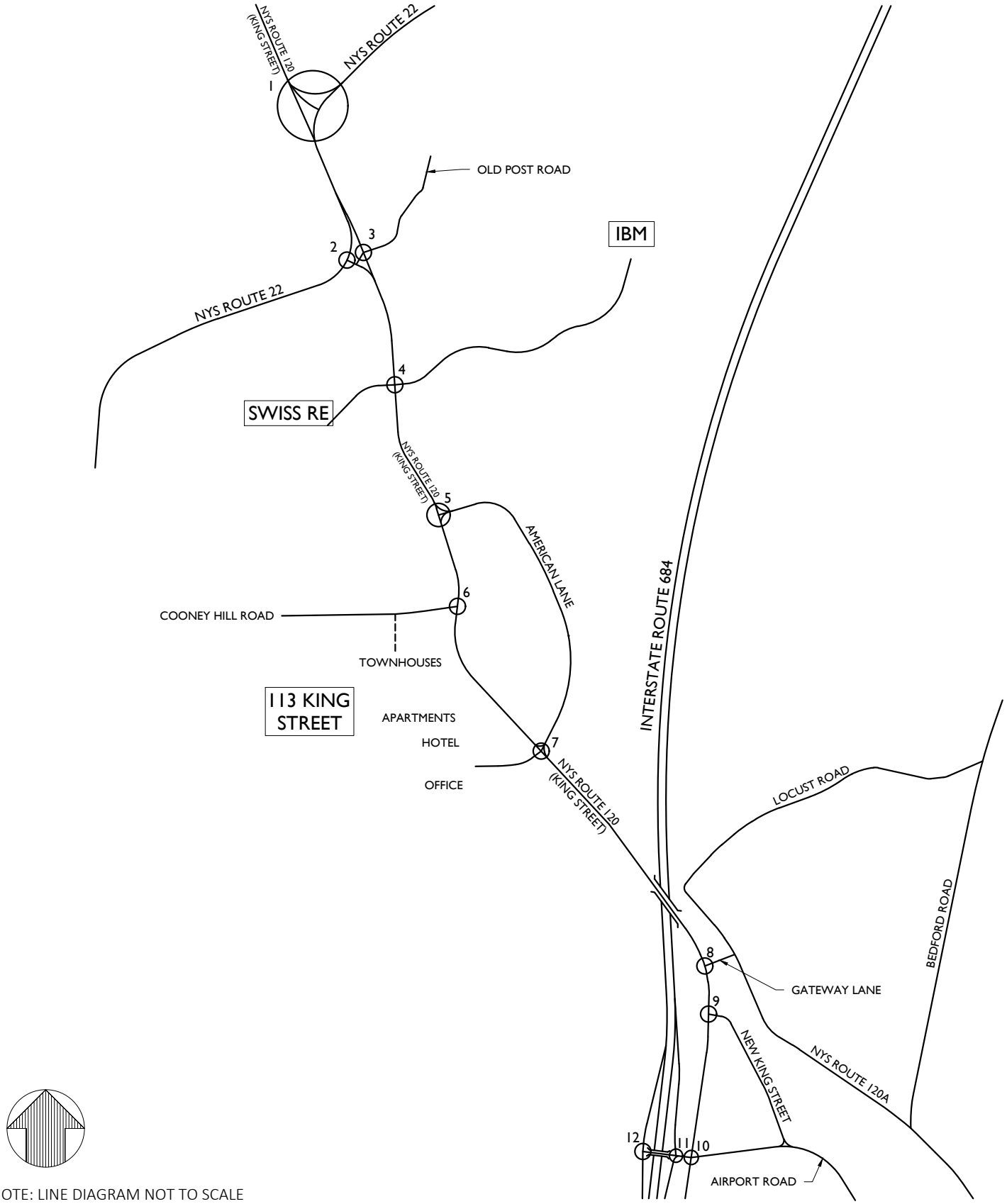
N. SUMMARY AND CONCLUSION

As summarized in this Study and as shown on the Level of Service Summary Table (Table No. 2), similar Levels of Service and delays will be experiences under future No-Build and future Build Conditions. Thus, the proposed Airport Campus (113 King Street) development is not expected to significantly affect the area roadways.

AIRPORT CAMPUS (113 KING STREET)

APPENDIX A

FIGURES



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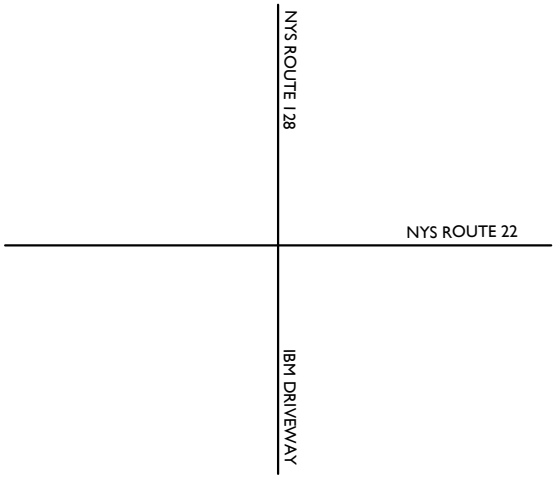
18002018A	191209_FIGURES EX-NB

SHEET TITLE:
SITE LOCATION MAP
STUDY AREA INTERSECTIONS

SHEET NUMBER:
FIGURE NO. 1

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\1 By: RRIEMAN



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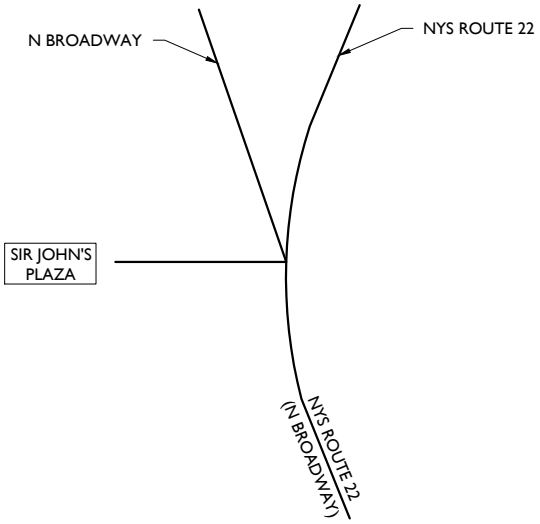

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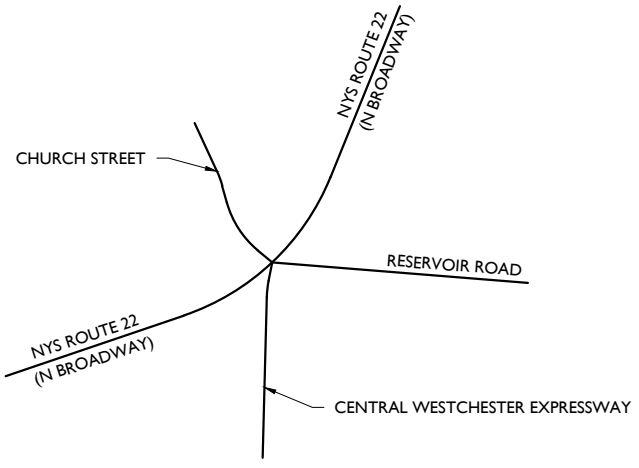

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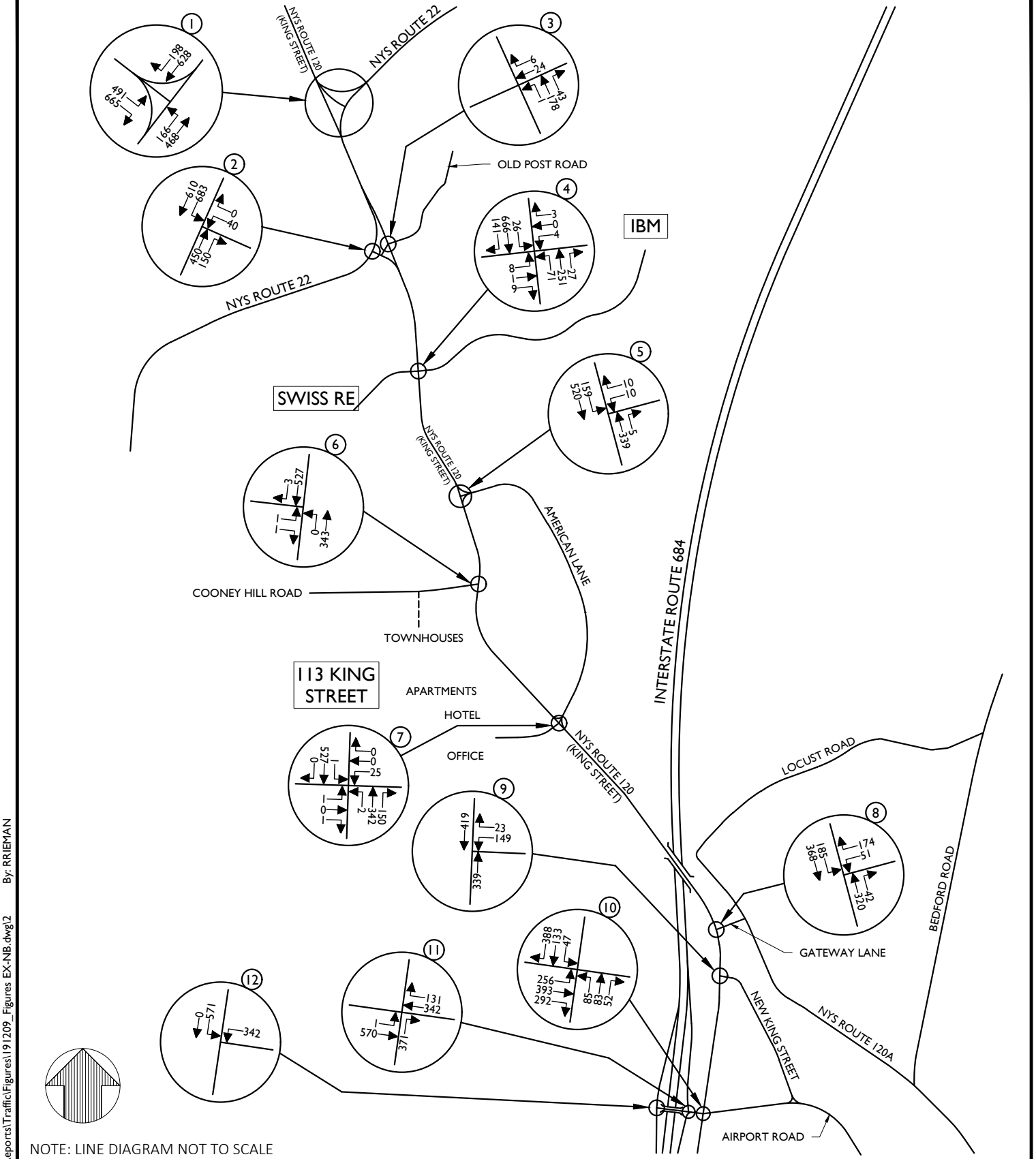
SITE LOCATION MAP
STUDY AREA INTERSECTIONS

SHEET NUMBER:
FIGURE NO. 1-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\1-A By: RRIEMAN



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PROJECT NUMBER:	DRAWING NAME:
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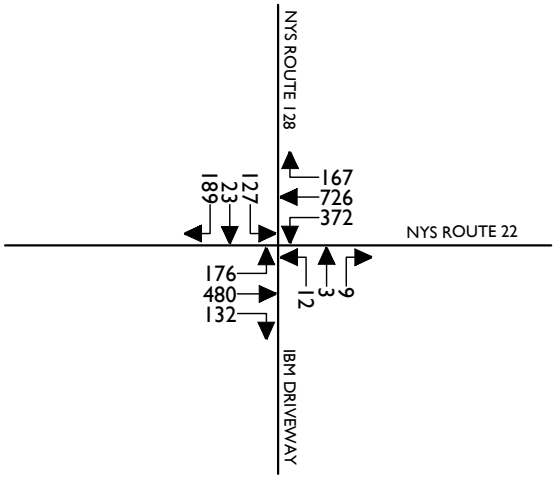
SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\2 By: RRIEMAN



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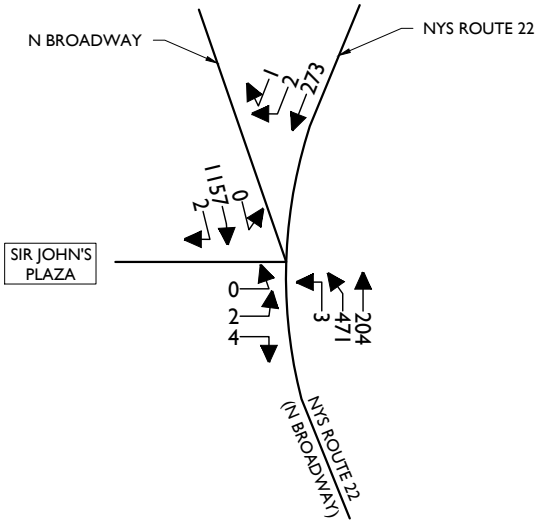

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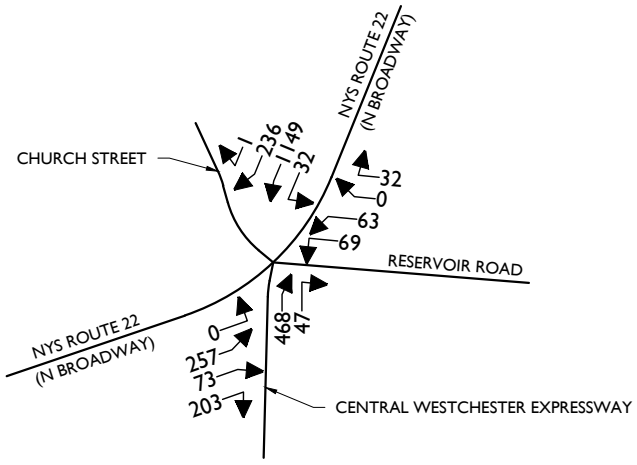

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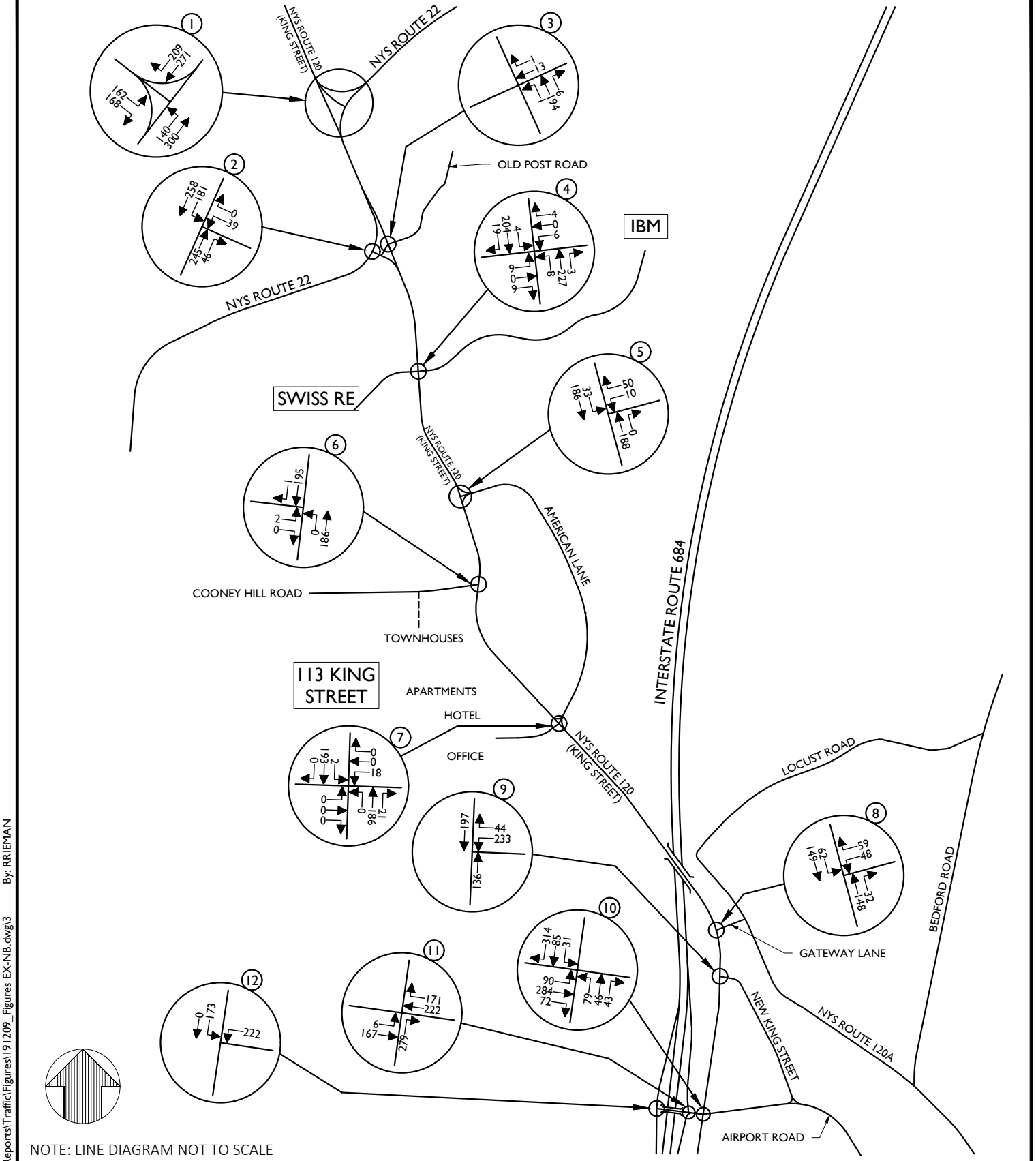
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\2-A By: RRIEMAN



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WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 3

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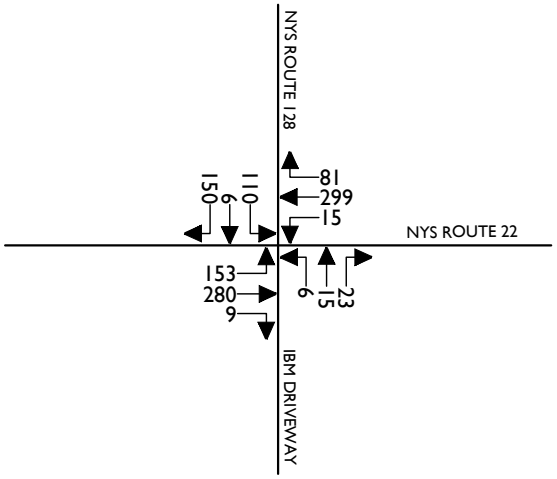

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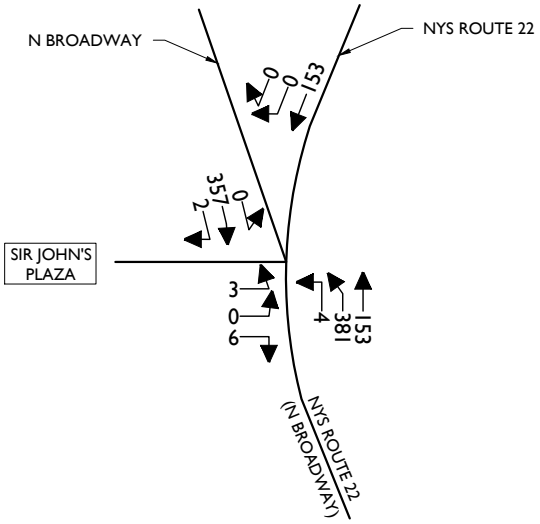

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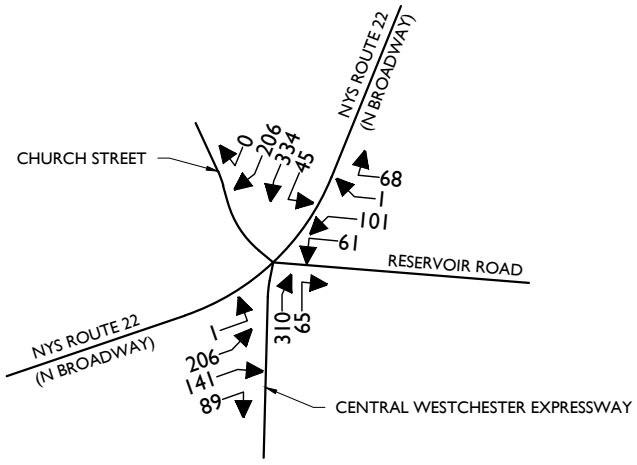

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SHEET NUMBER:
FIGURE NO. 3-A

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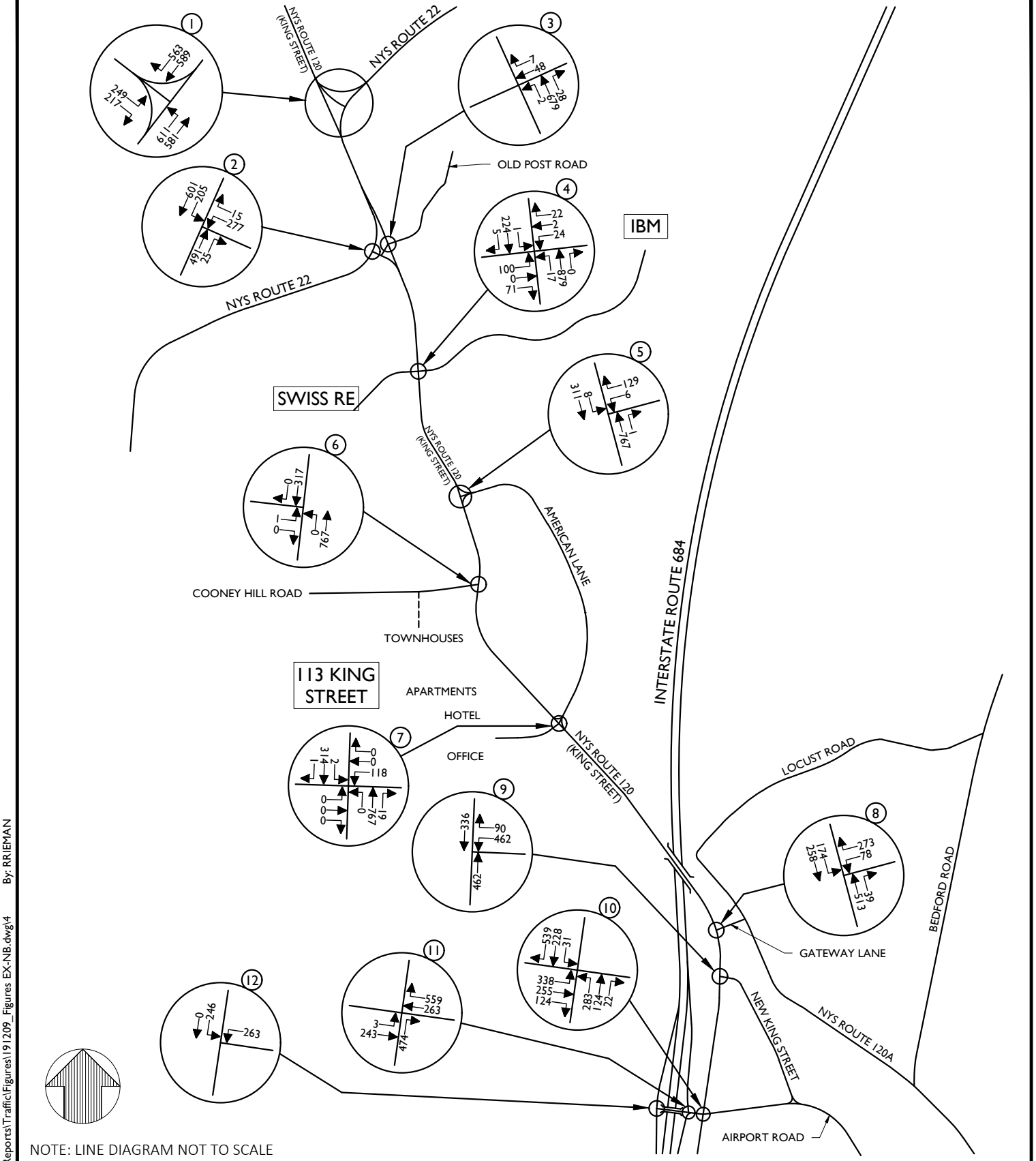

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FIGURE NO. 4

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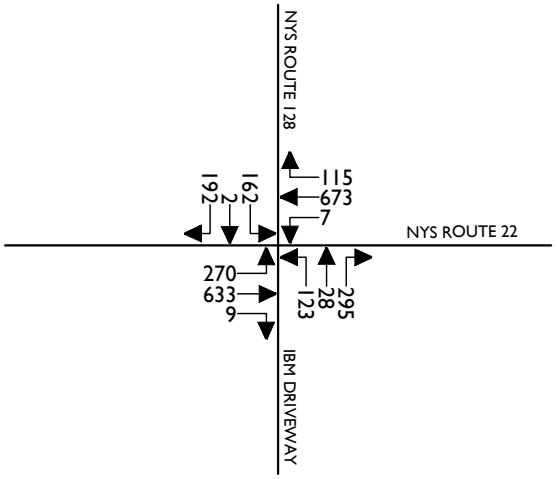

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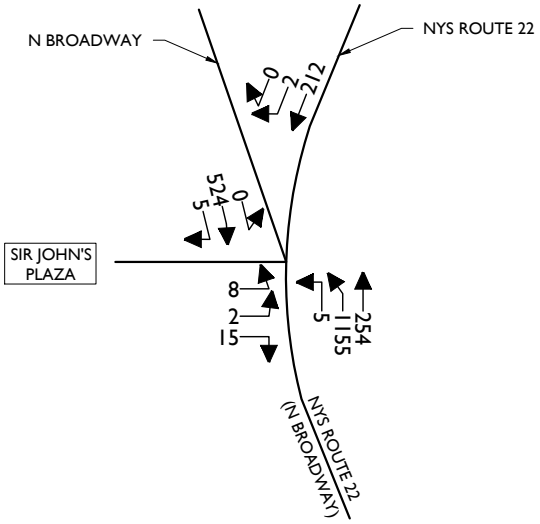

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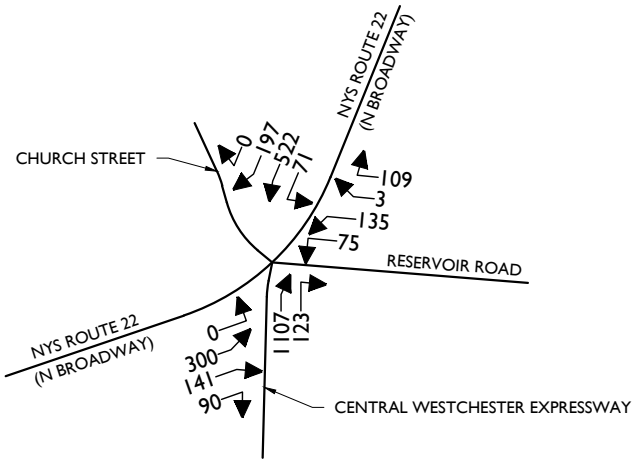

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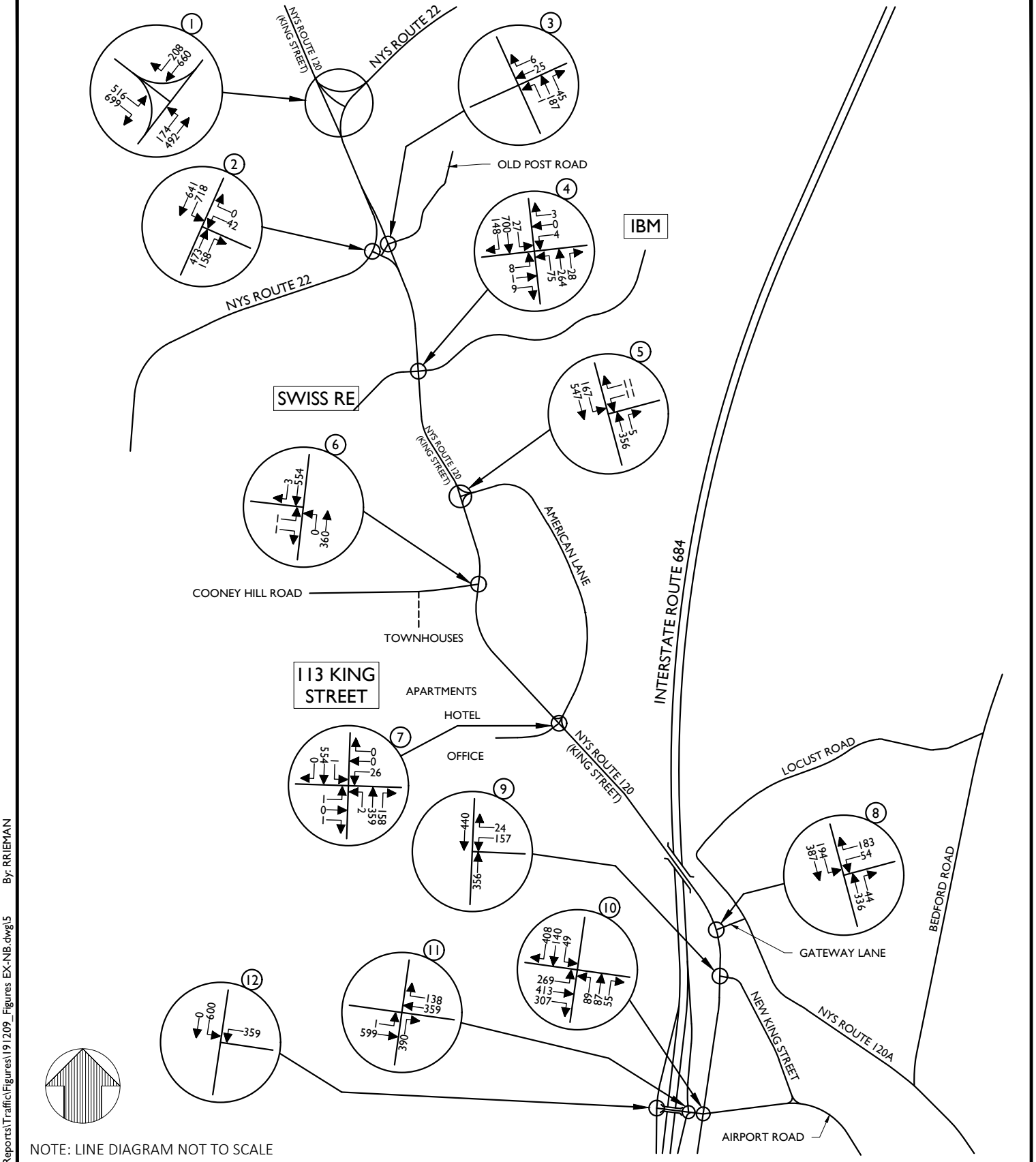

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SHEET NUMBER:
FIGURE NO. 5

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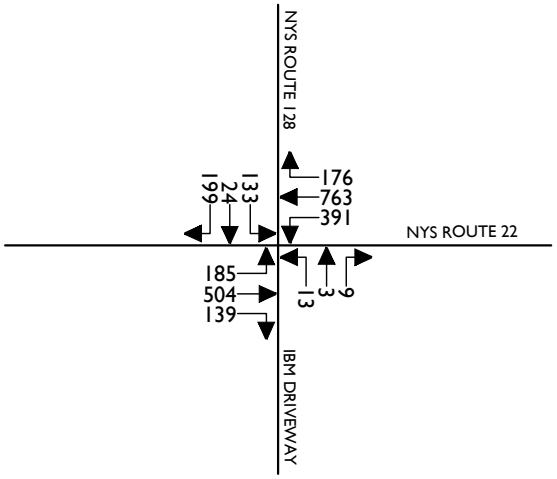

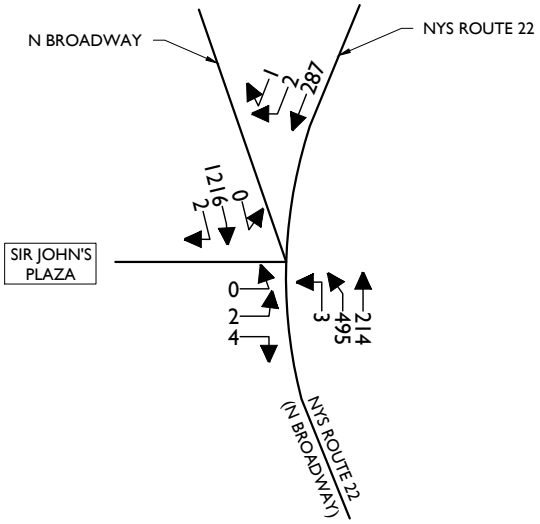

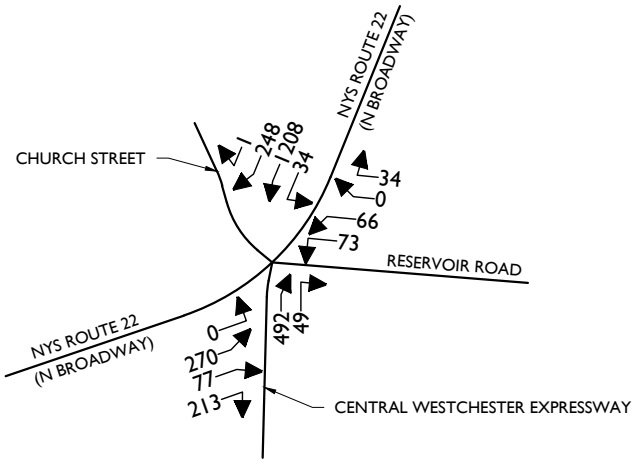

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SHEET NUMBER:
FIGURE NO. 5-A

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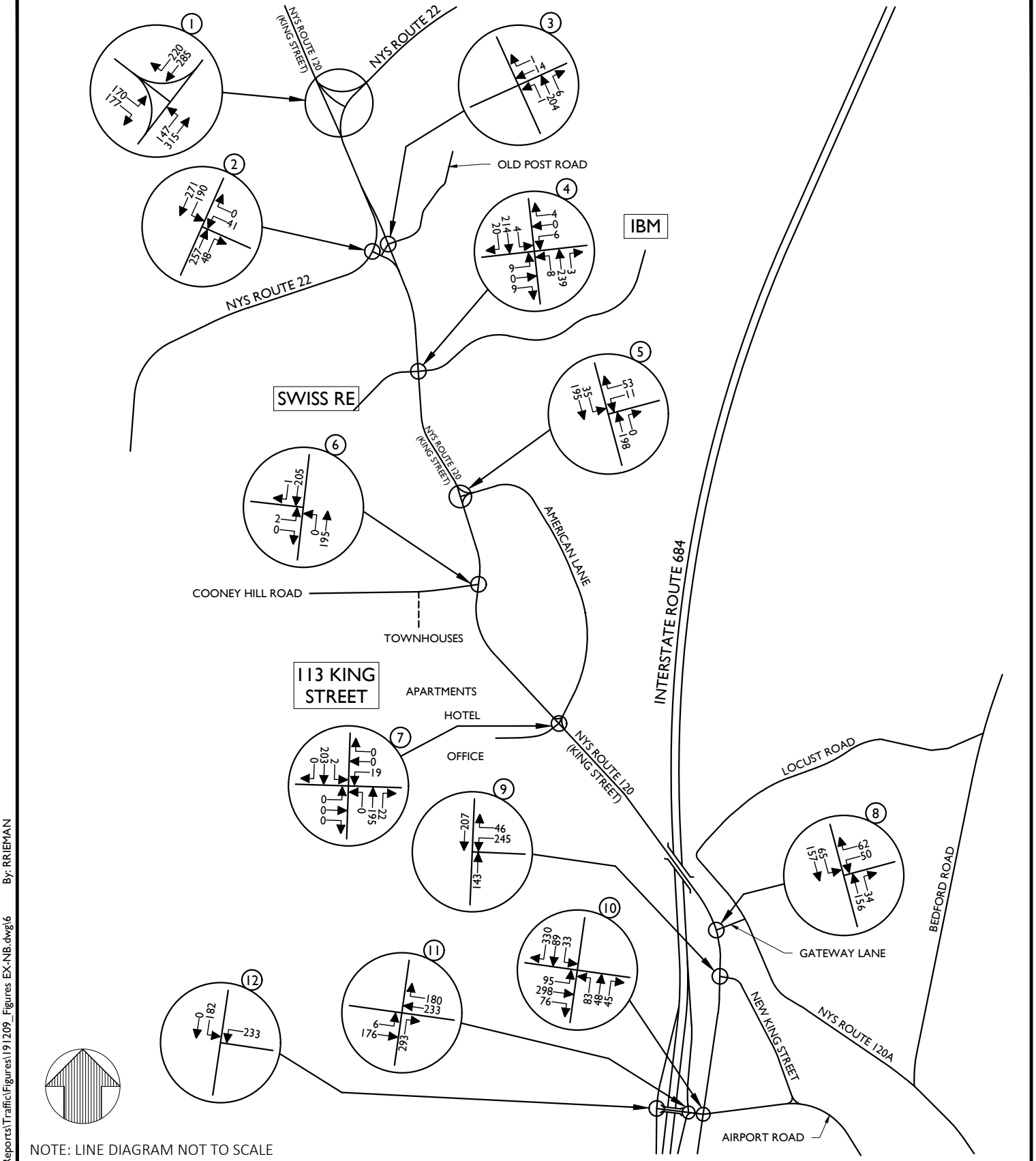

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FIGURE NO. 6

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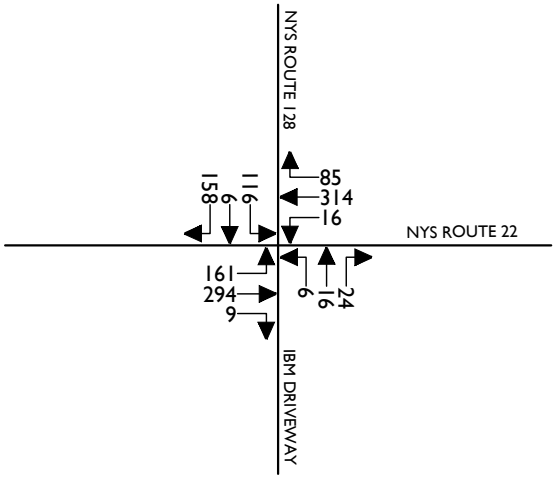

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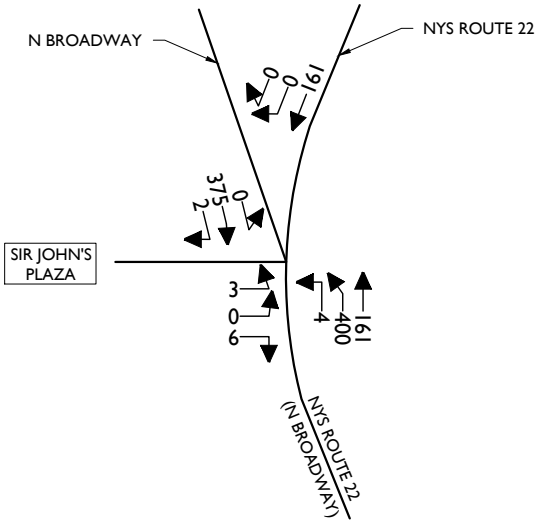

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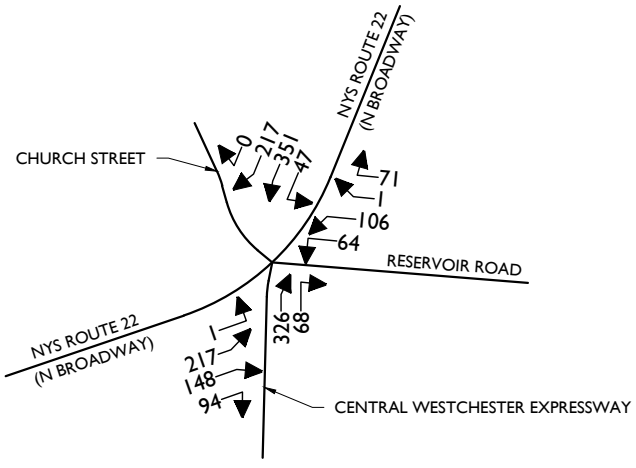

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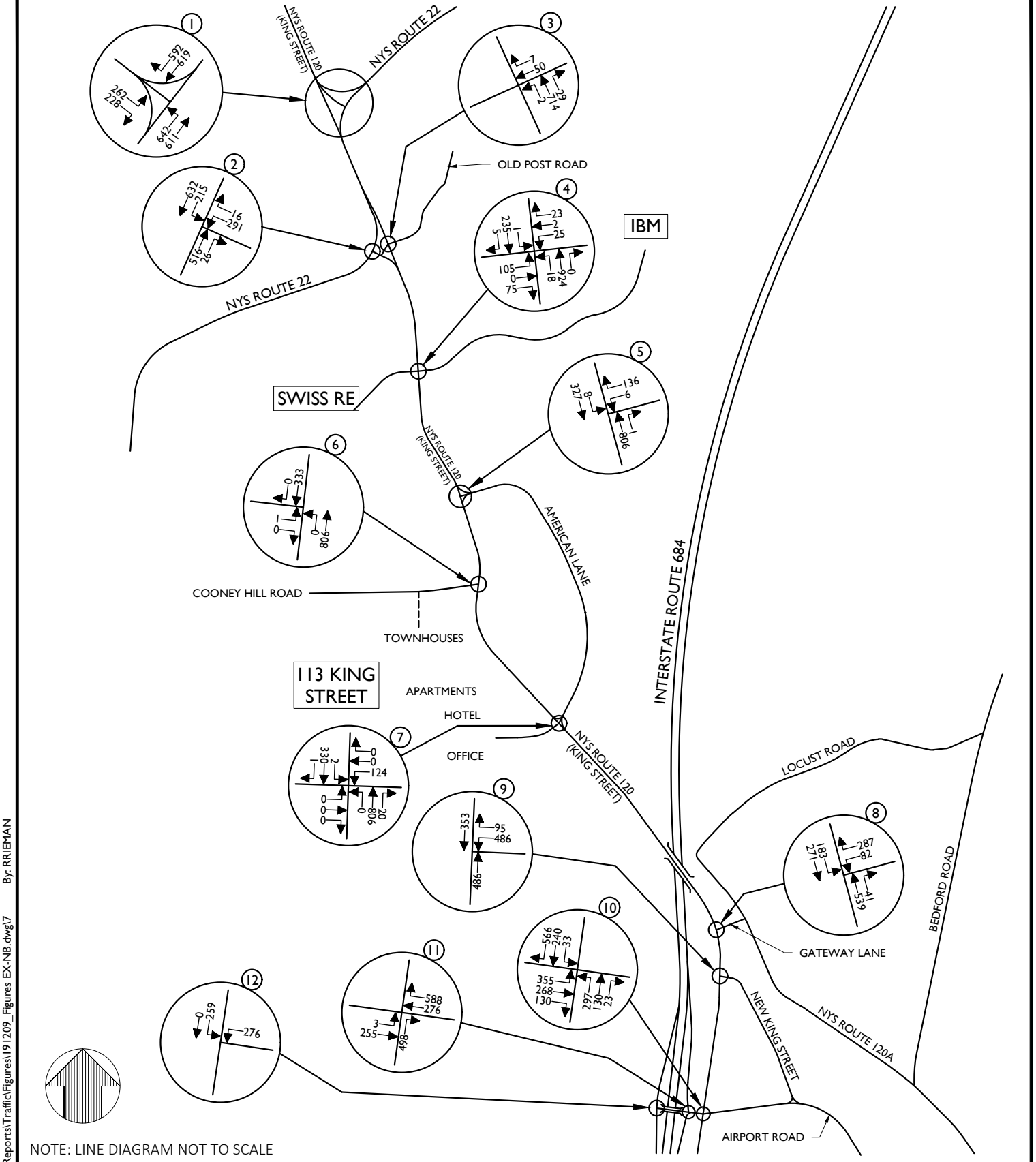
PROJECT NUMBER:	DRAWING NAME:
18002018A	191209_FIGURES EX-NB

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 6-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\6A By: RRIEMAN



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WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 7

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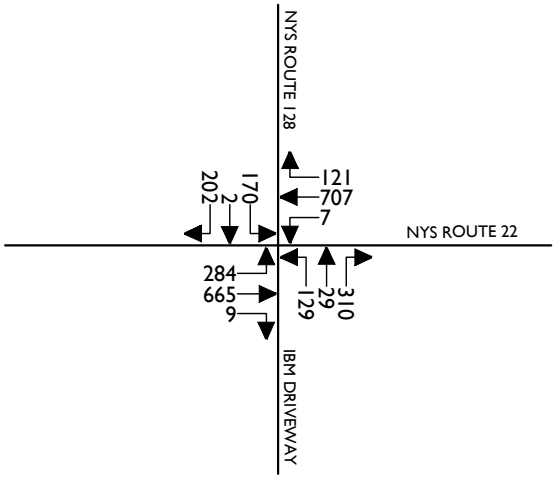

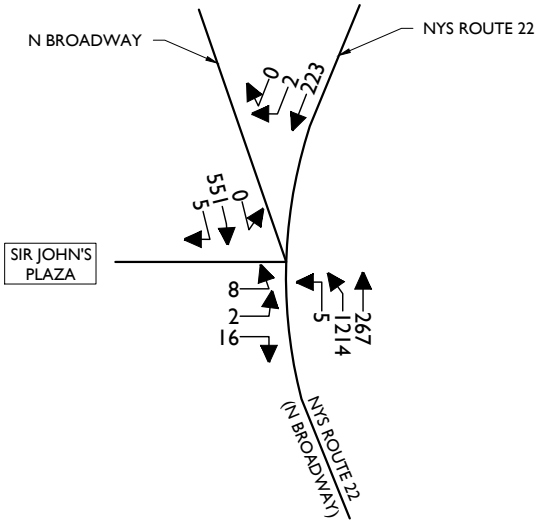

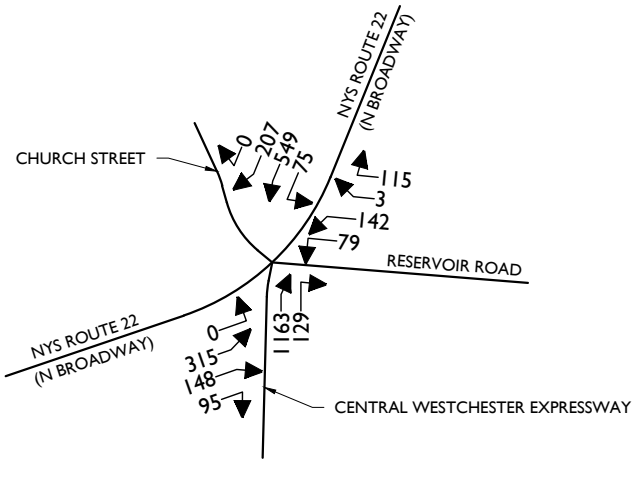

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SHEET TITLE:
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WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 7-A

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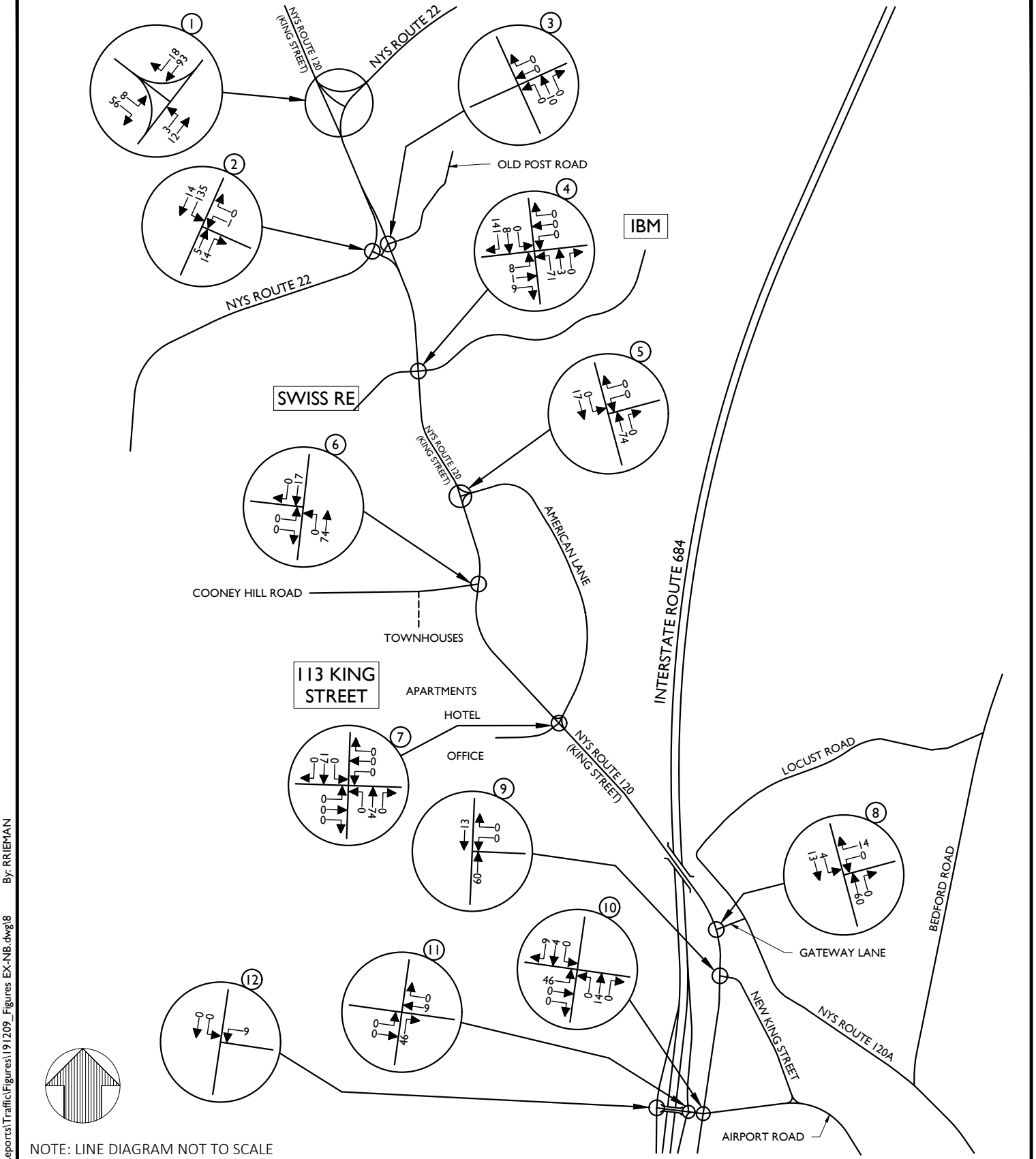

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SHEET NUMBER:
FIGURE NO. 8

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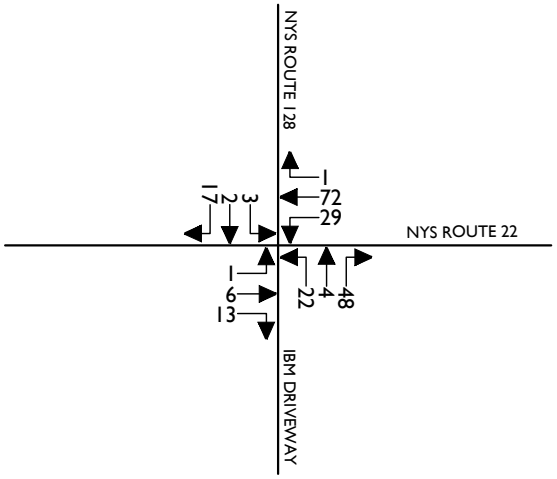

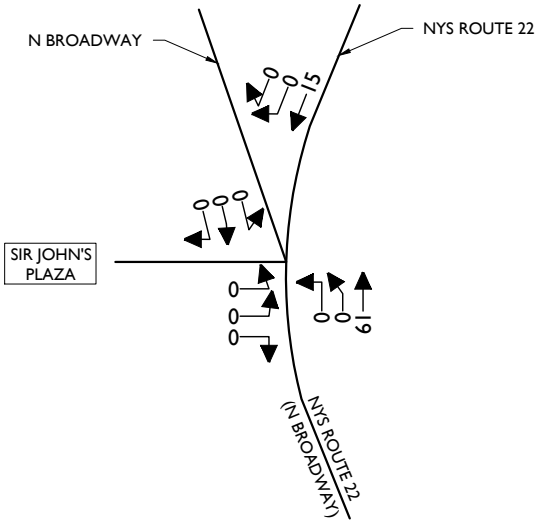

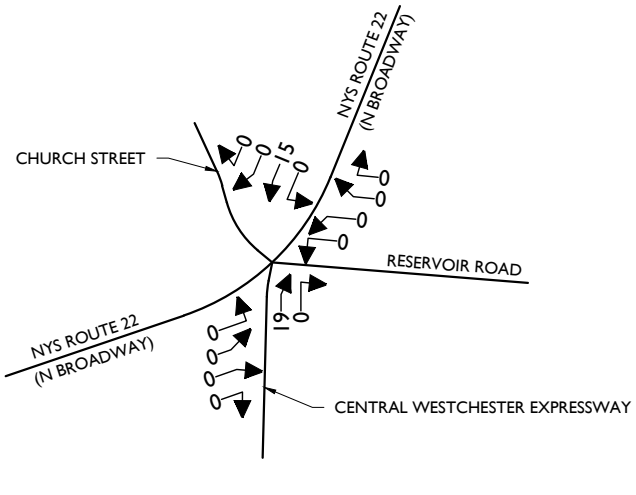

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FIGURE NO. 8-A

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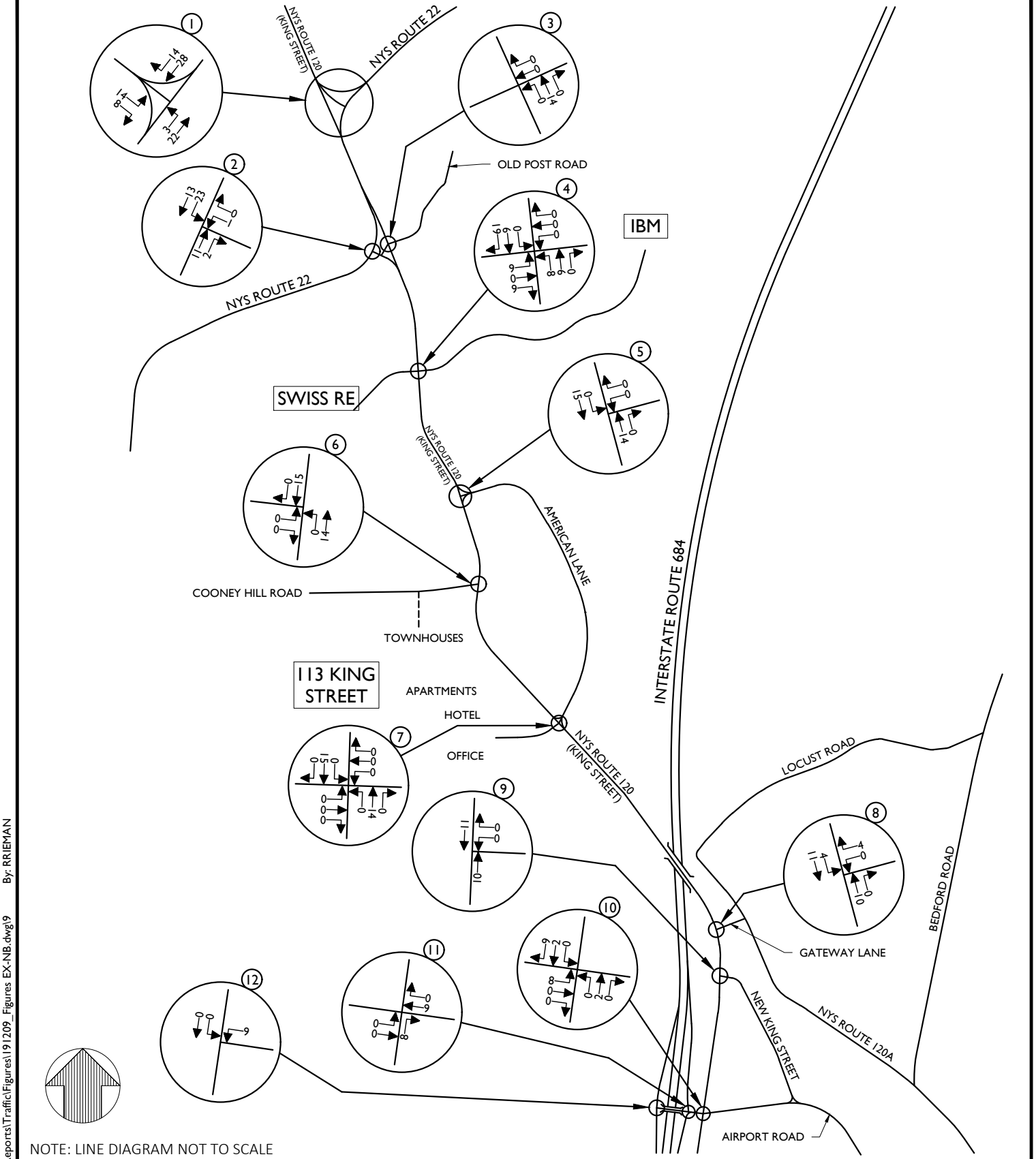

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WEEKDAY PEAK MIDDAY HOUR

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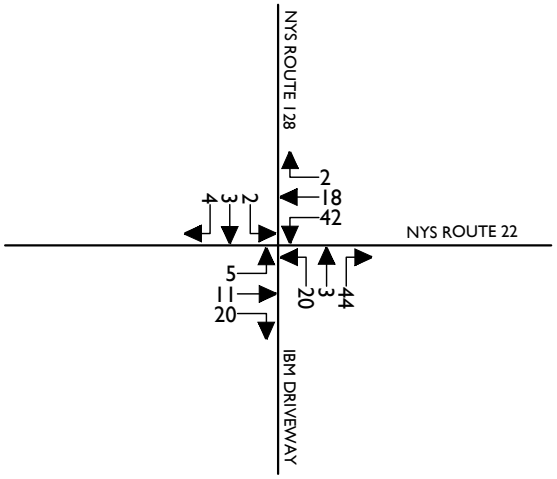

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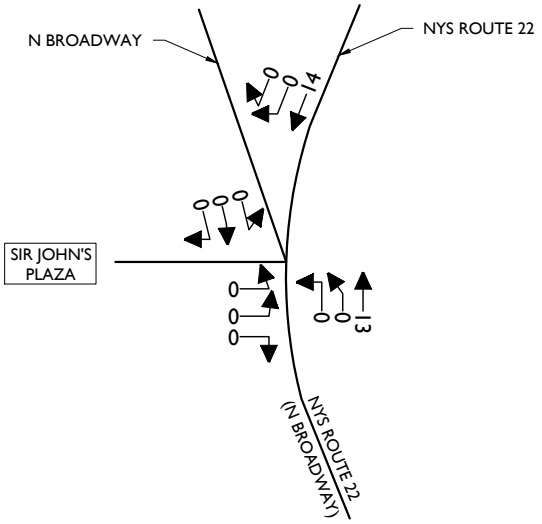

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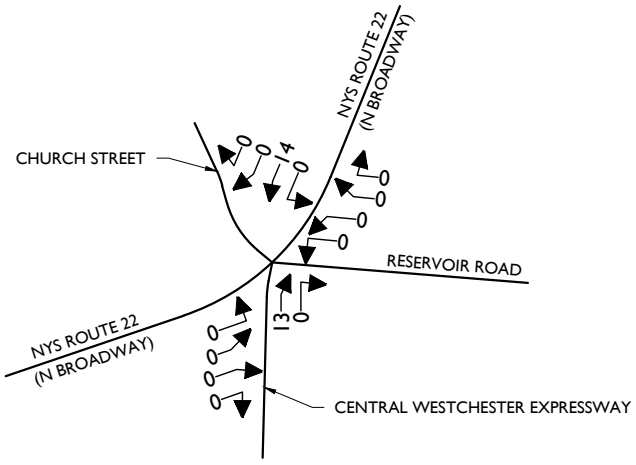

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SHEET NUMBER:
FIGURE NO. 9-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\9A By: RRIEMAN

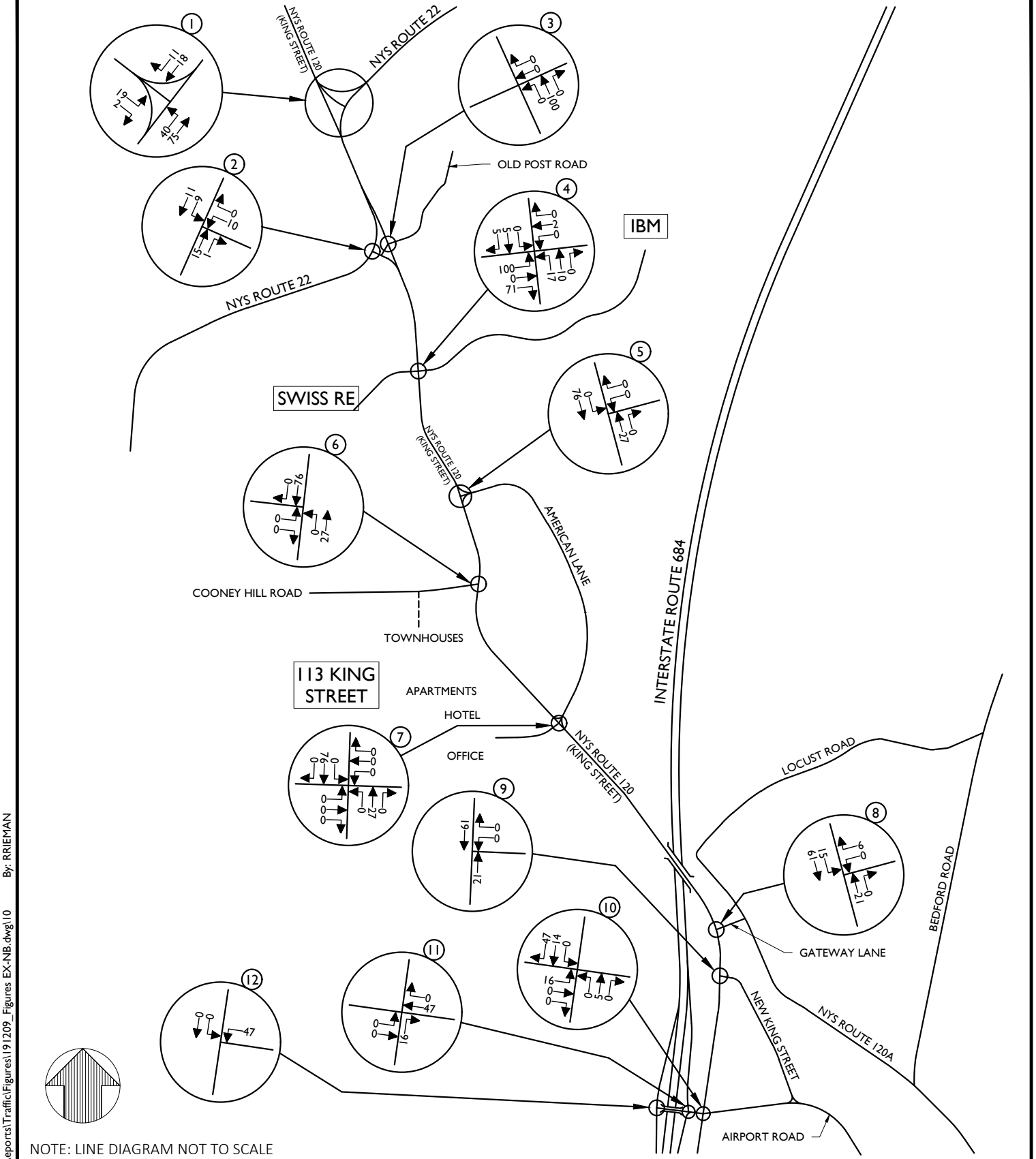

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FIGURE NO. 10

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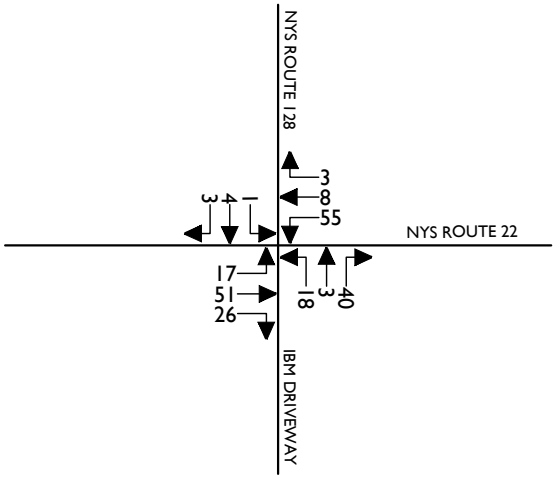

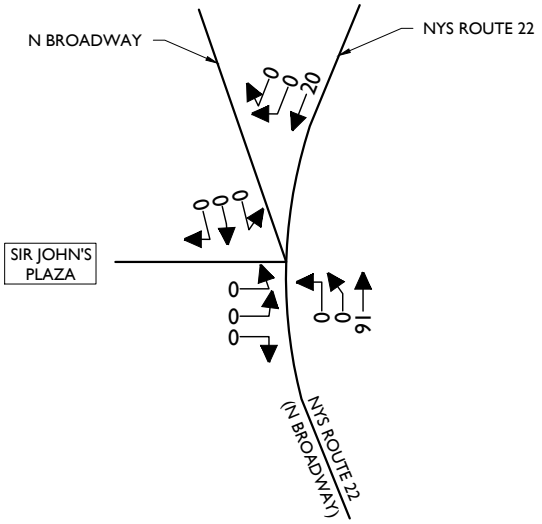

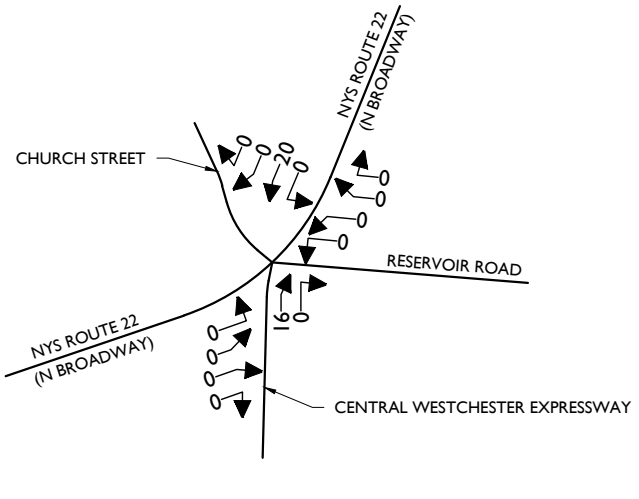

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SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 10-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\10A By: RRIEMAN

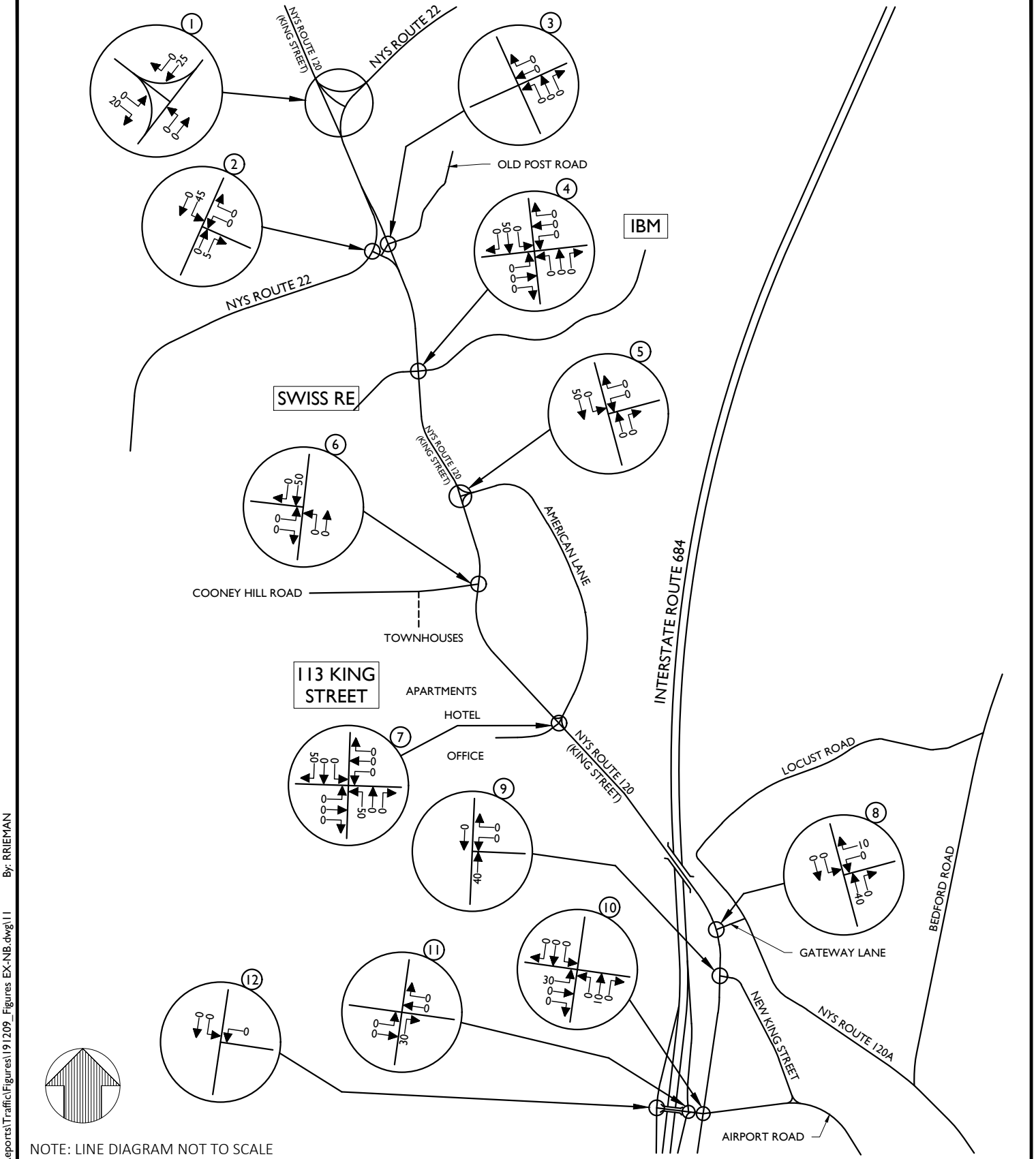

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FIGURE NO. 11

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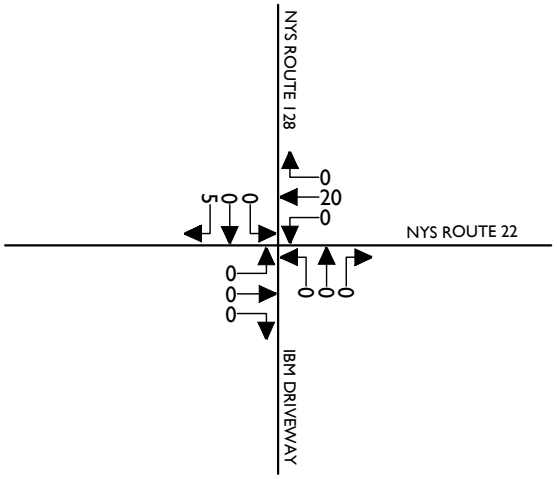

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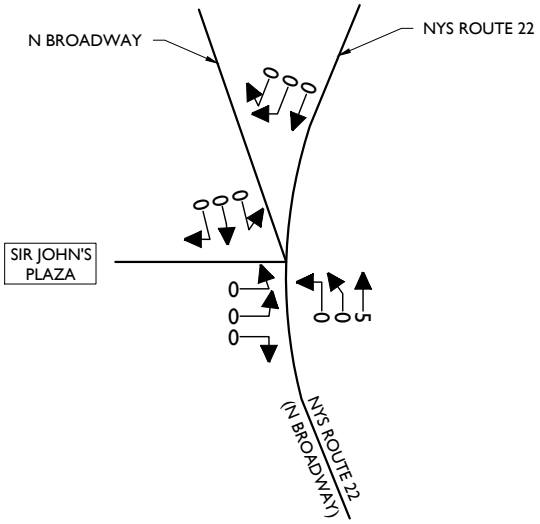

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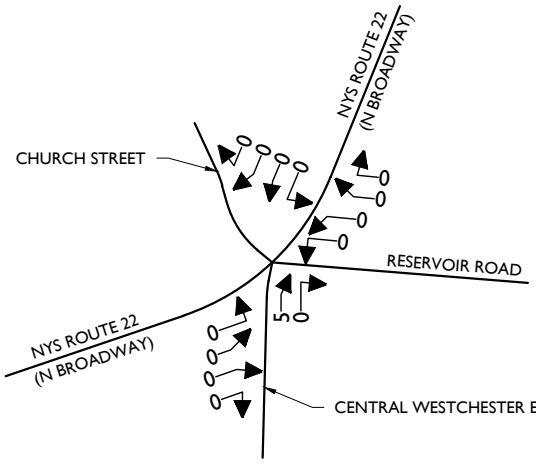

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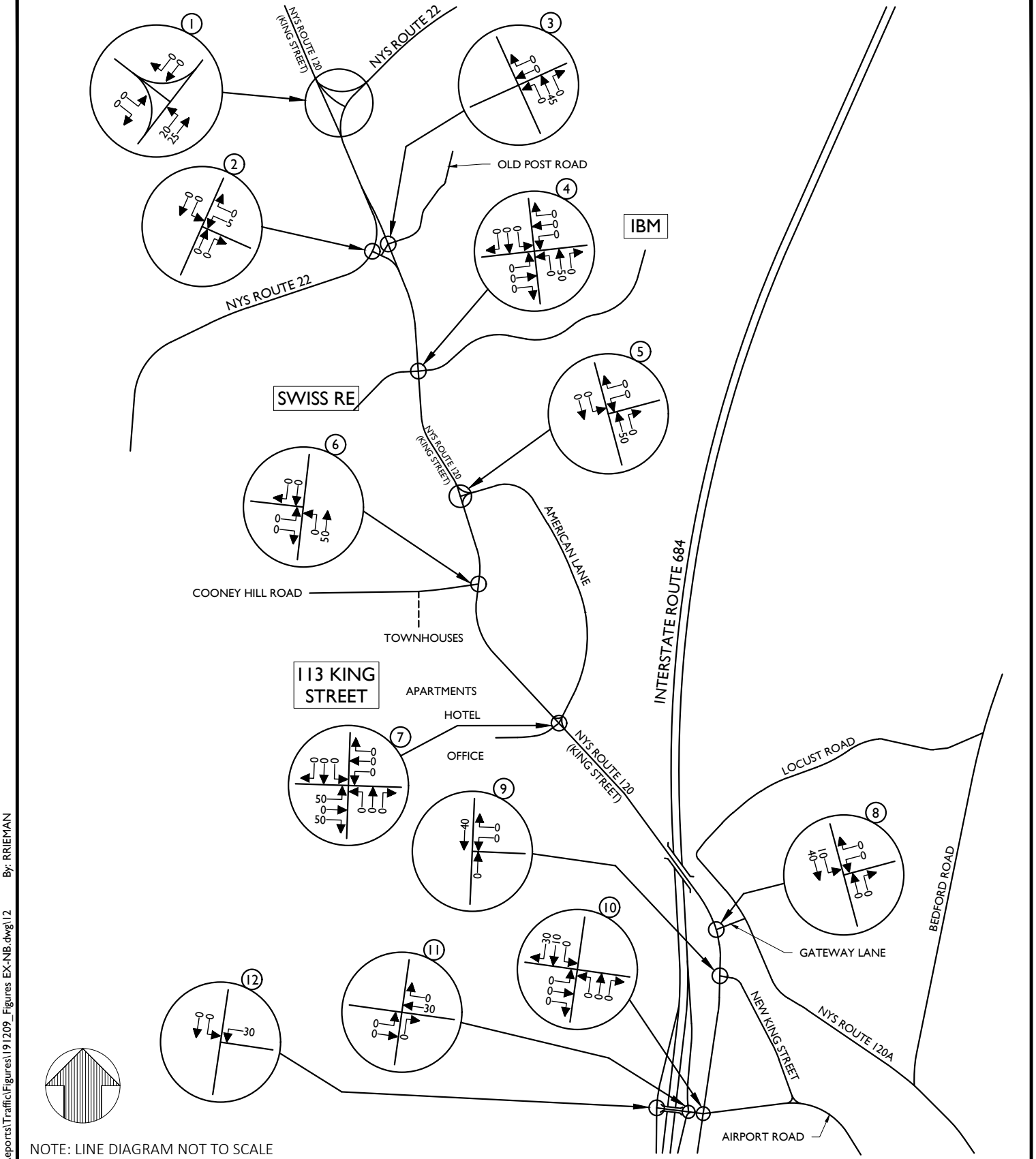

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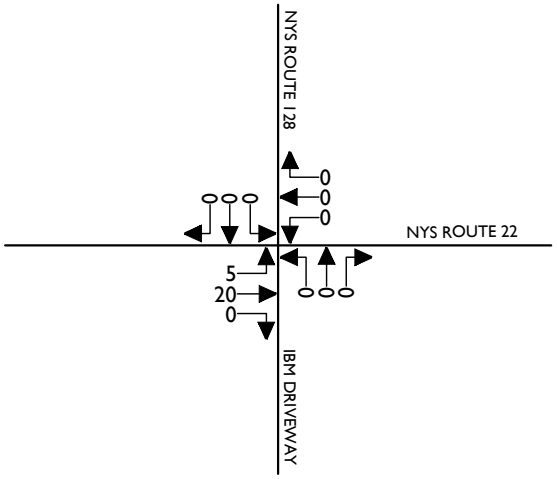

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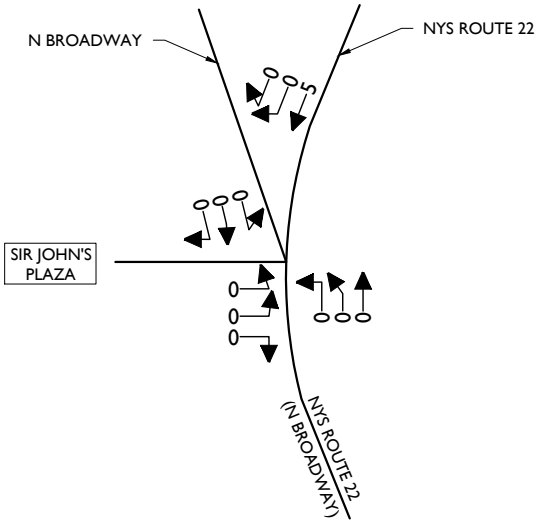

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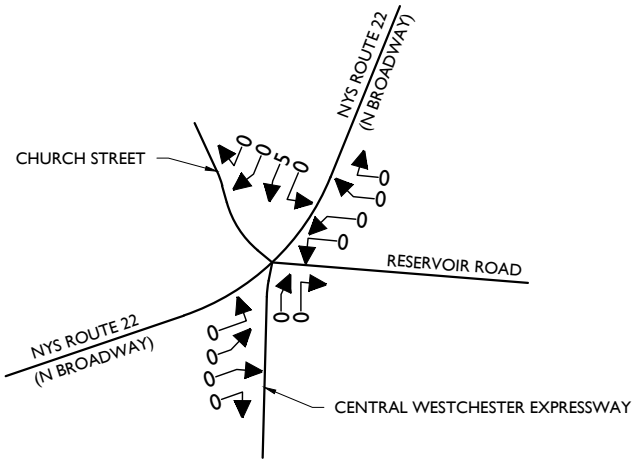

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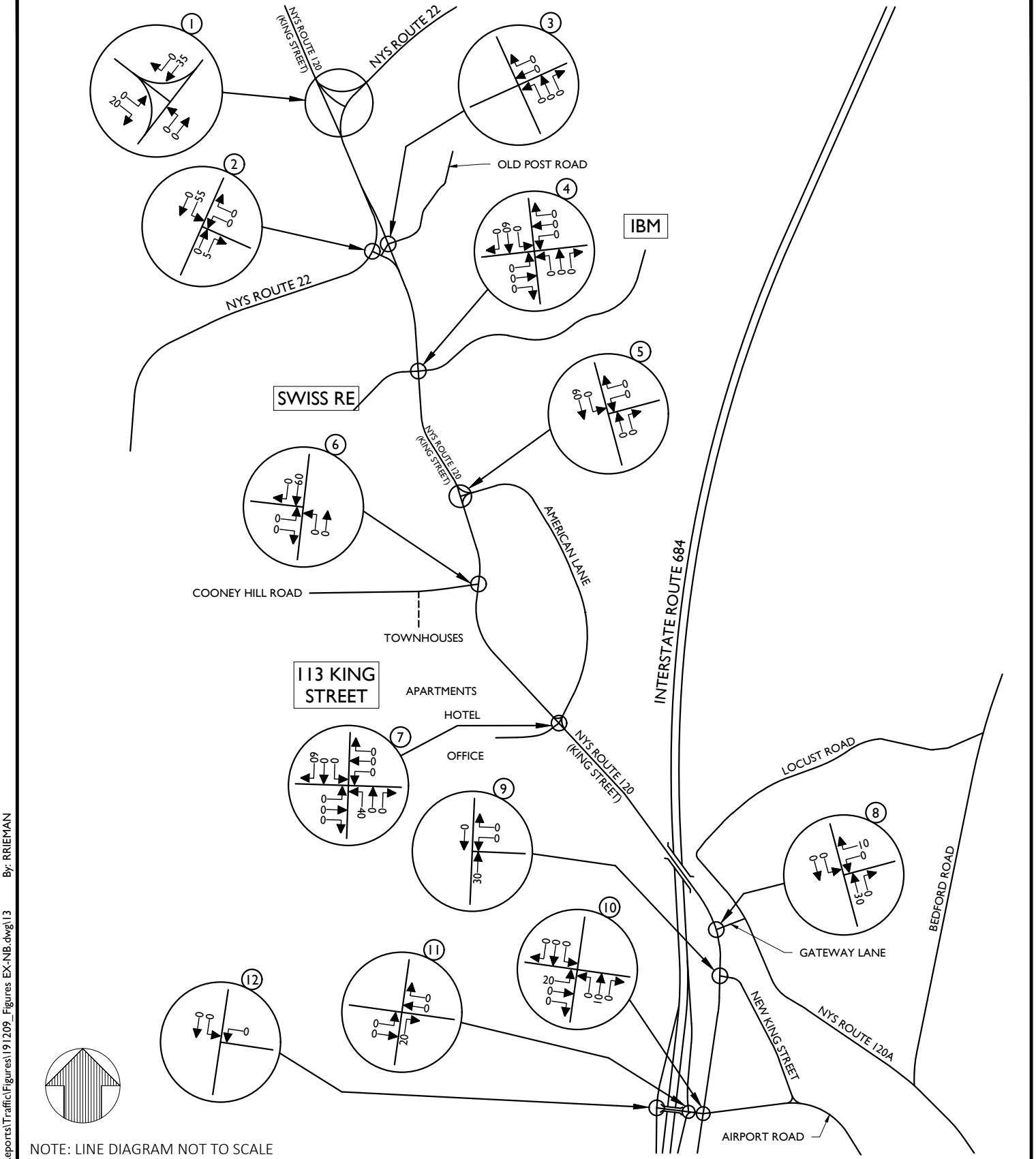

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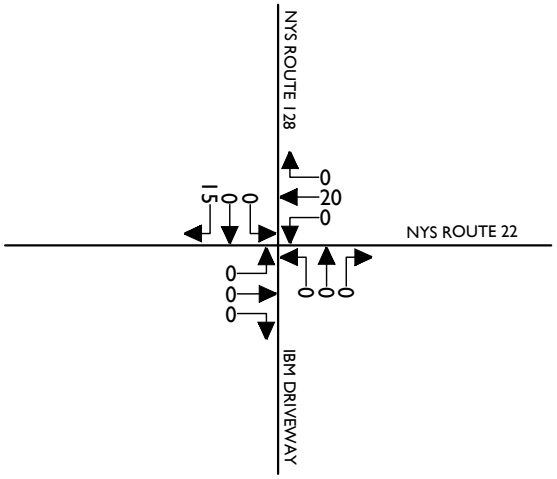

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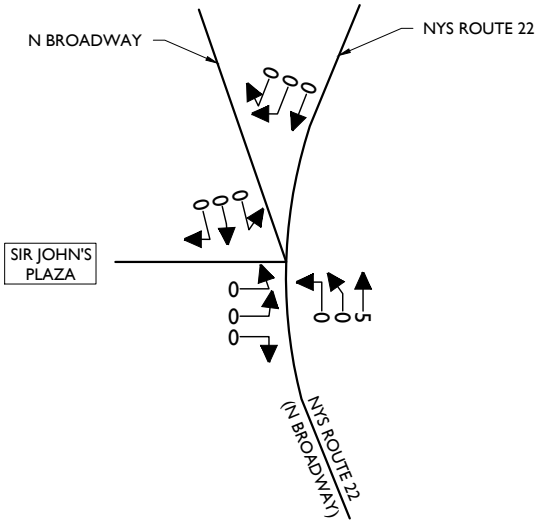

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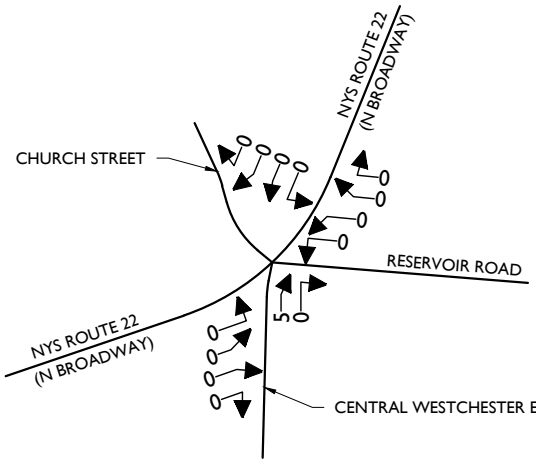

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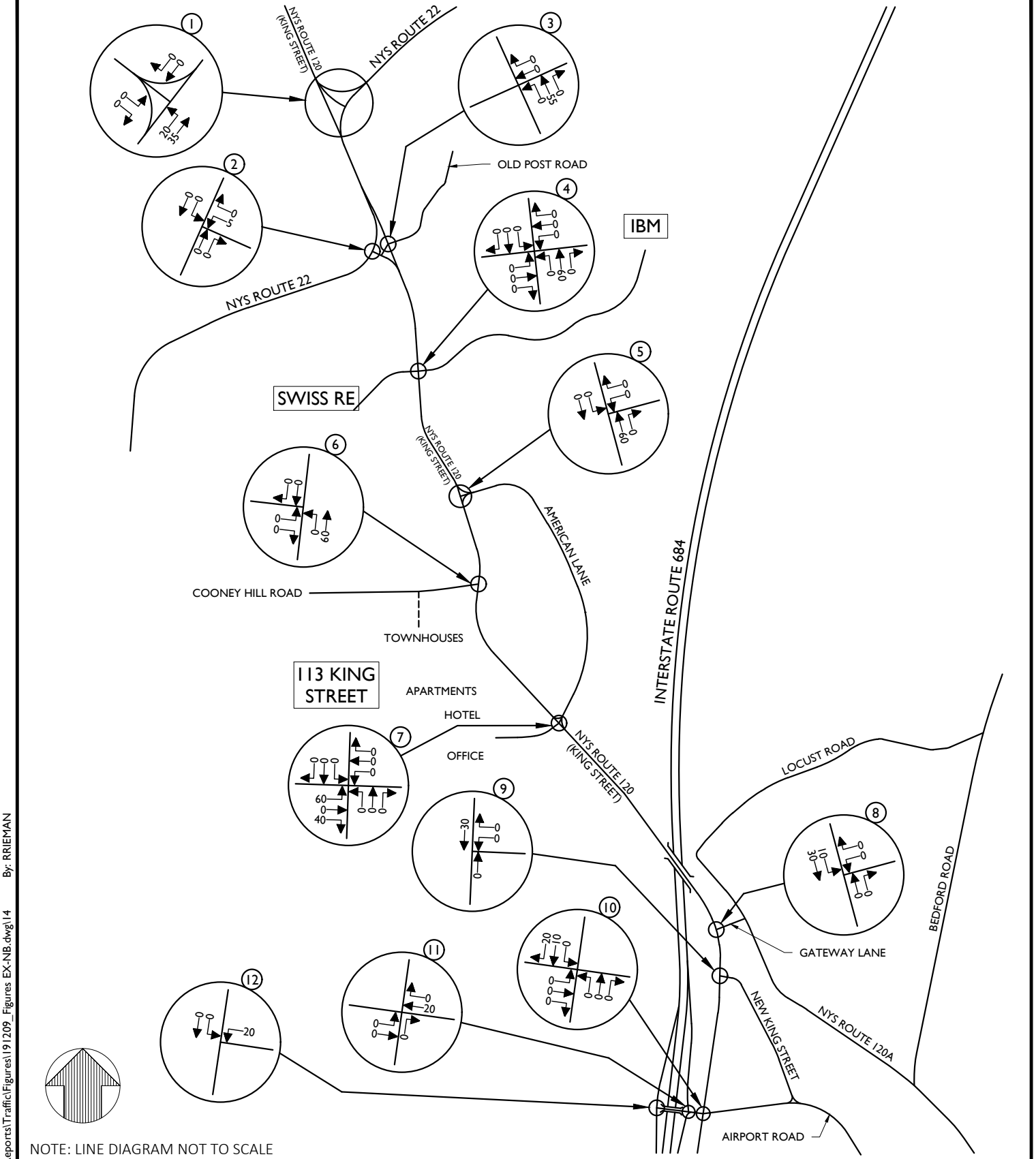

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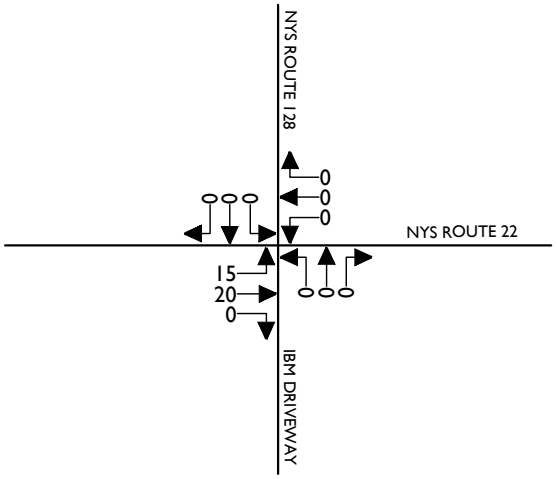

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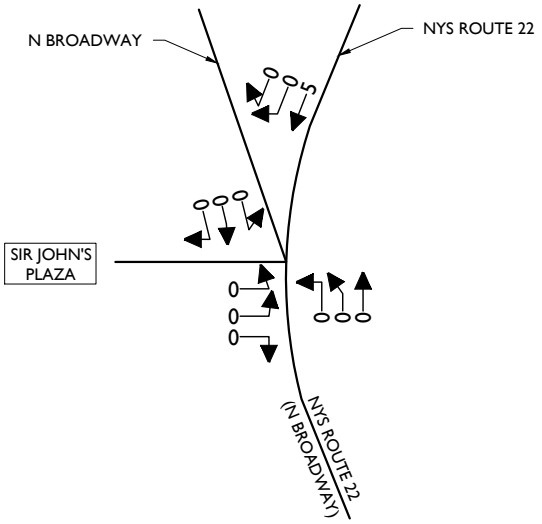

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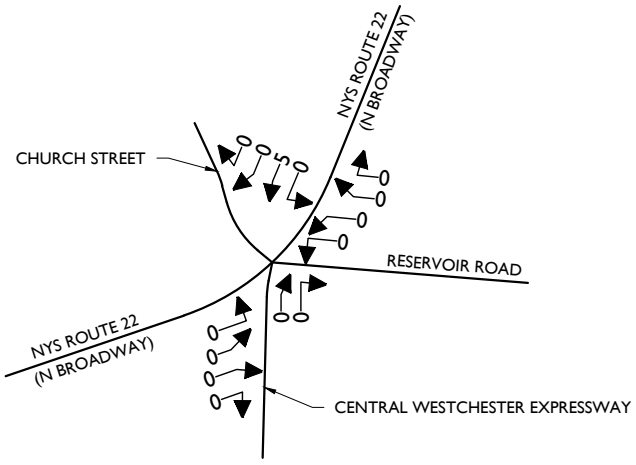

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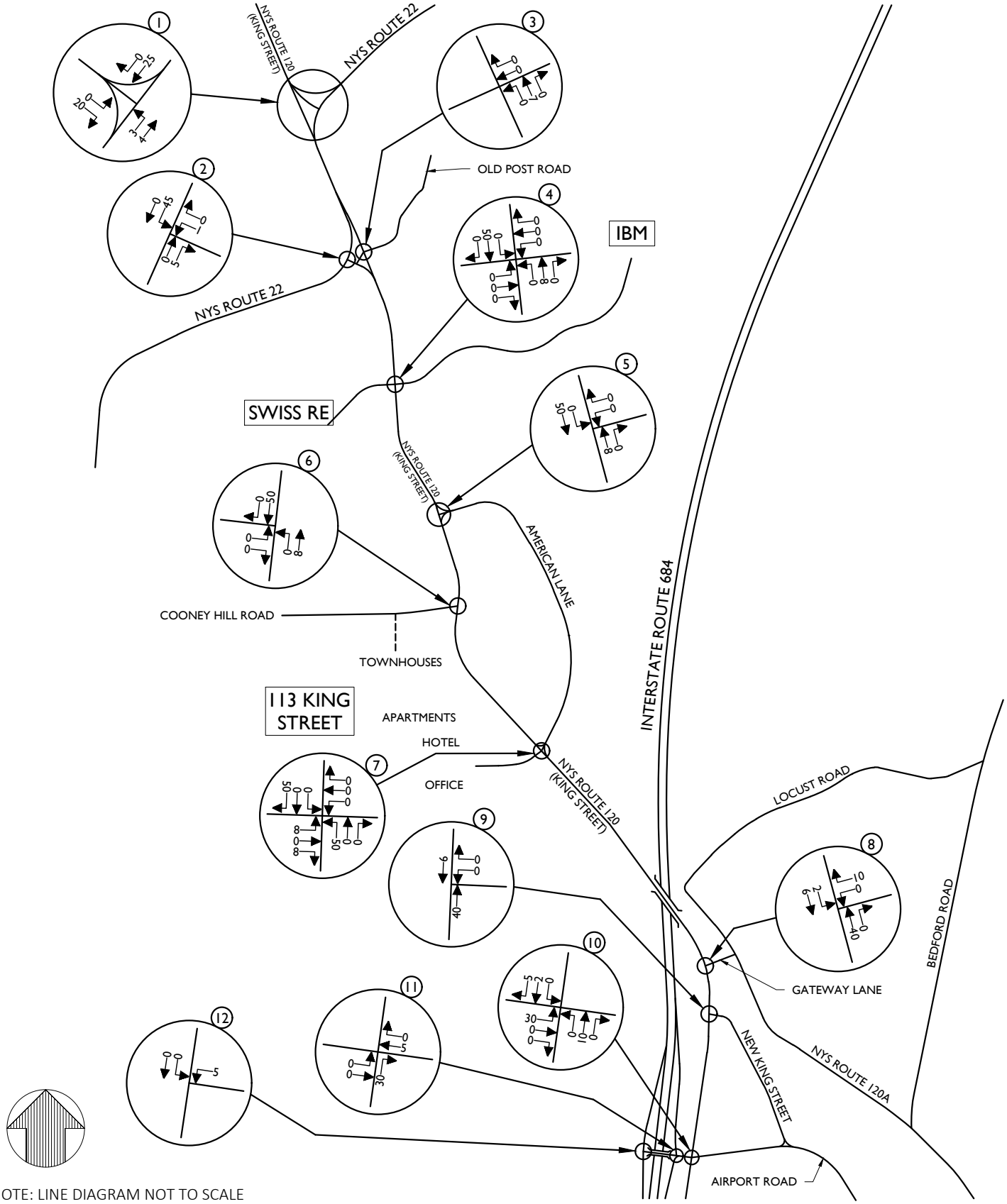
SHEET TITLE:
WEEKDAY PEAK MIDDAY HOUR OFFICE DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 14-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\14A By: RRIEMAN



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SHEET TITLE:
OFFICE RE-OCCUPANCY
100,000 S.F. BUILDING
WEEKDAK PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 15

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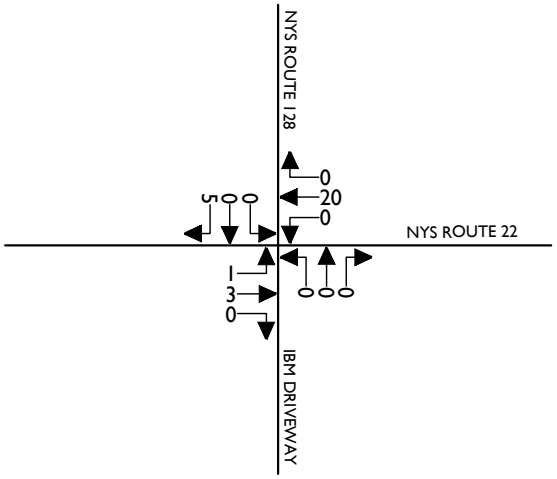

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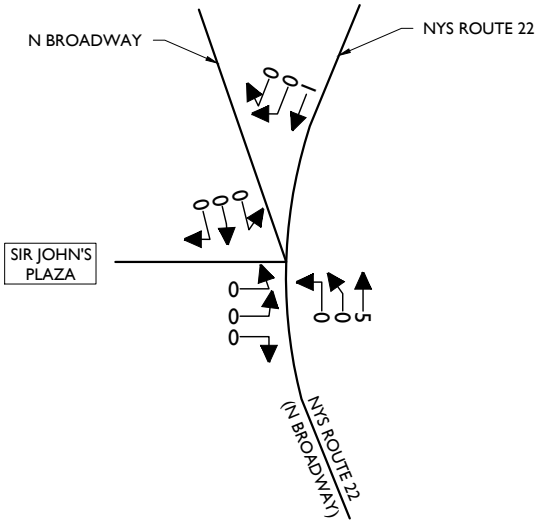

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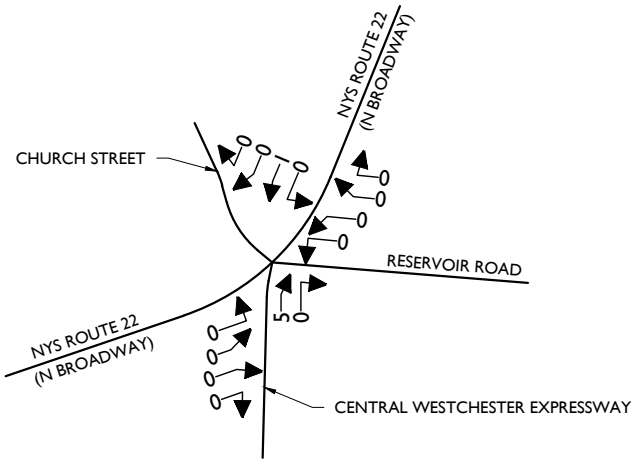

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WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 15-A

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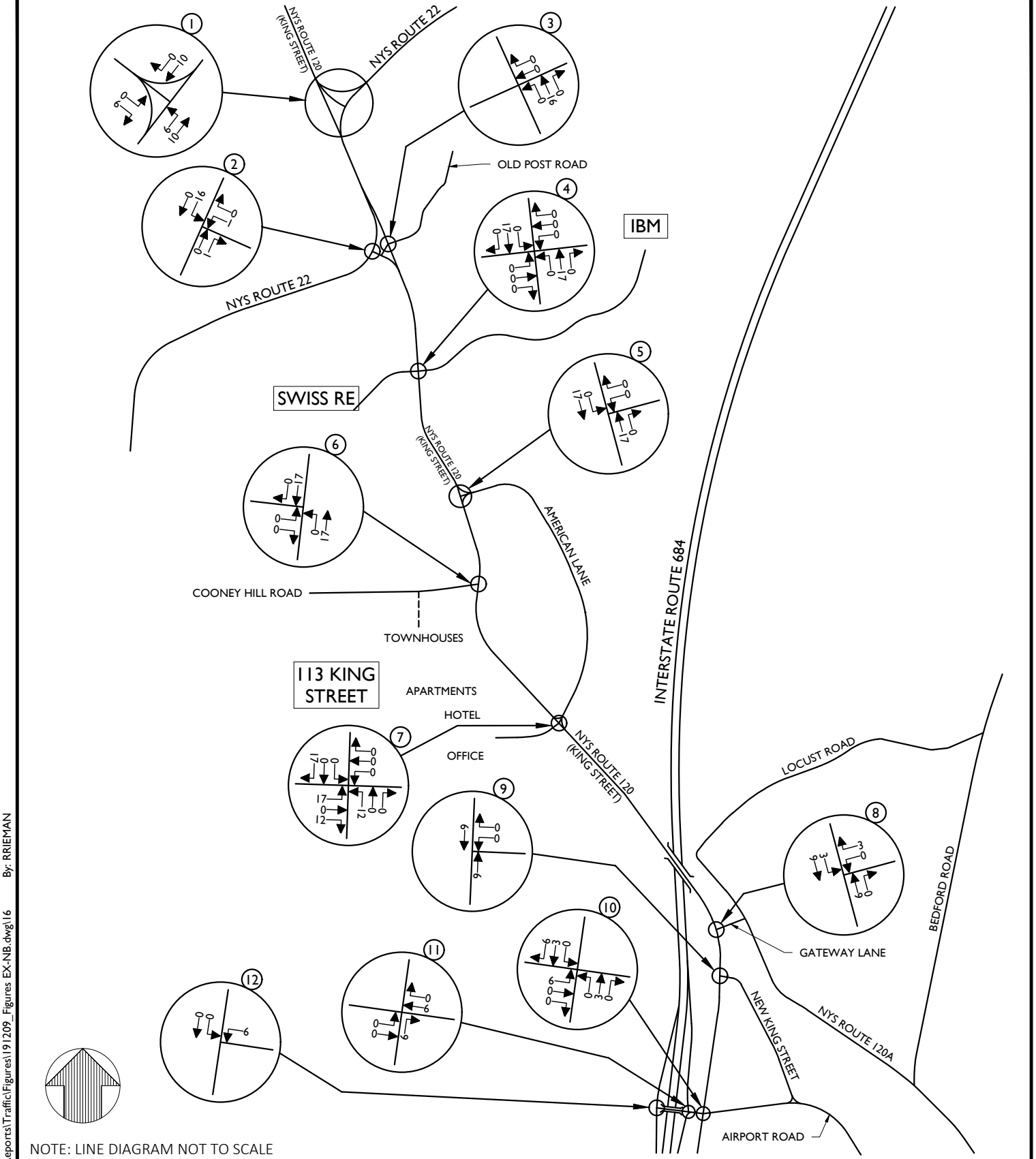

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SHEET NUMBER:
FIGURE NO. 16

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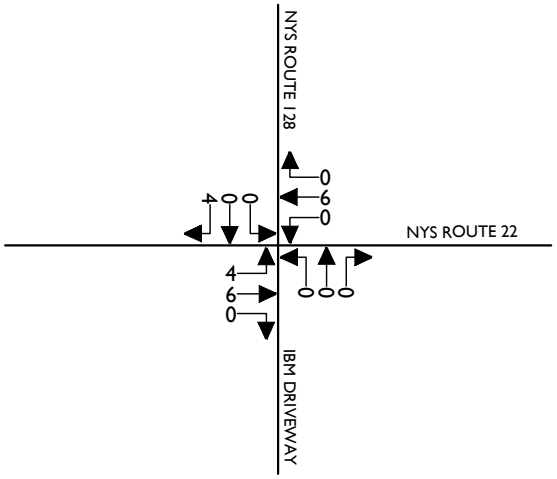

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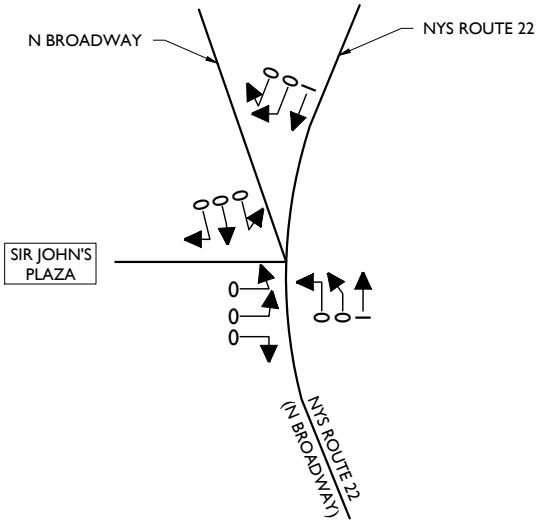

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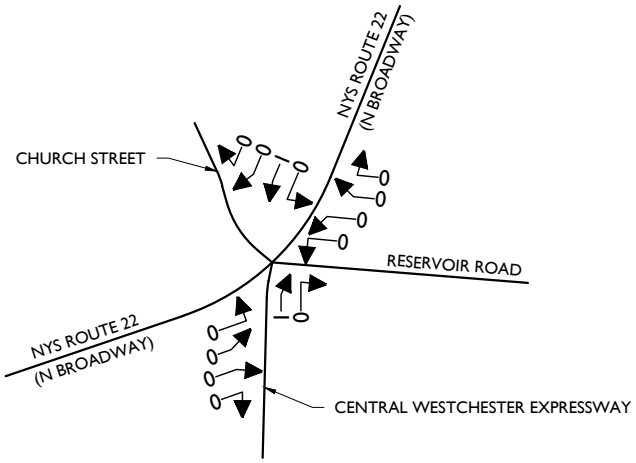

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FIGURE NO. 16-A

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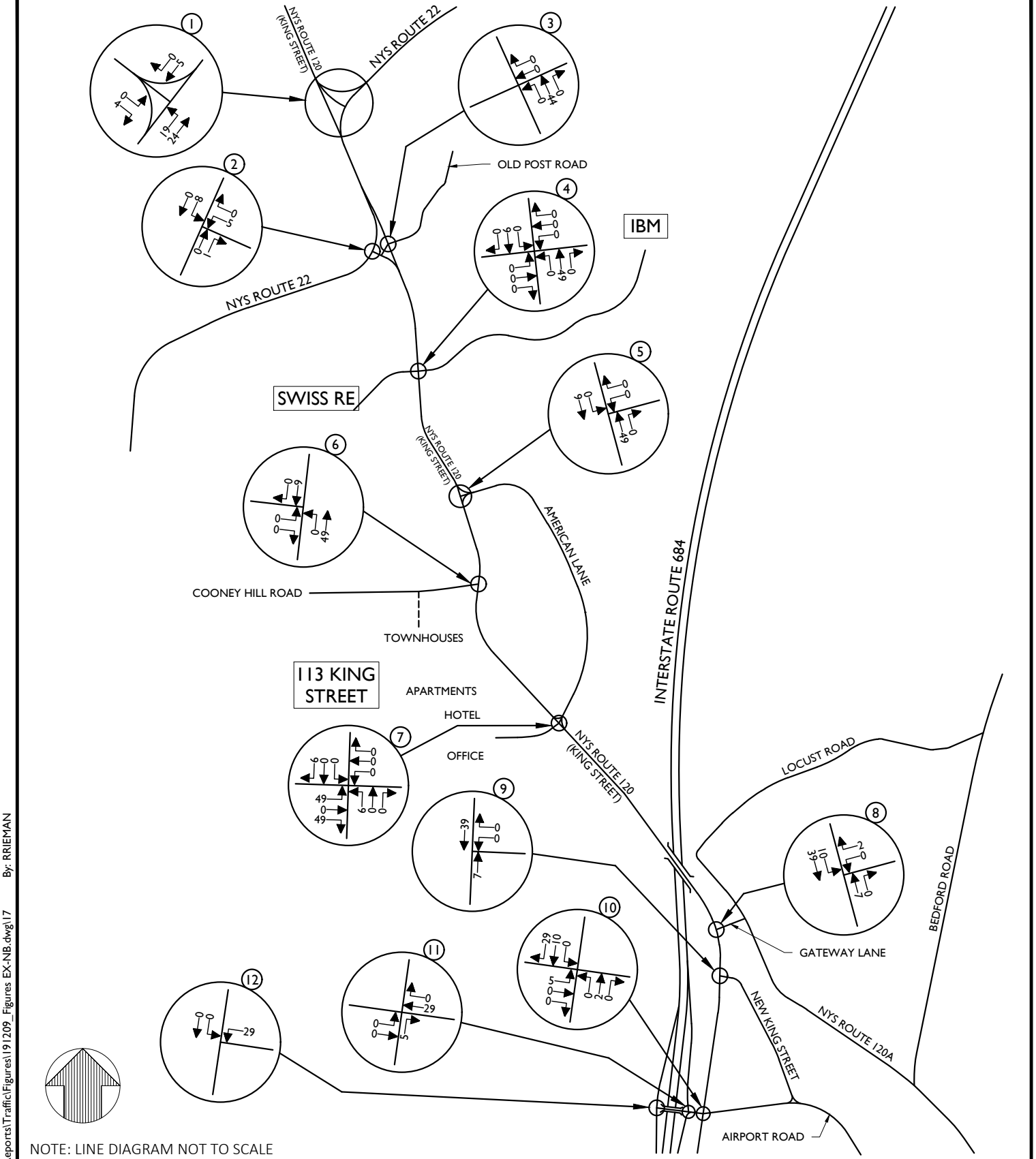

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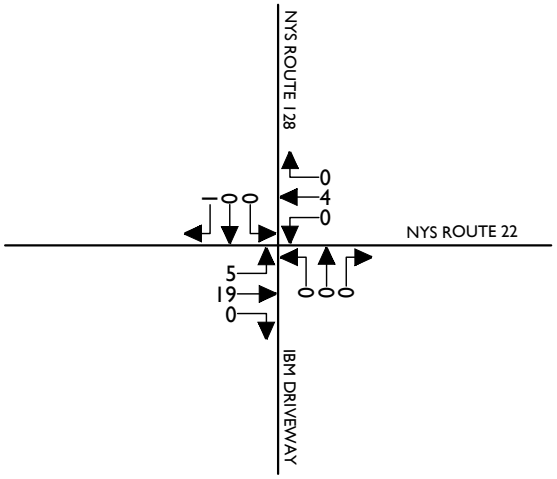

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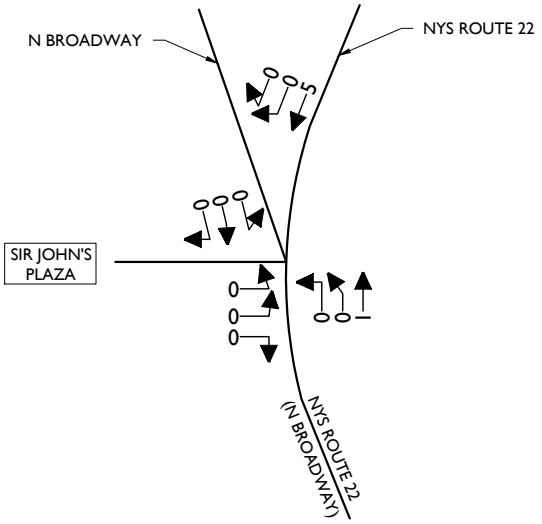

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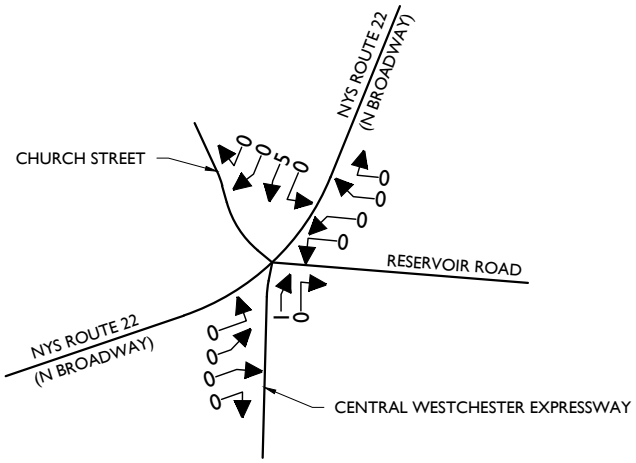

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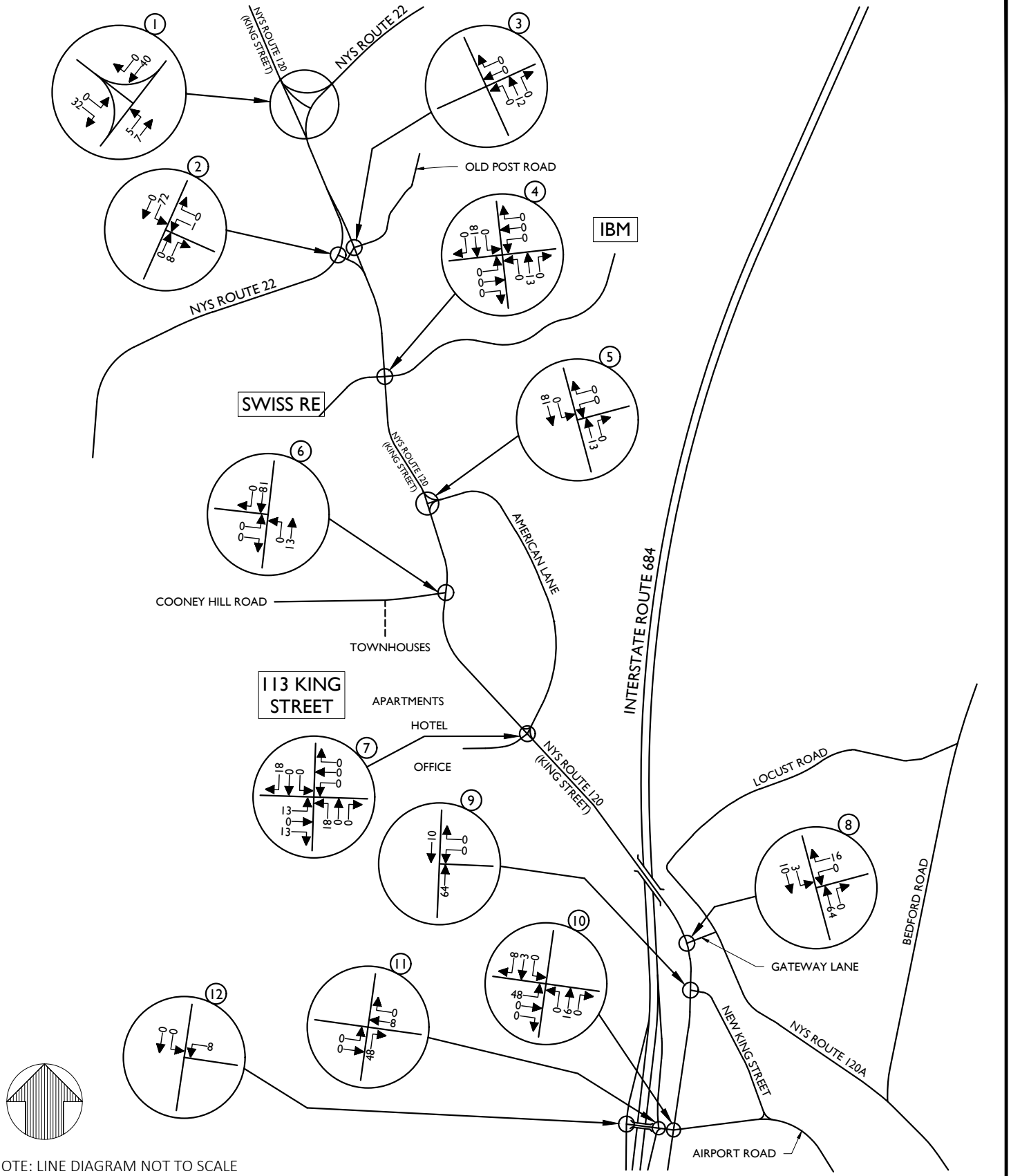

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FIGURE NO. 18

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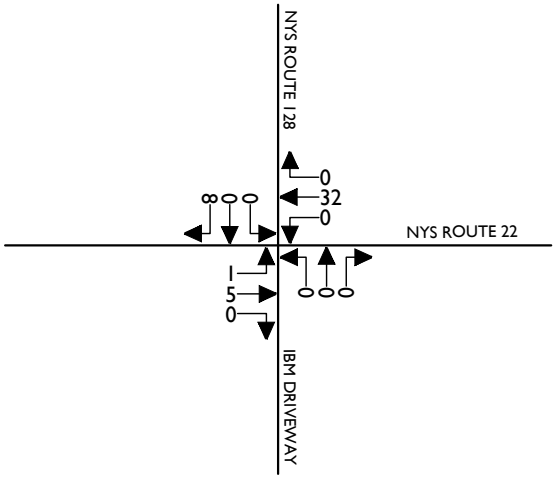

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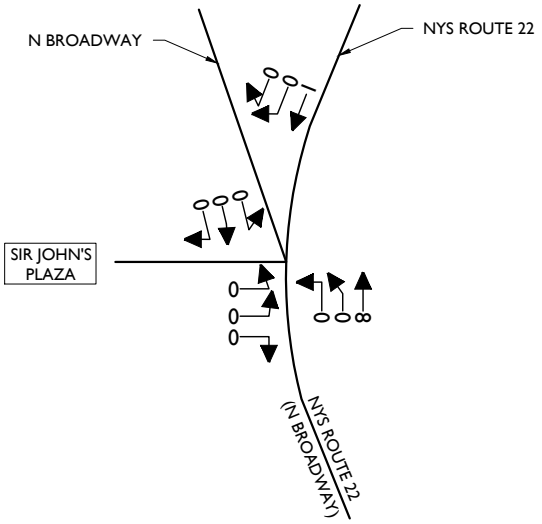

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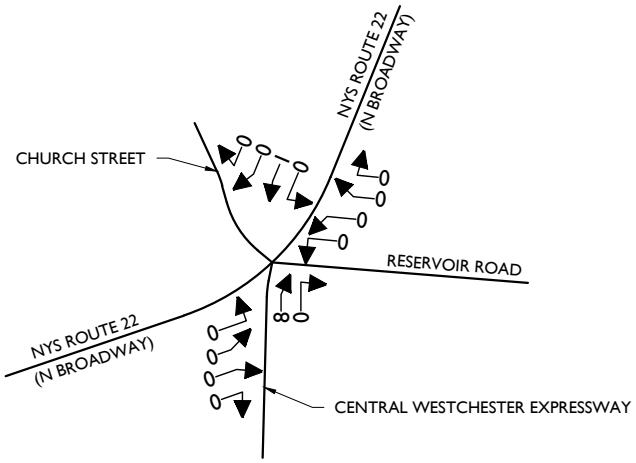

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SHEET NUMBER:
FIGURE NO. 18-A

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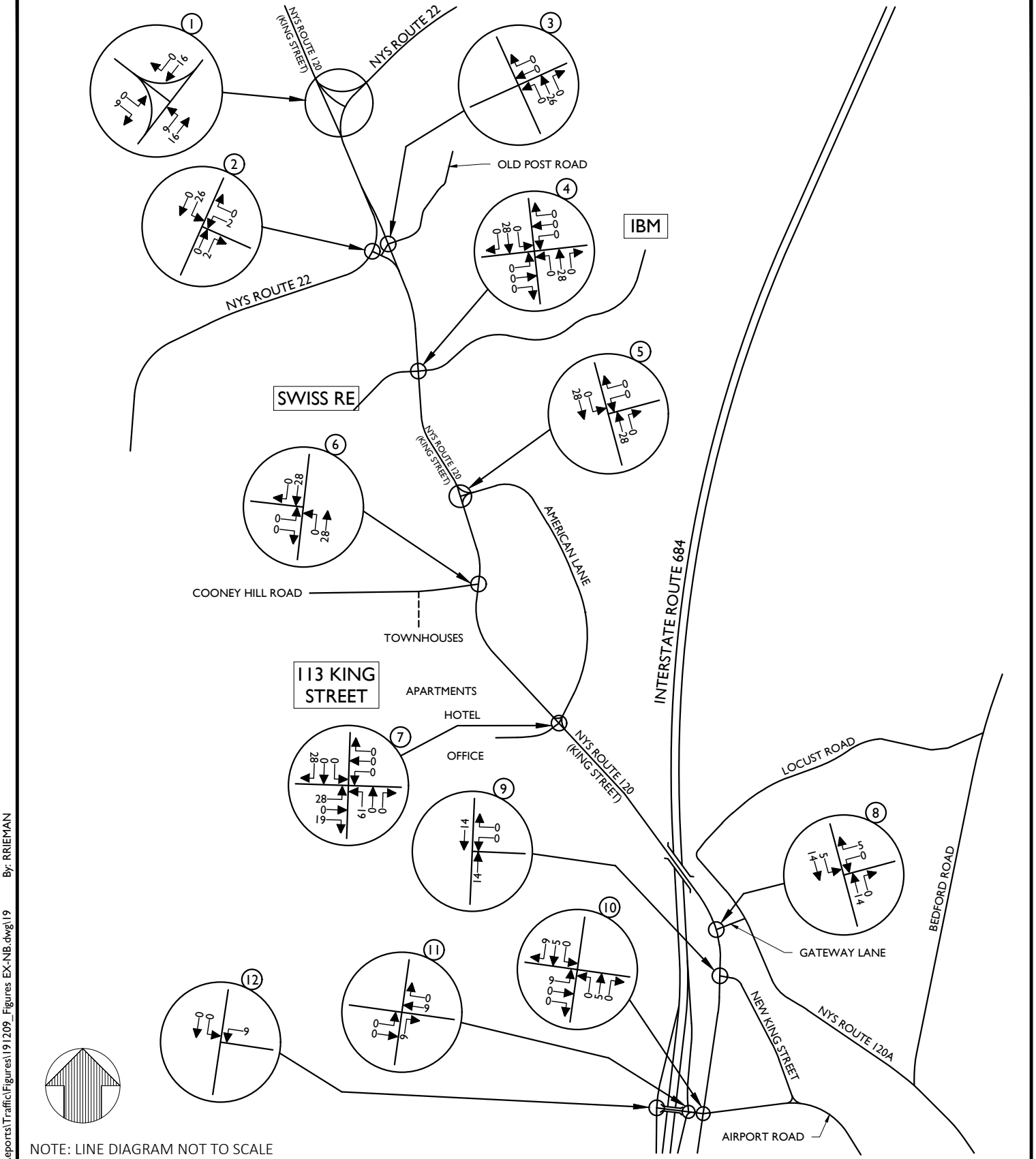

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SHEET NUMBER:
FIGURE NO. 19

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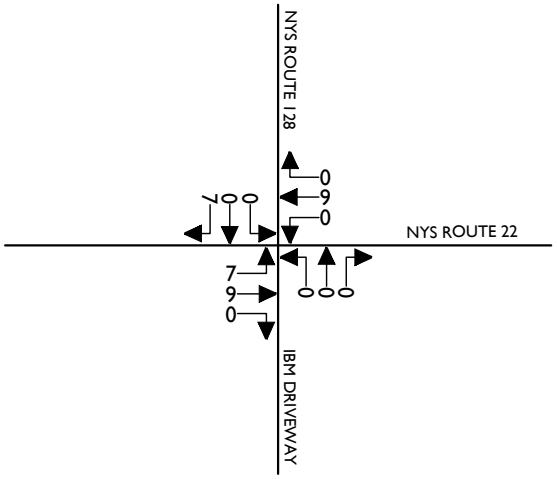

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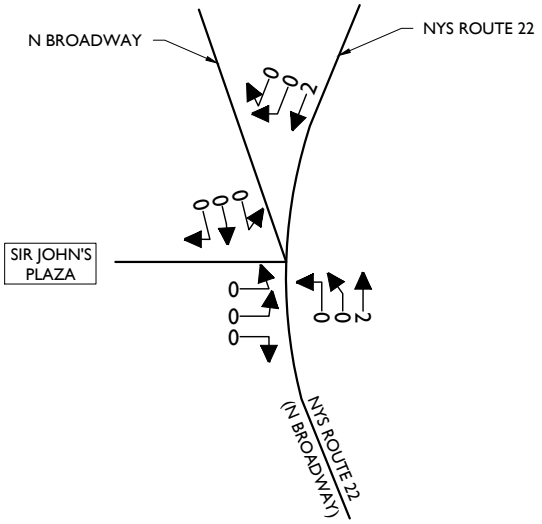

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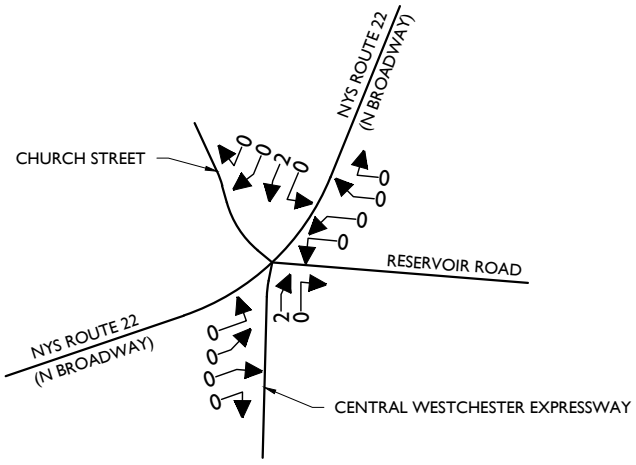

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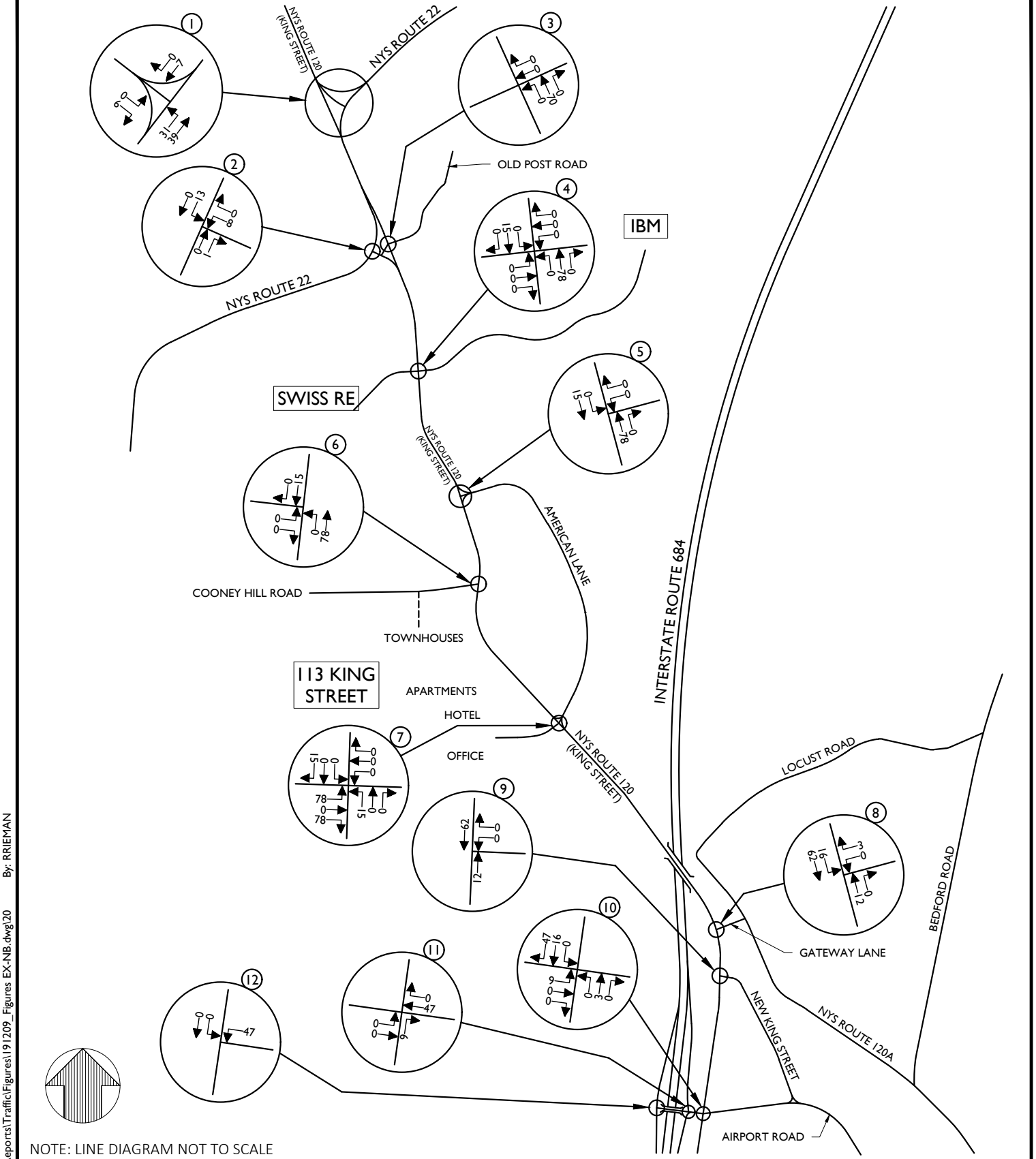

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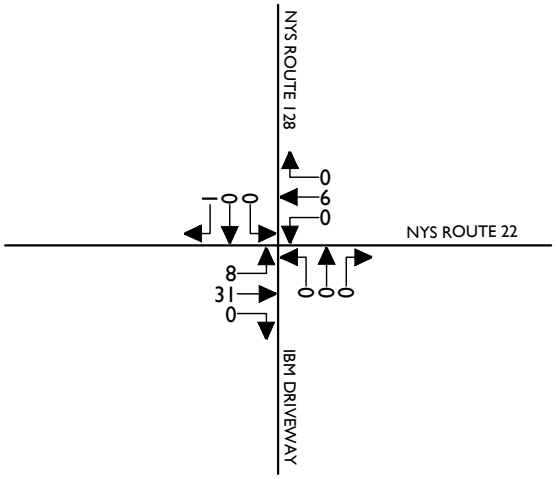

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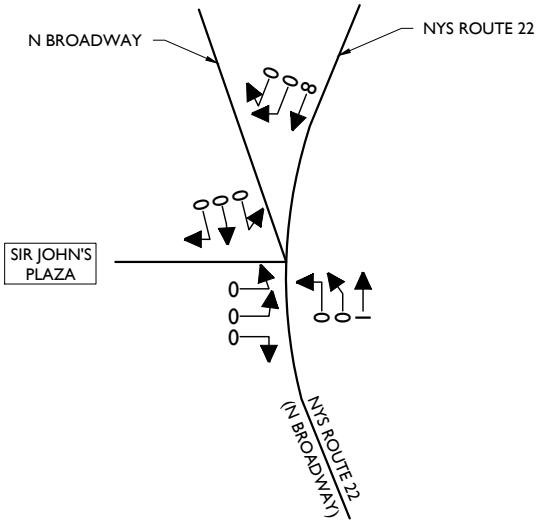

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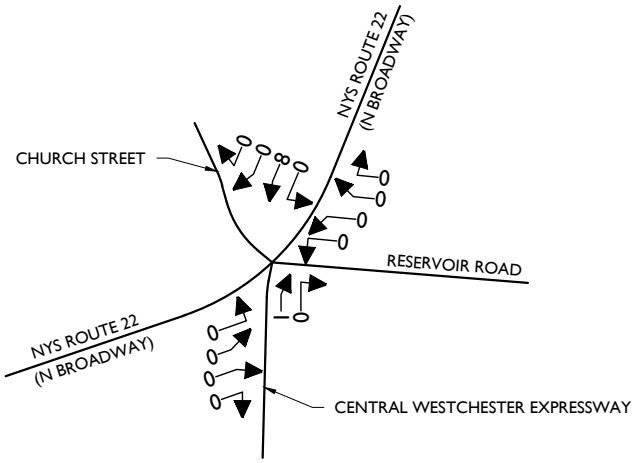

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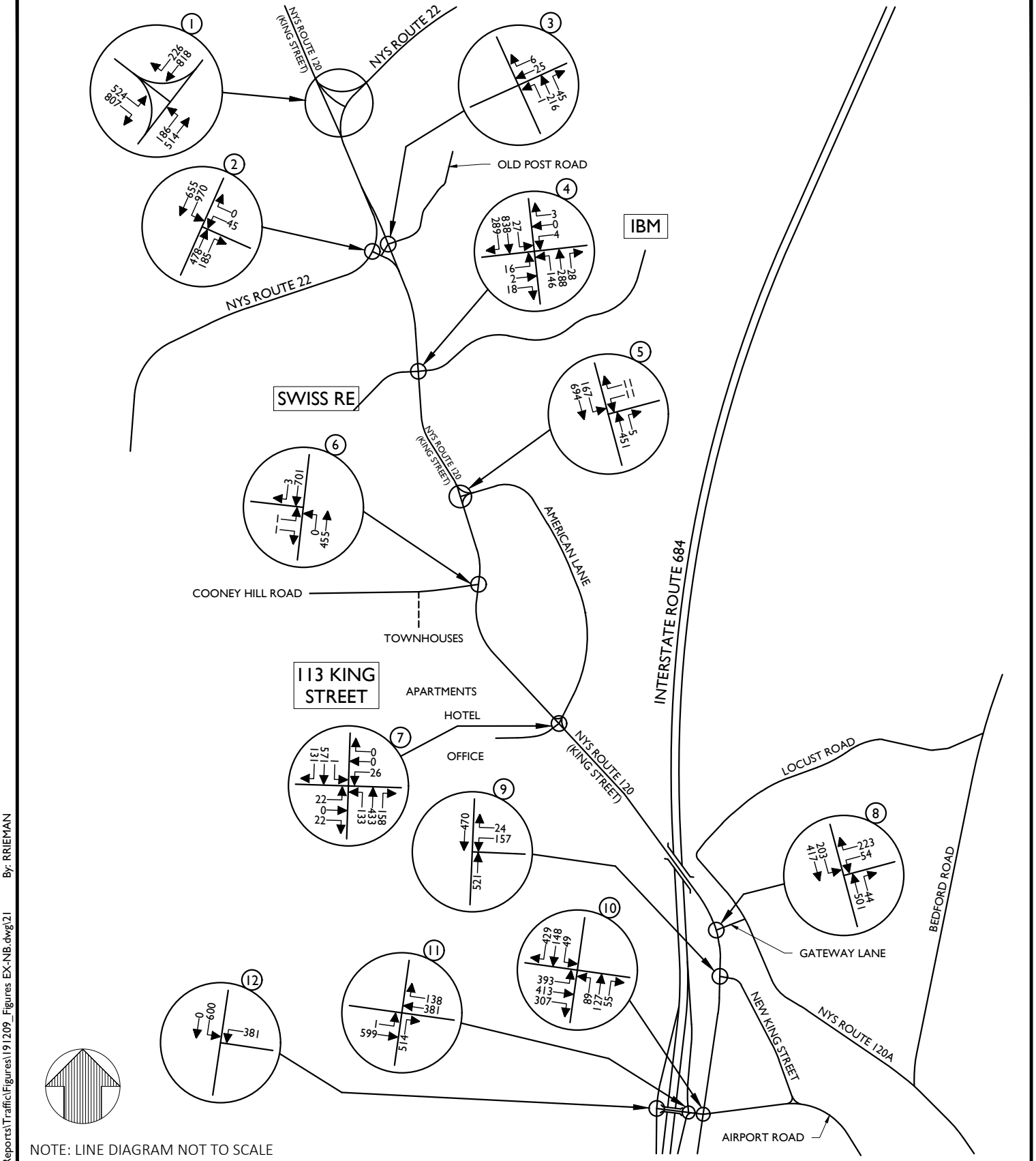

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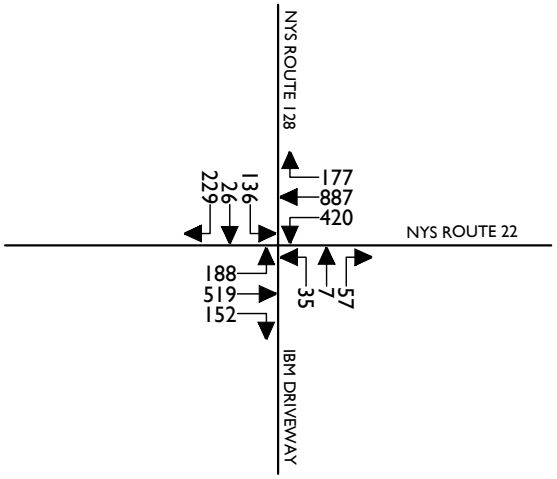

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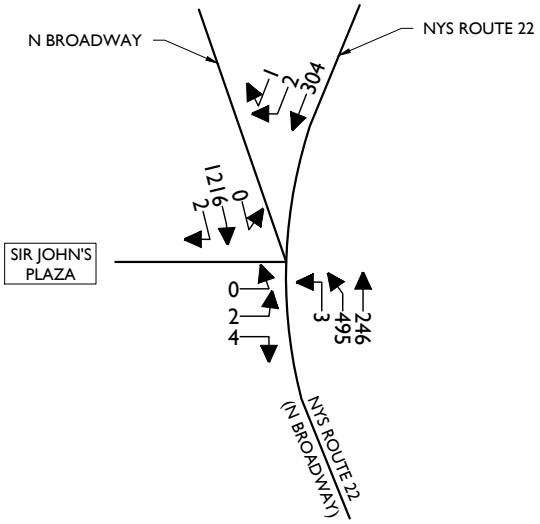

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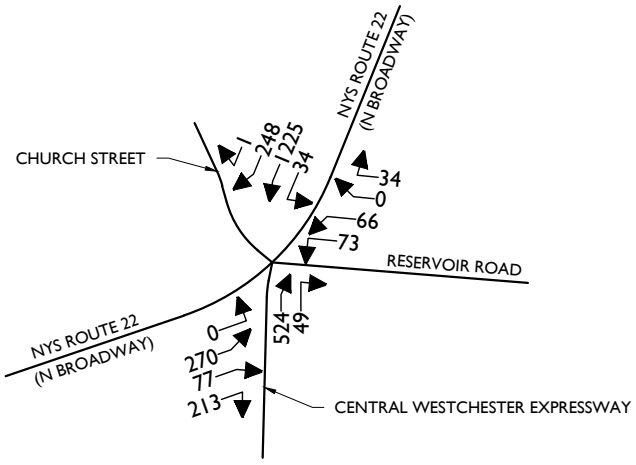

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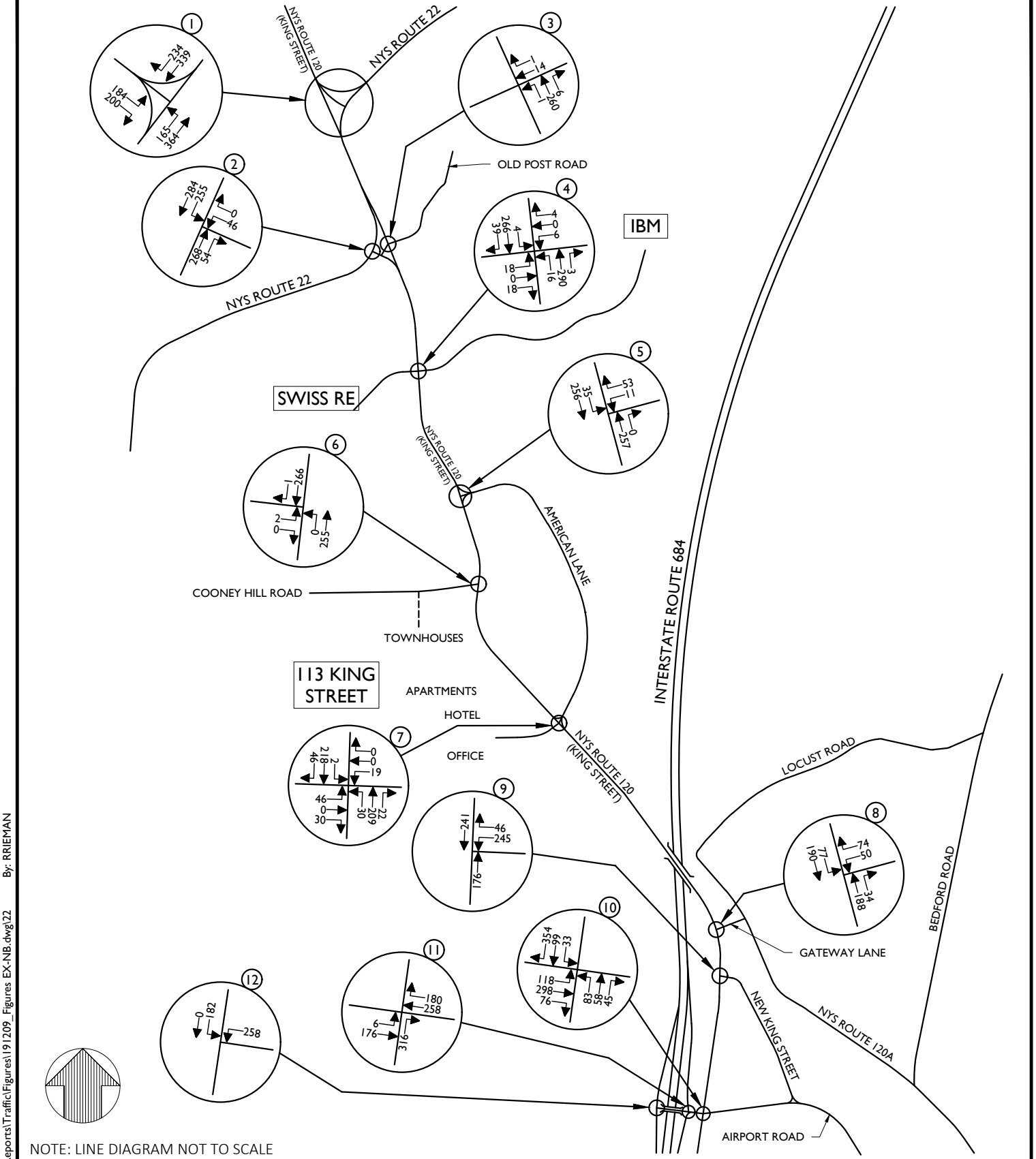

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FIGURE NO. 22

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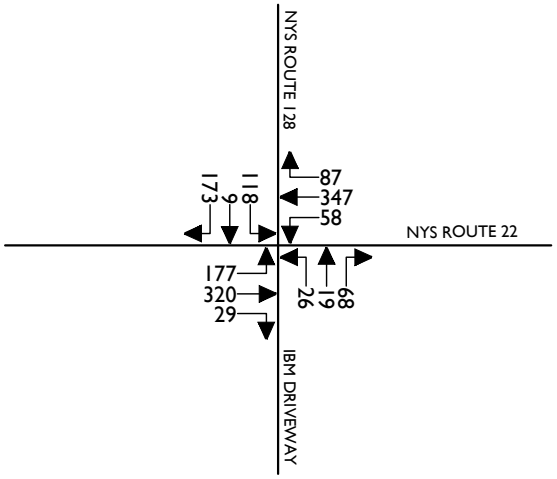

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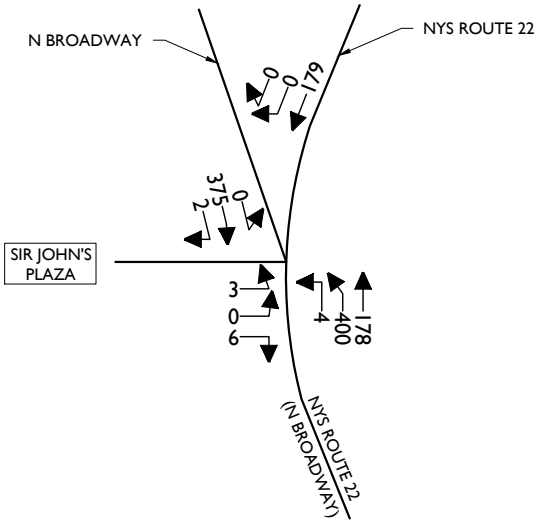

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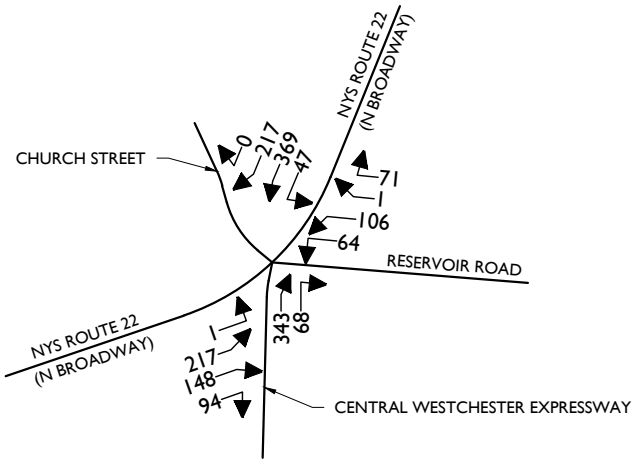

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FIGURE NO. 22-A

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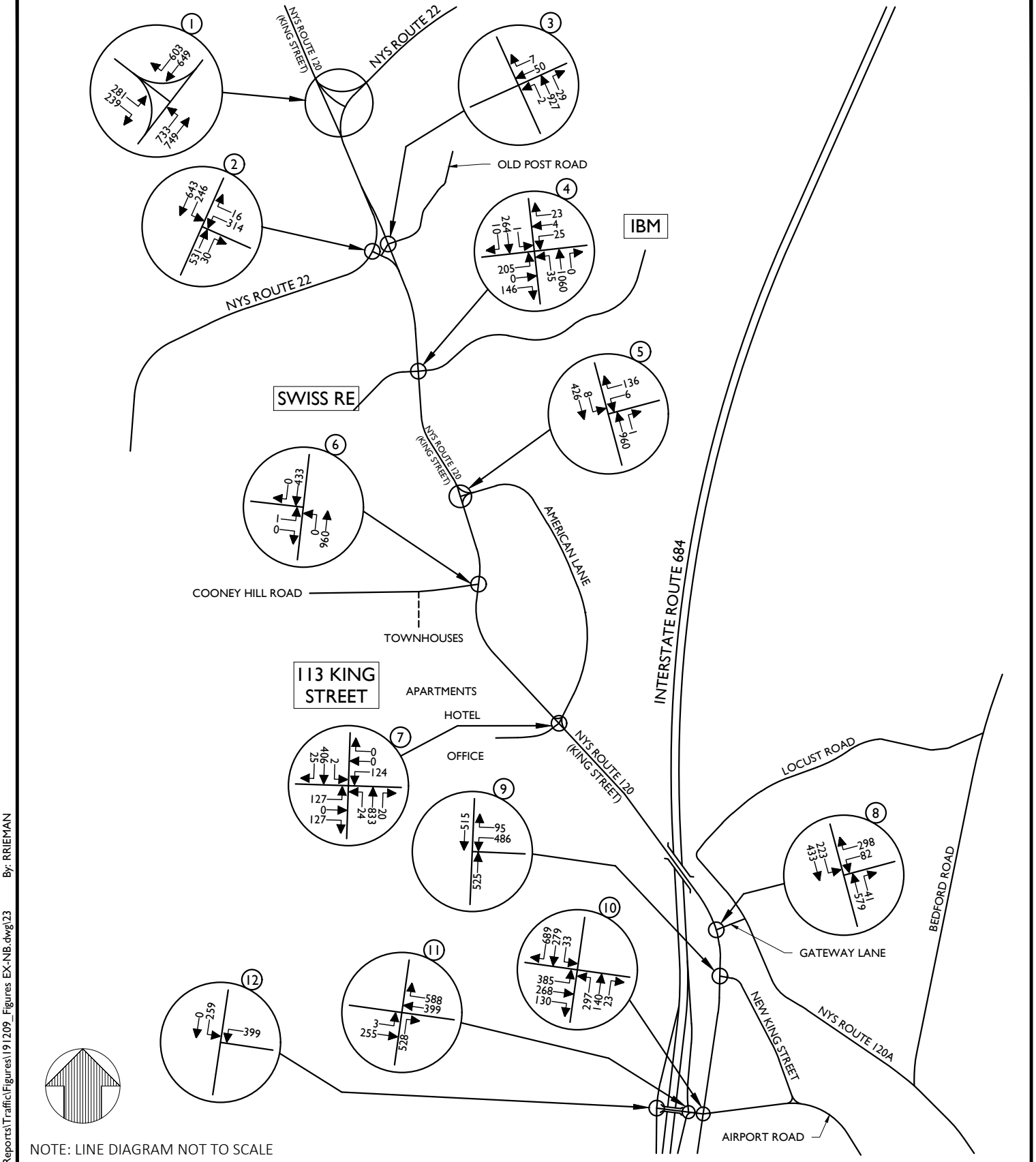

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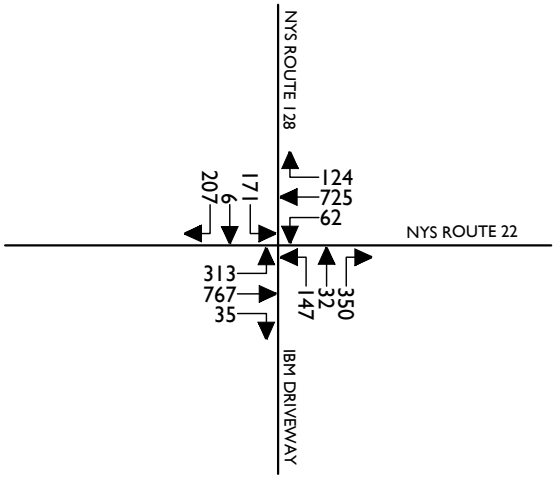
PROJECT NUMBER:	DRAWING NAME:
18002018A	191209_FIGURES EX-NB

SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 23

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\23 By: RRIEMAN



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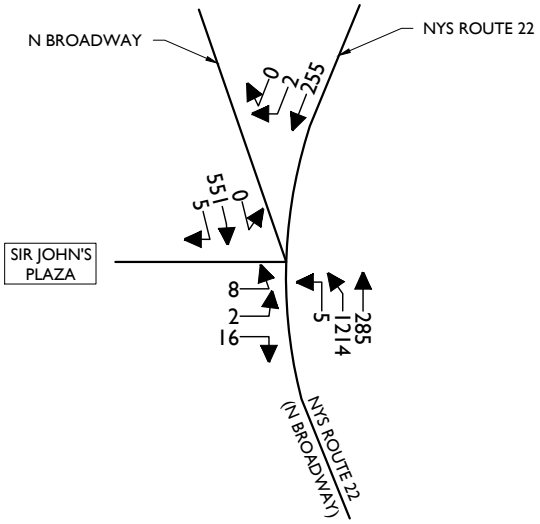

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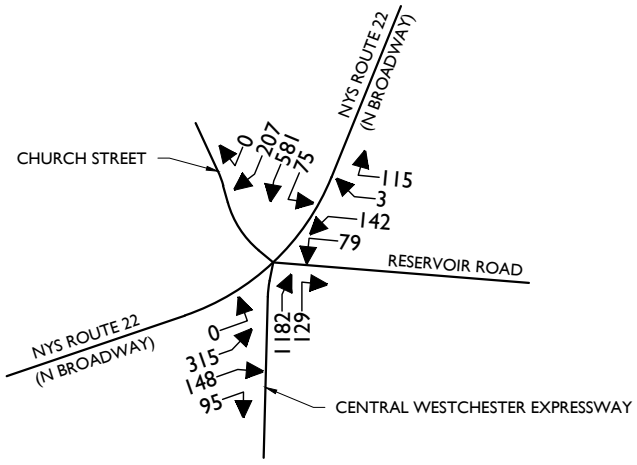

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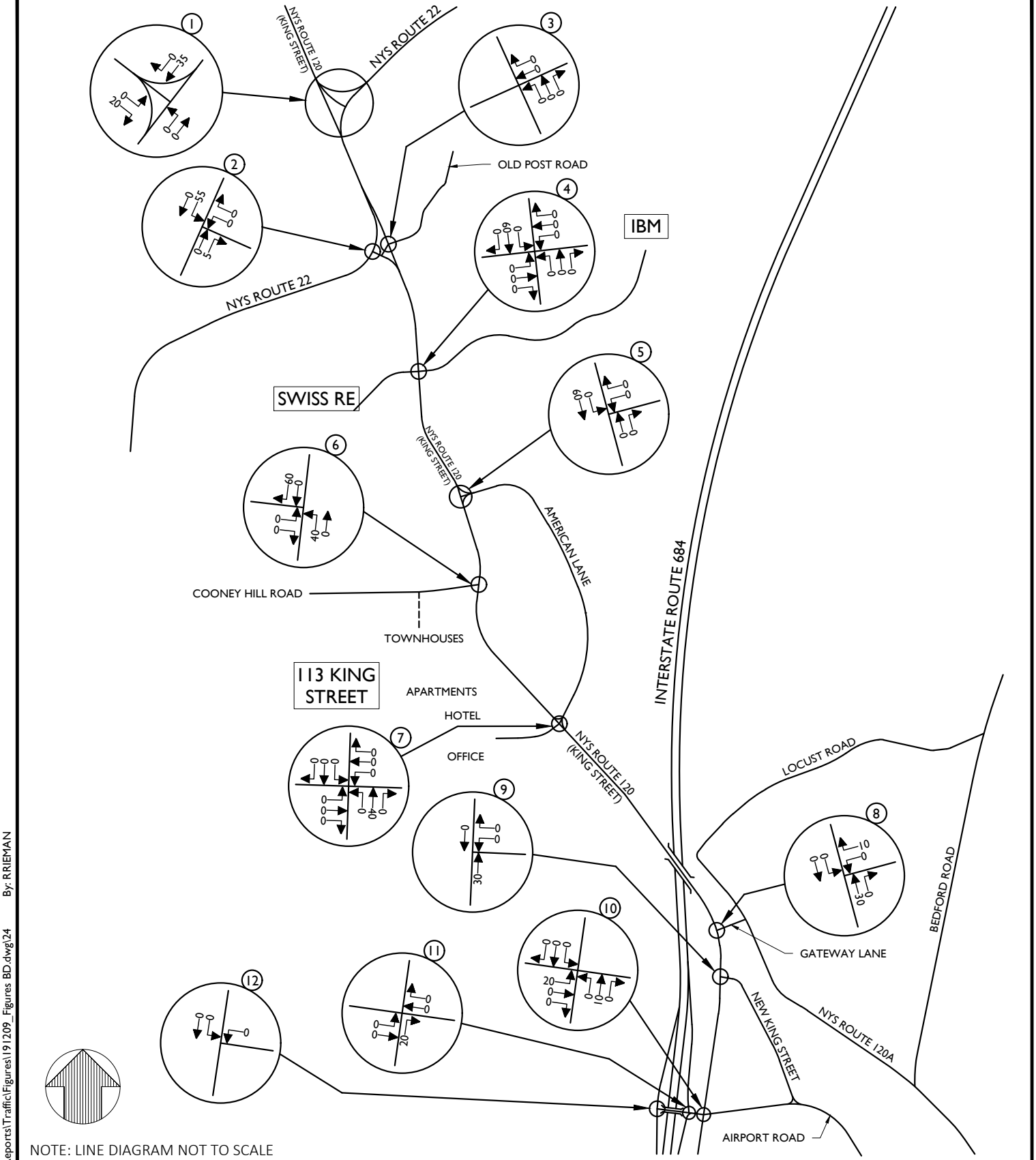
SHEET TITLE:
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 23-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures EX-NB.dwg\23A By: RRIEMAN



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SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
HOTEL / APARTMENTS
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 24

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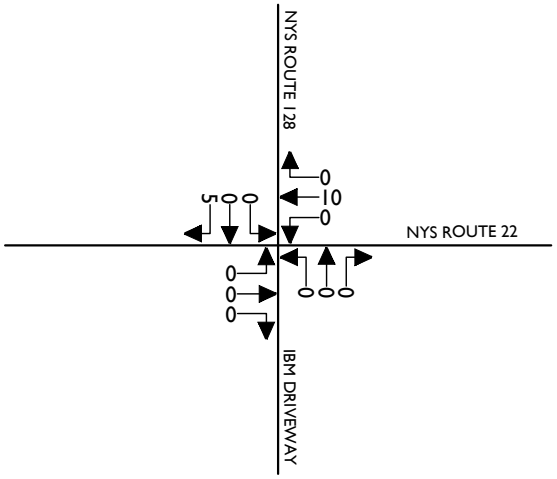

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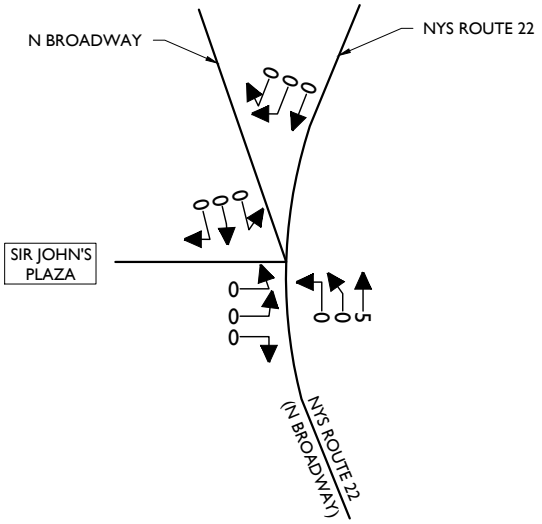

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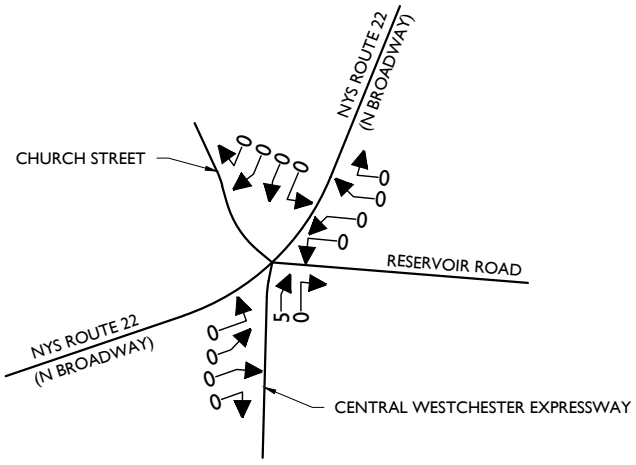

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SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
HOTEL / APARTMENTS
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 24-A

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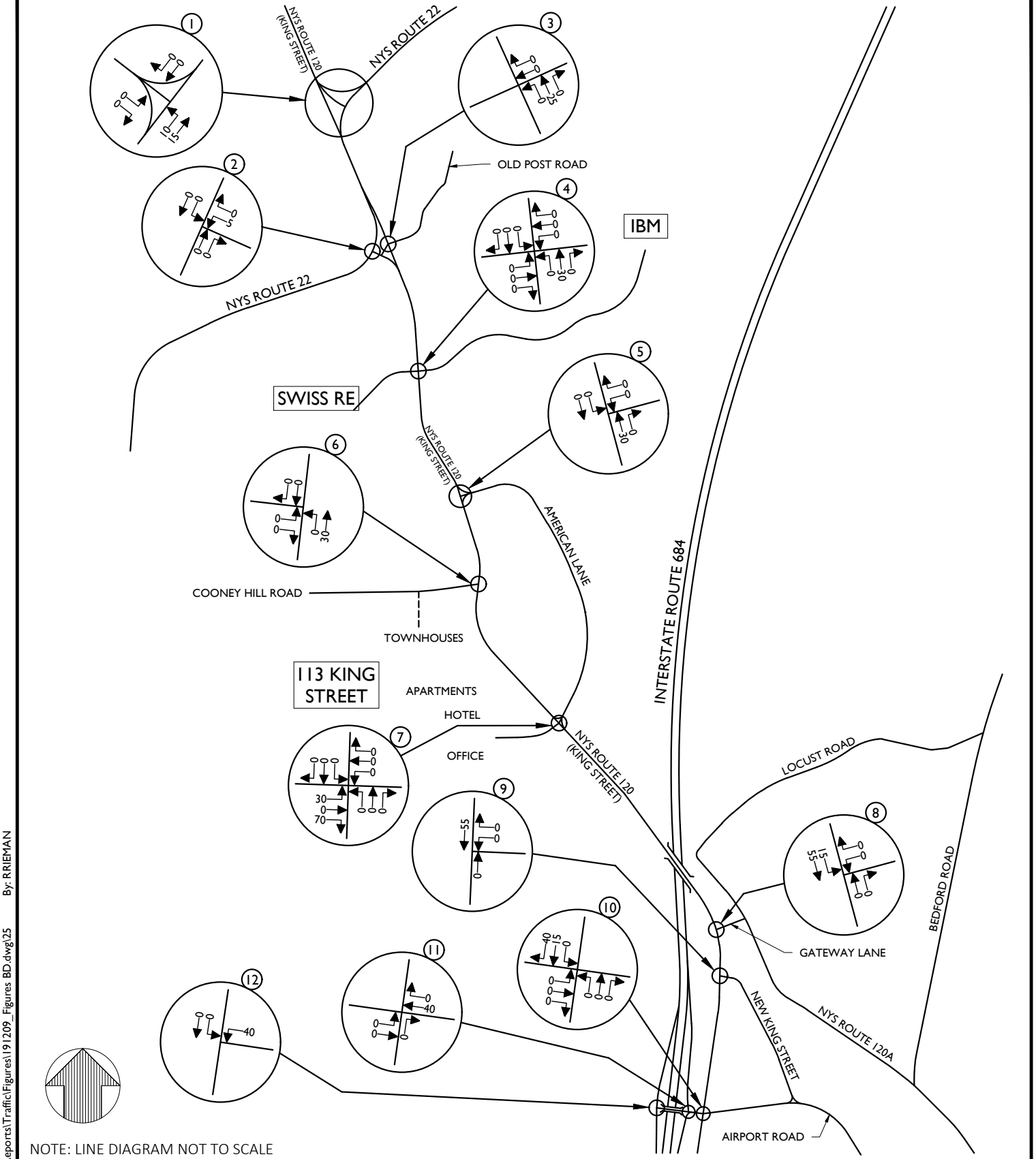

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SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
HOTEL / APARTMENTS
DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 25

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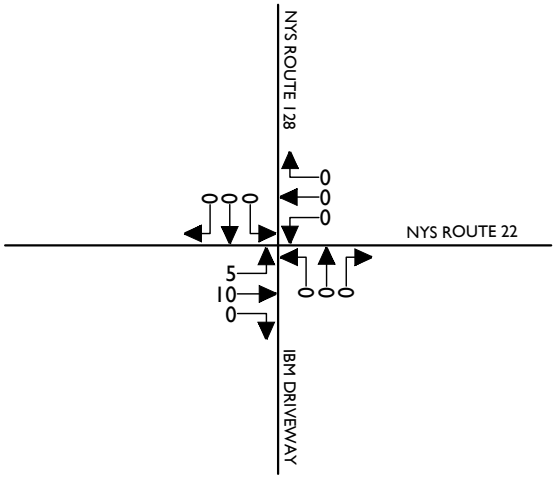

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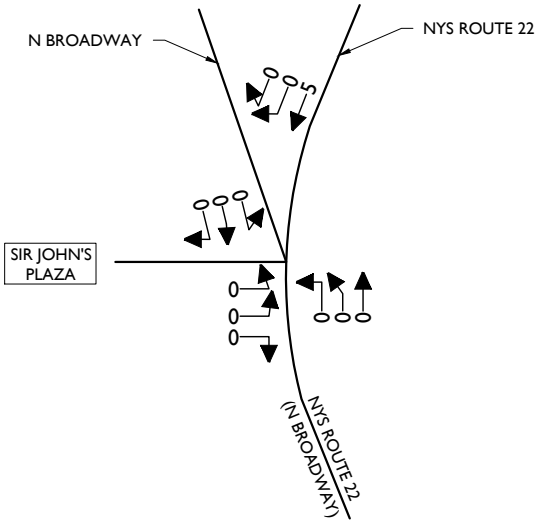

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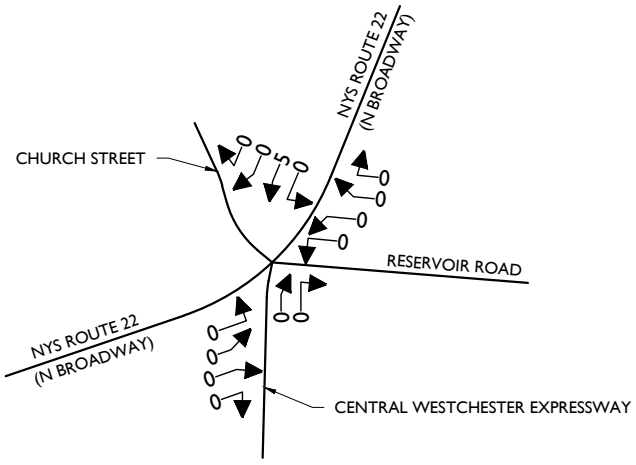

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SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
HOTEL / APARTMENTS
DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 25-A

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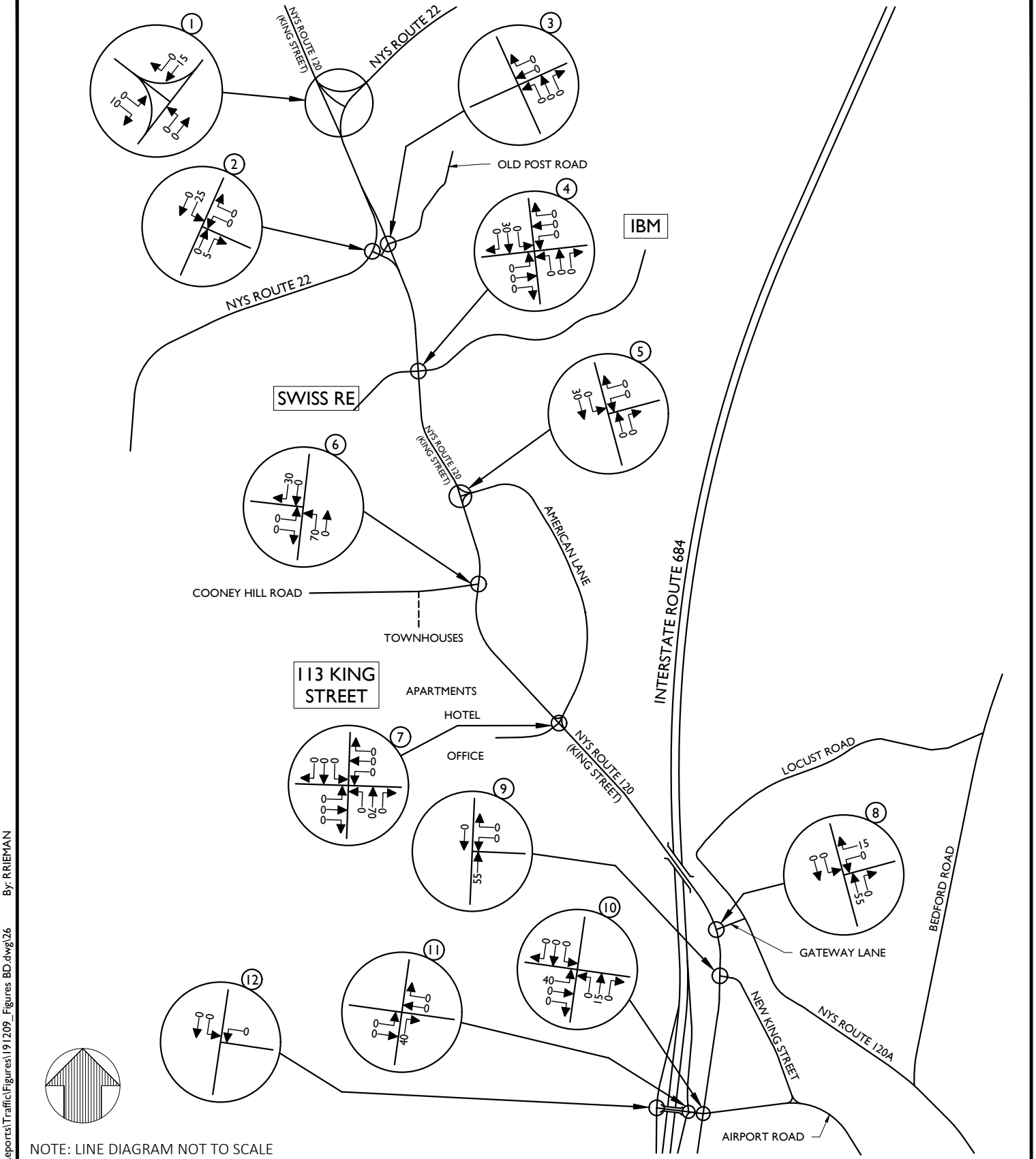

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18002018A	191209_FIGURES BD

SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
TOWNHOUSES
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 26

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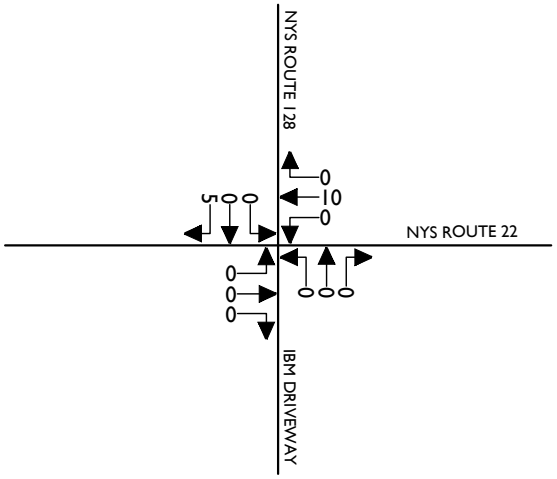

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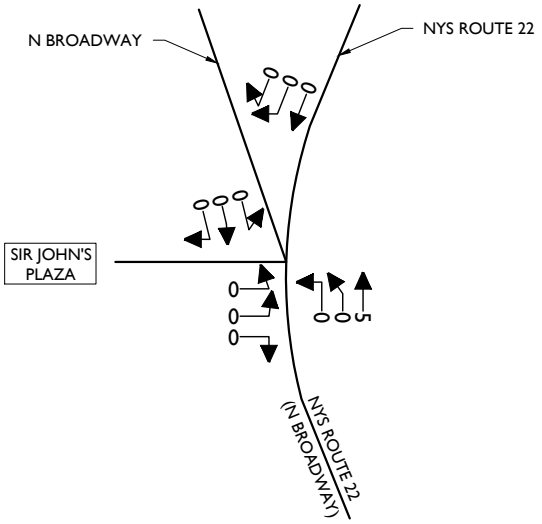

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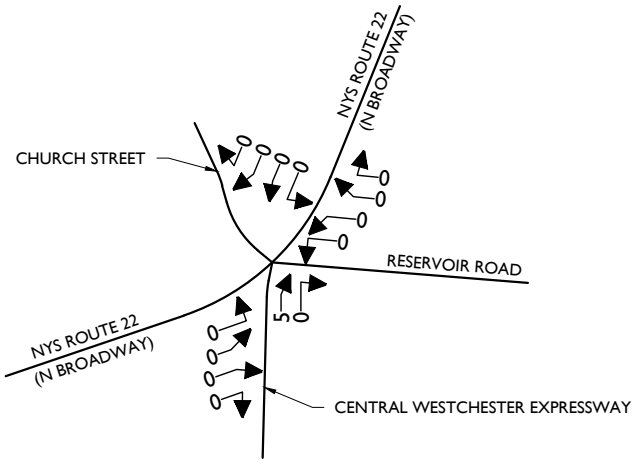

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SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
TOWNHOUSES
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 26-A

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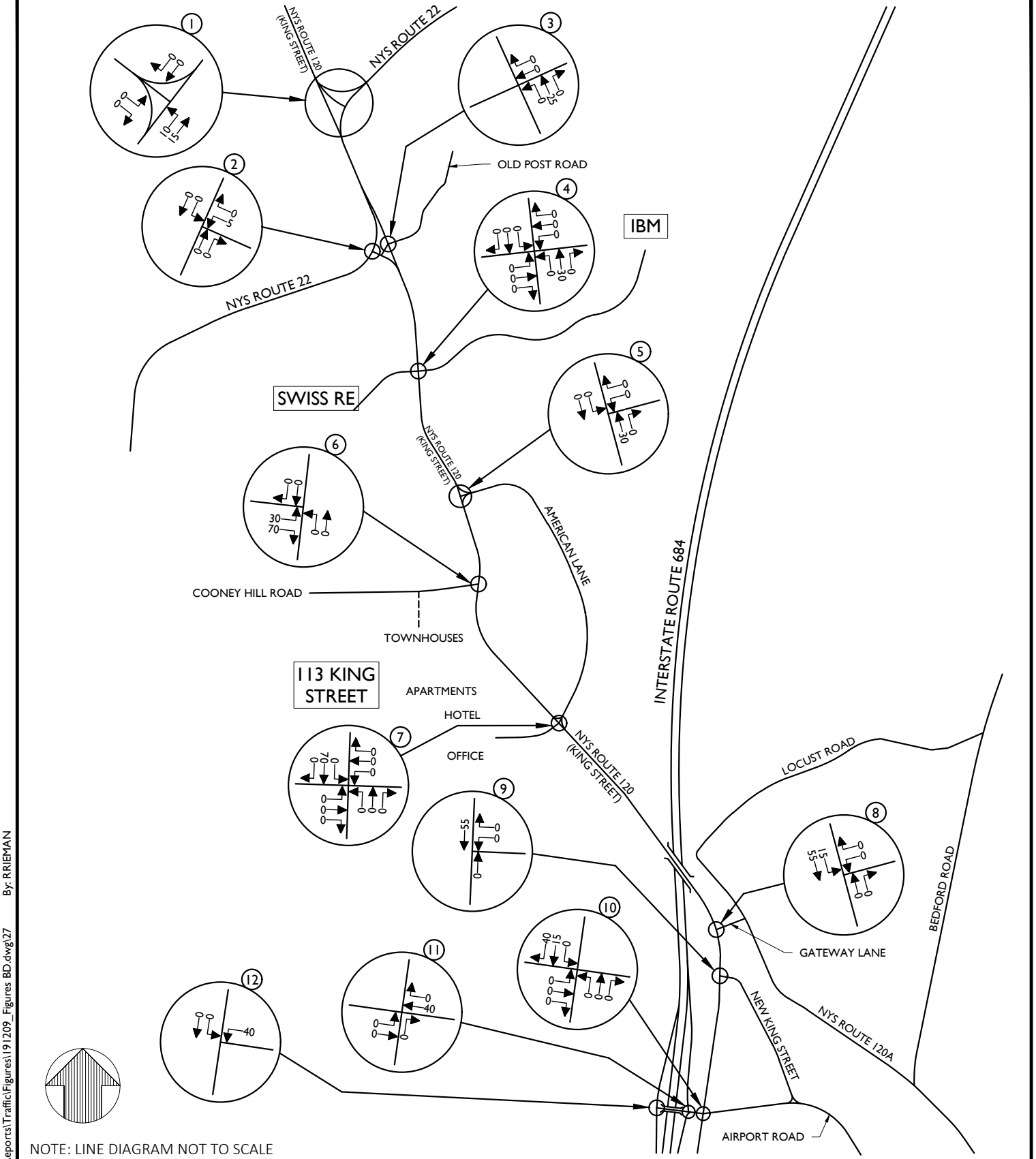

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PROJECT NUMBER:	DRAWING NAME:
18002018A	191209_FIGURES BD

SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
TOWNHOUSES
DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 27

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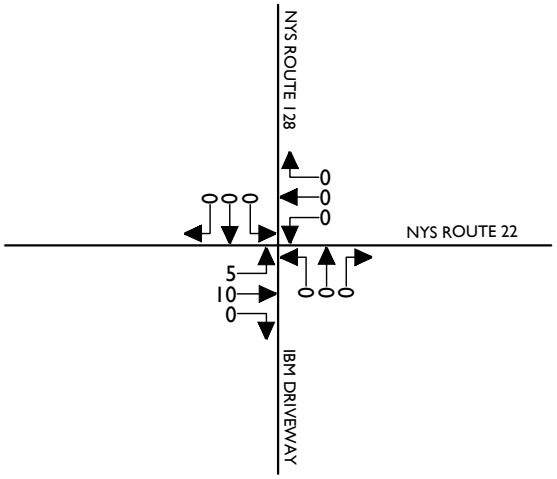

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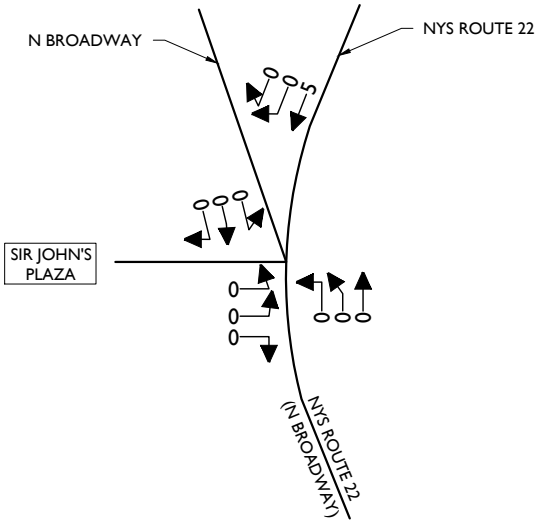

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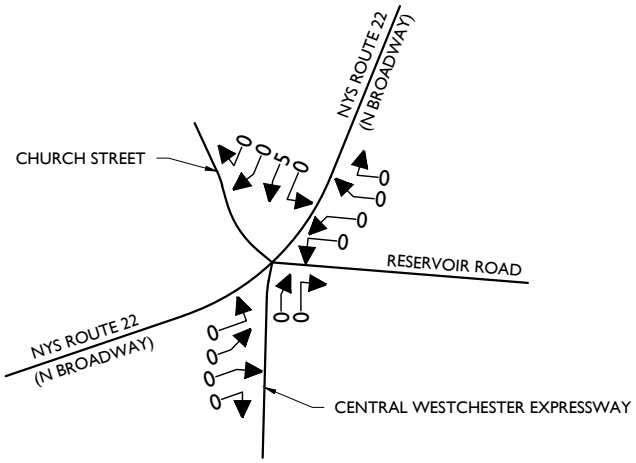

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DEPARTURE DISTRIBUTION

SHEET NUMBER:
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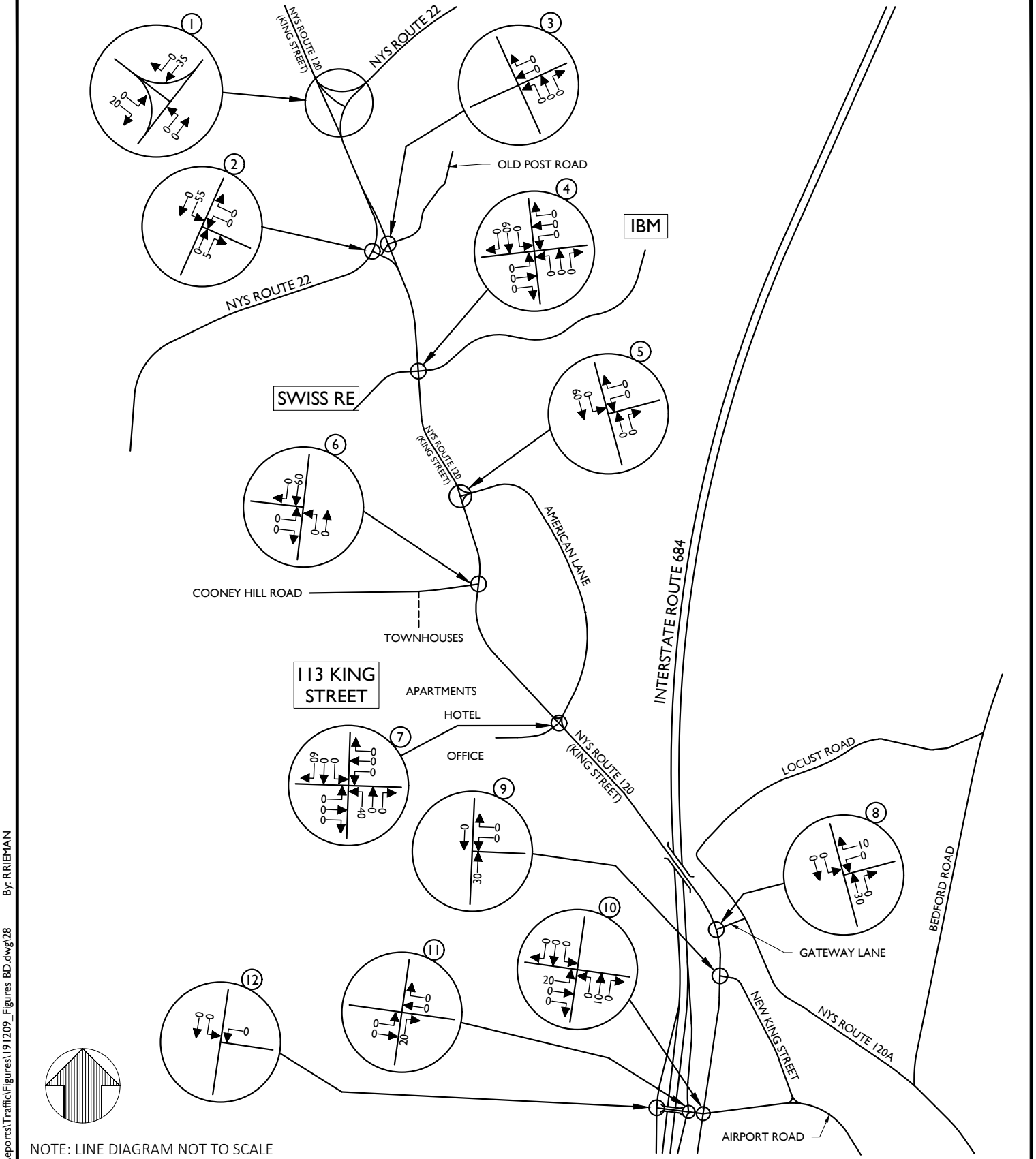

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SHEET TITLE:
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HOTEL / APARTMENTS
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 28

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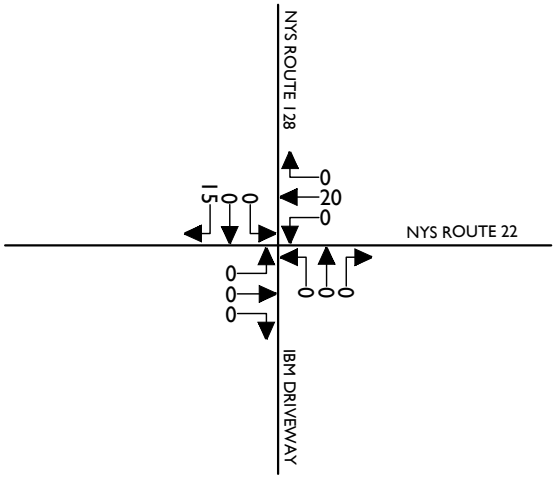

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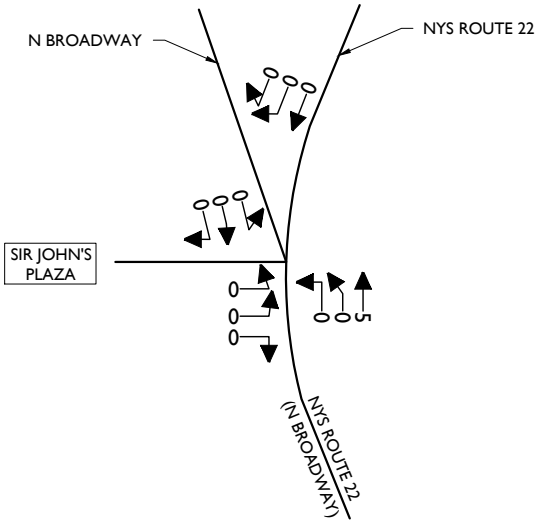

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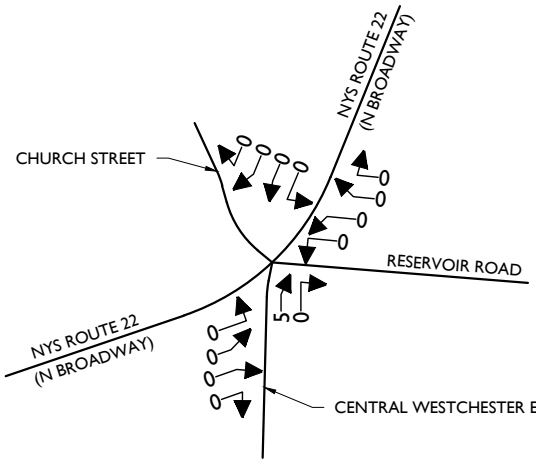

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FIGURE NO. 28-A

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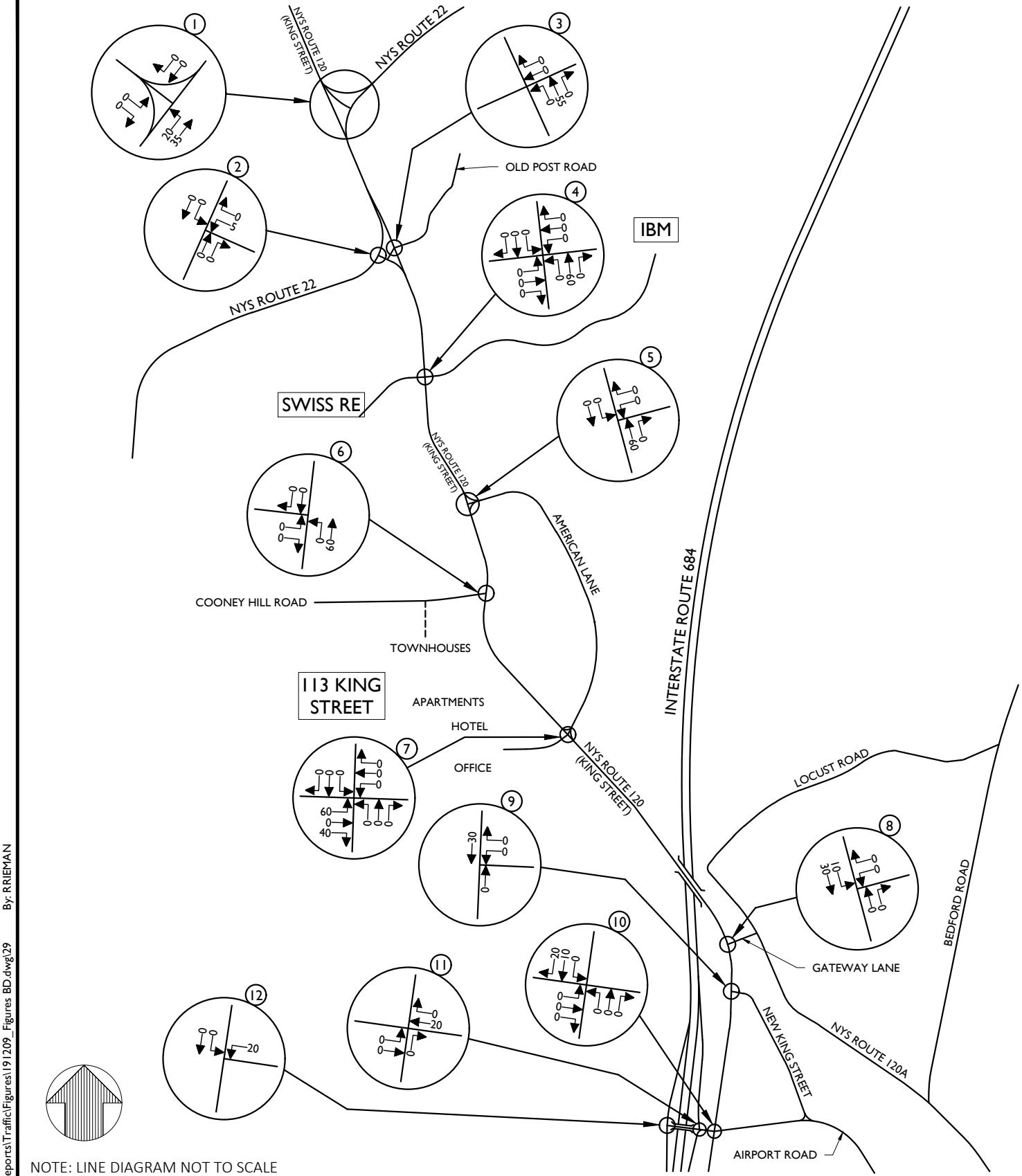

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FIGURE NO. 29

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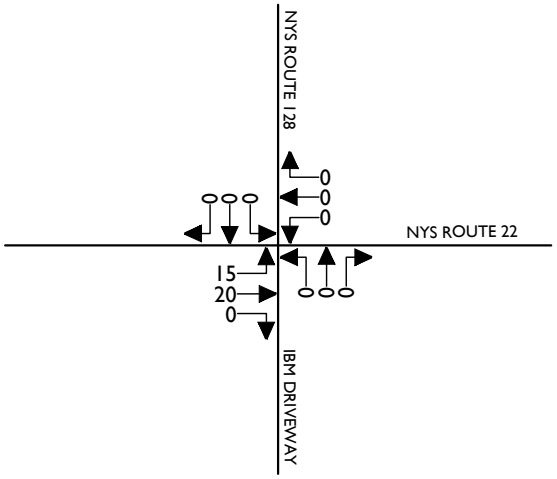

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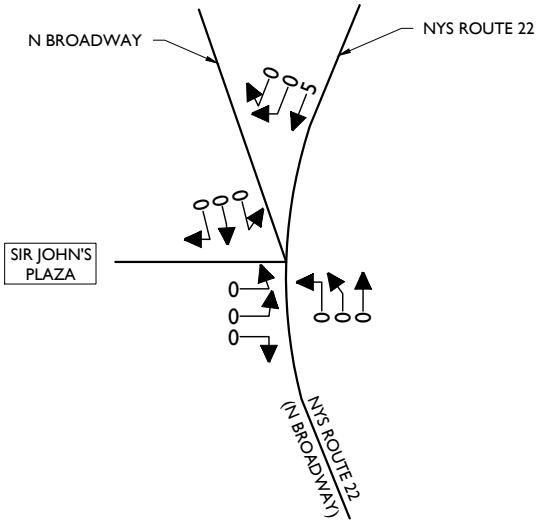

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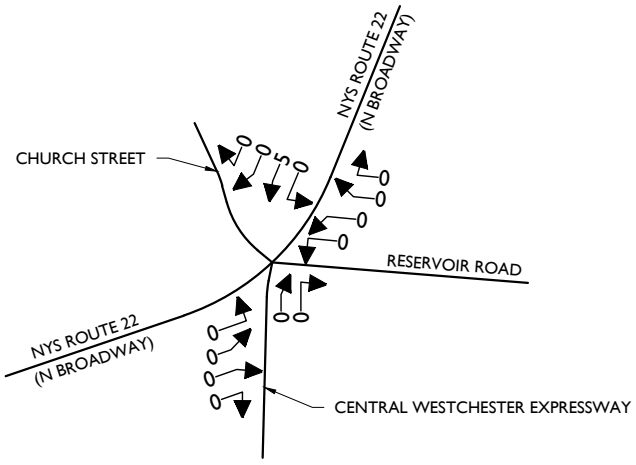

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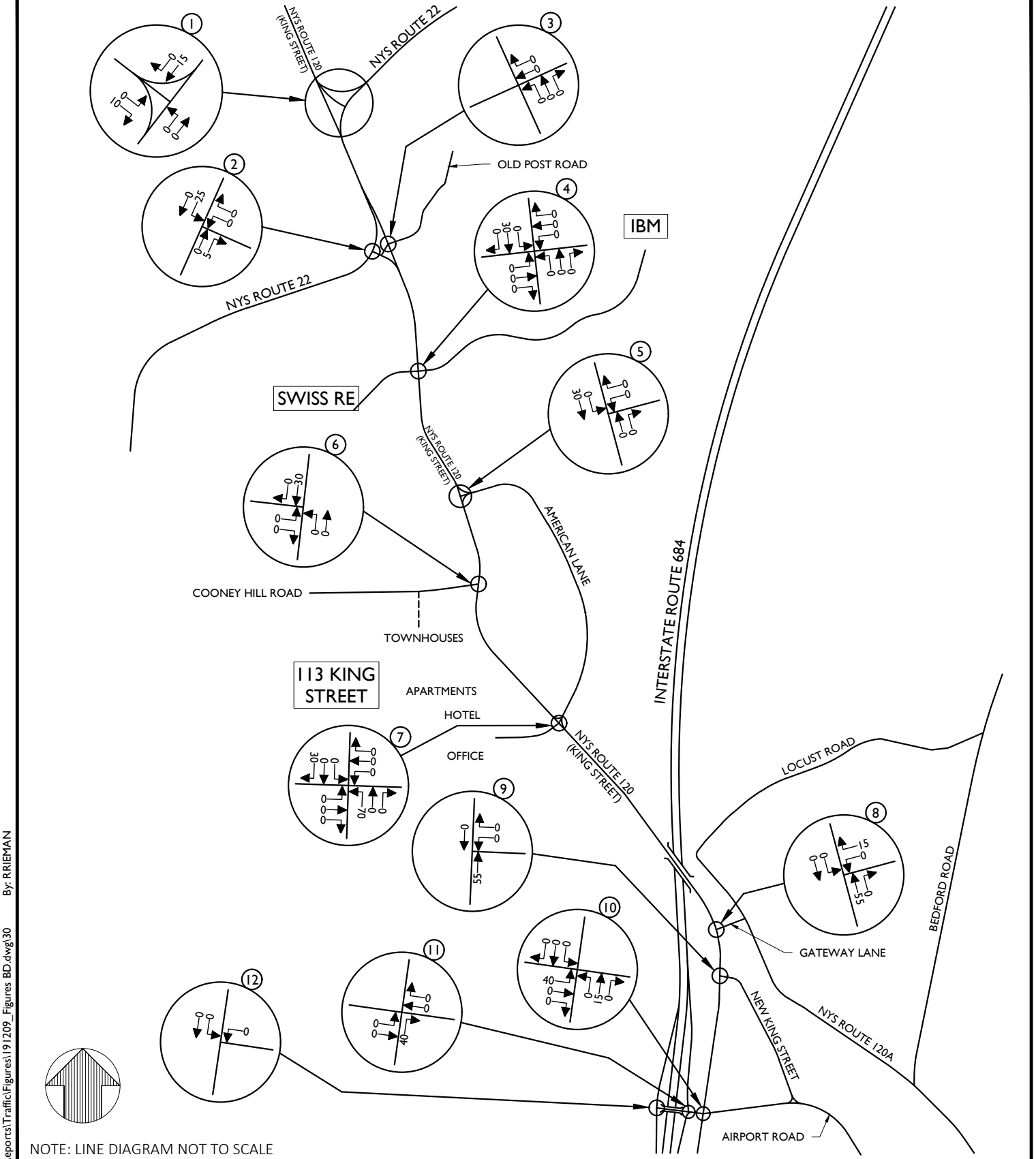

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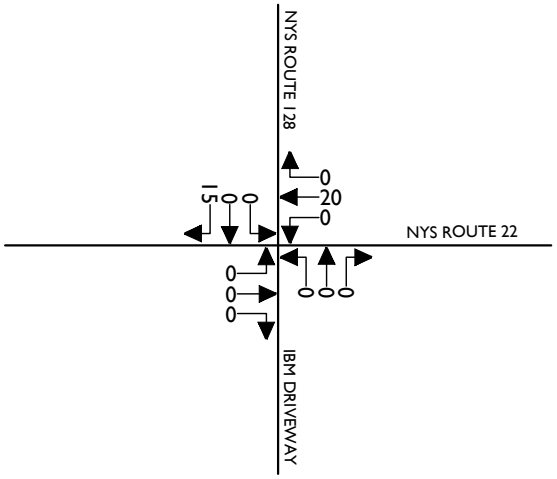

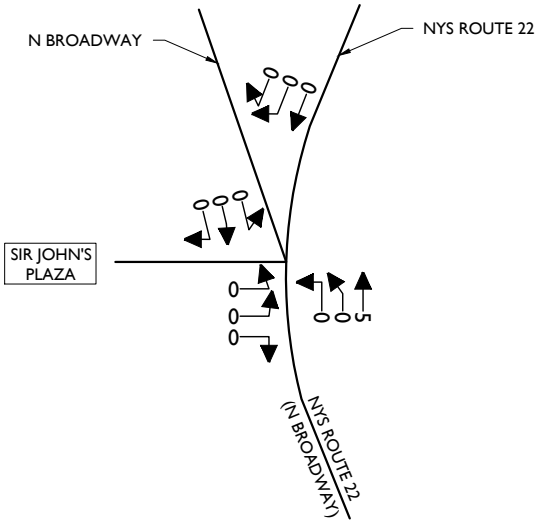

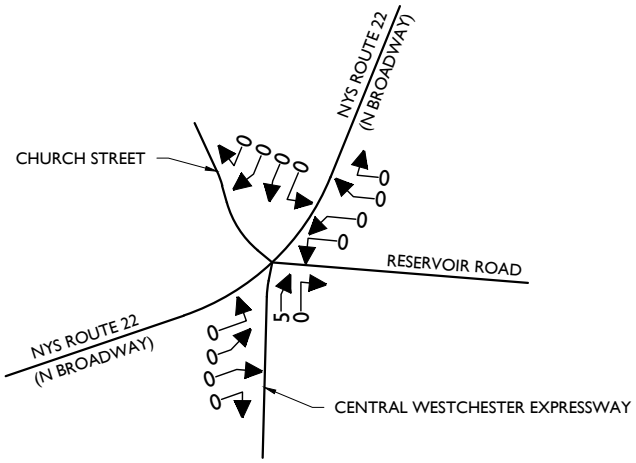

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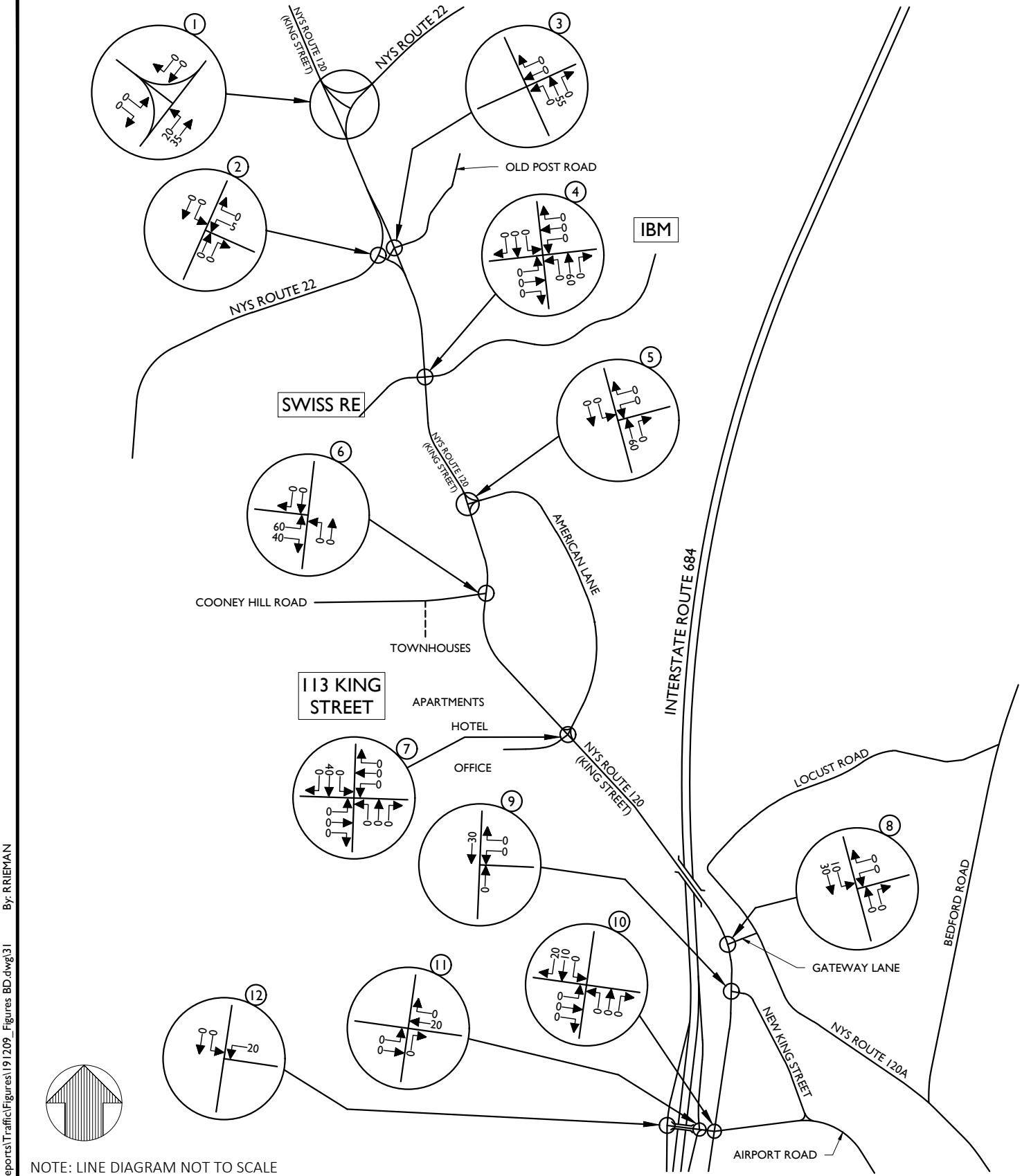

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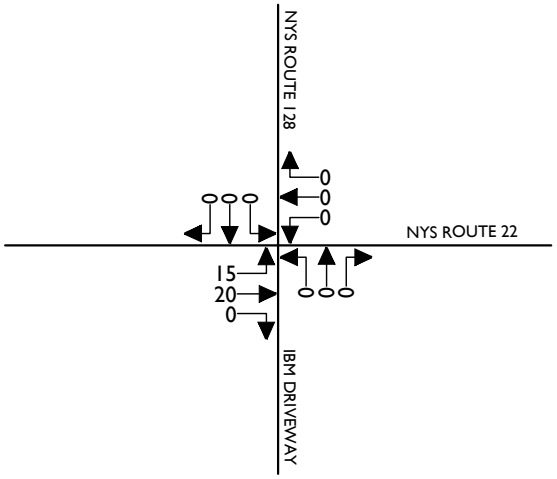
PROJECT NUMBER:	DRAWING NAME:
18002018A	191209_FIGURES BD

SHEET TITLE:
WEEKDAY PEAK MIDDAY HOUR
TOWNHOUSES
DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 31

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\31 By: RRIEMAN



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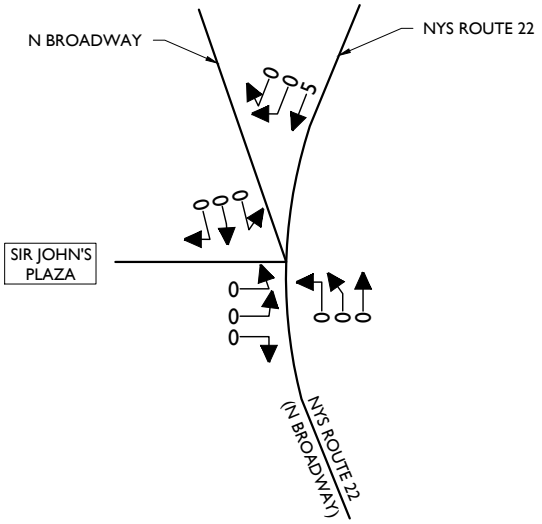

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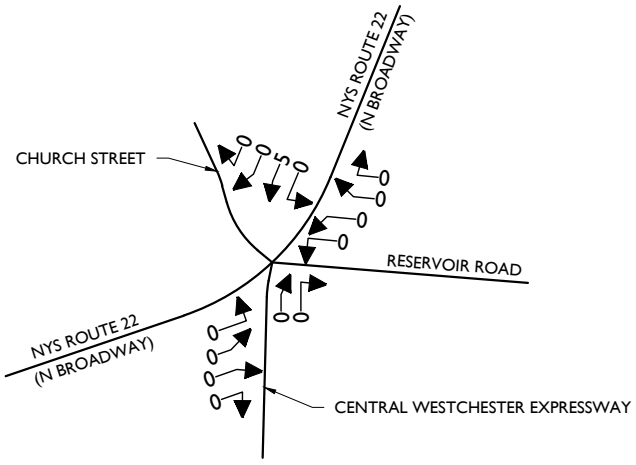

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DEPARTURE DISTRIBUTION

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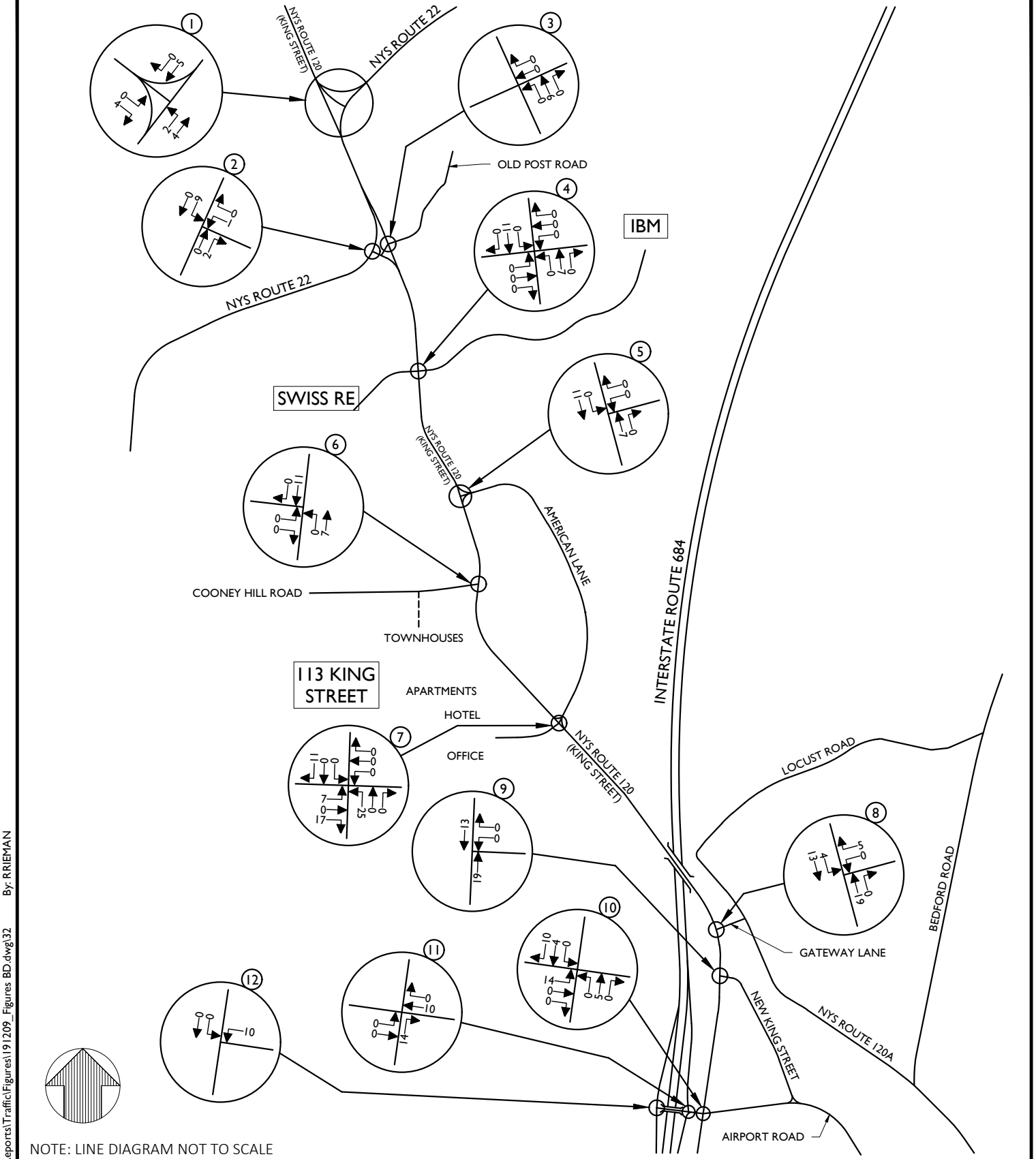
FIGURE NO. 31-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\31A By: RRIEMAN



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PROJECT NUMBER:	DRAWING NAME:
18002018A	191209_FIGURES BD

SHEET TITLE:
HOTEL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 32

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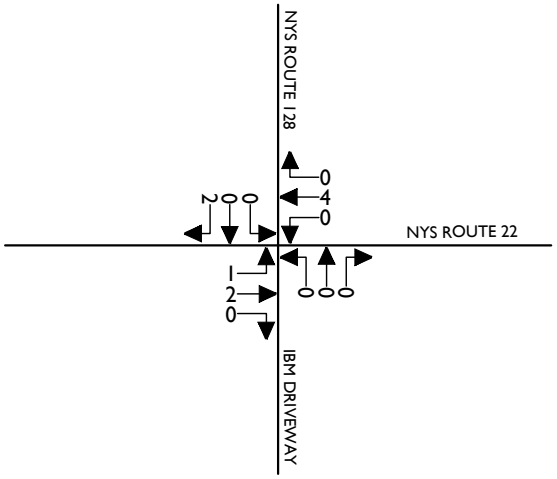

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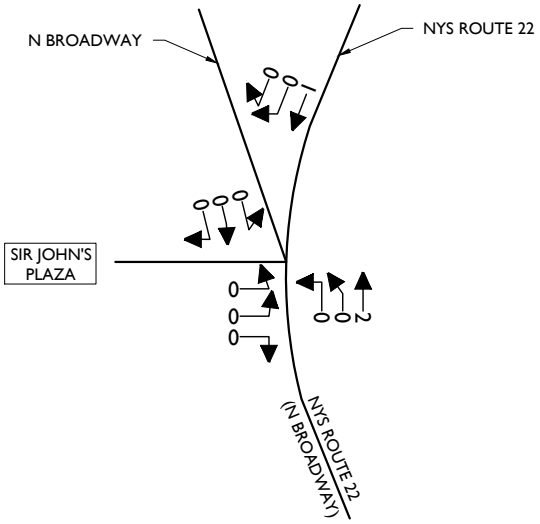

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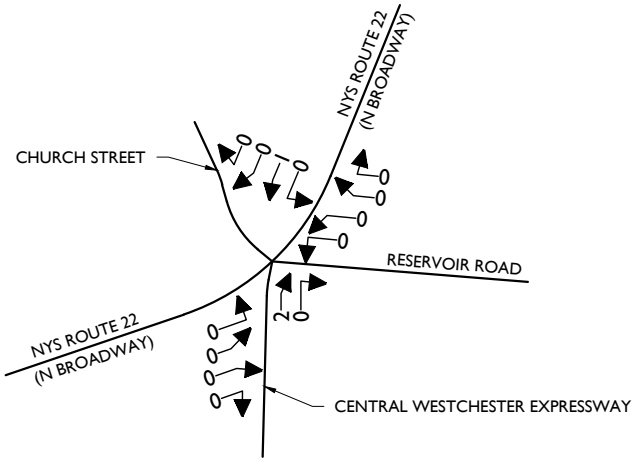

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SHEET TITLE:
HOTEL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 32-A

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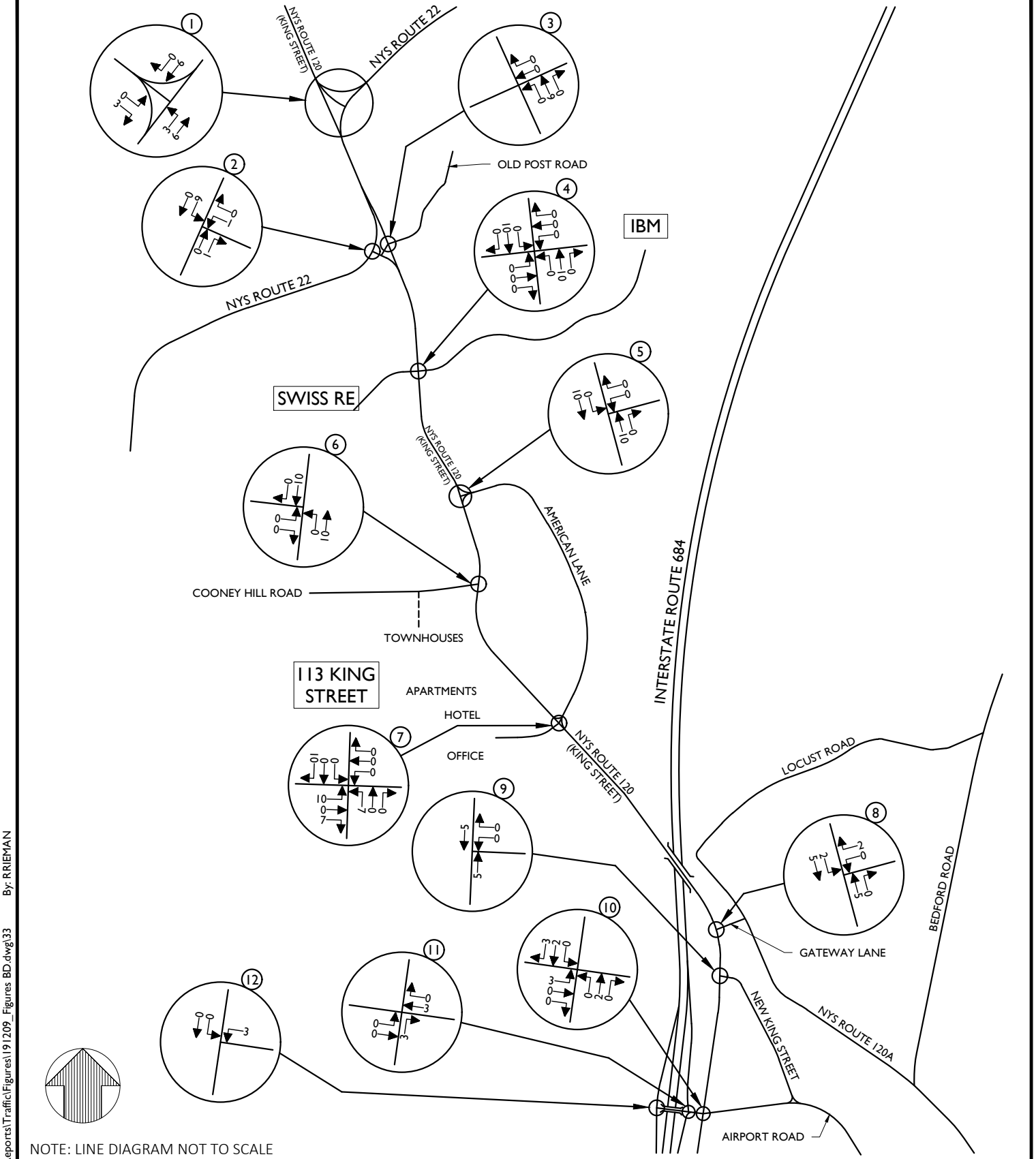

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SHEET TITLE:
HOTEL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 33

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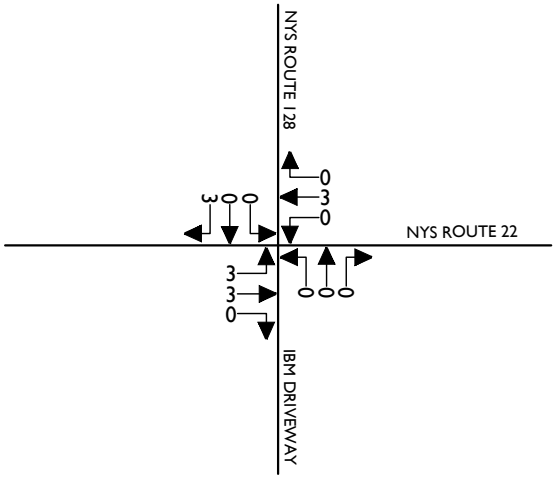

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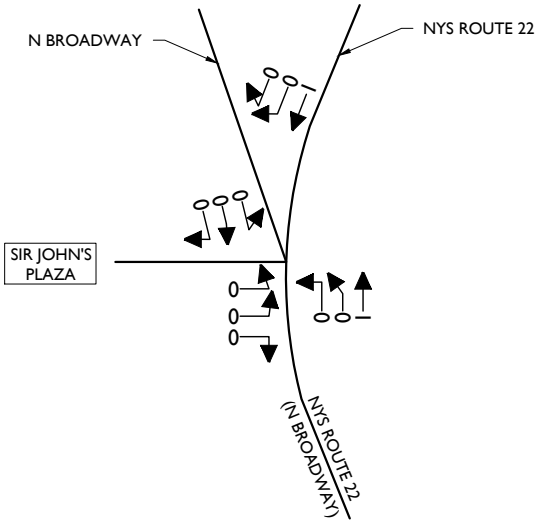

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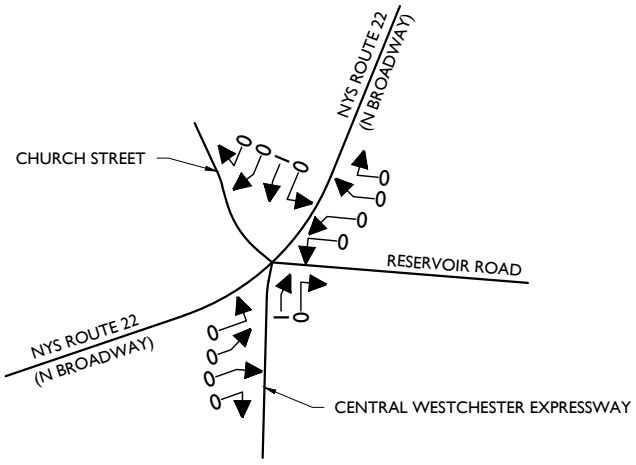

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WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 33-A

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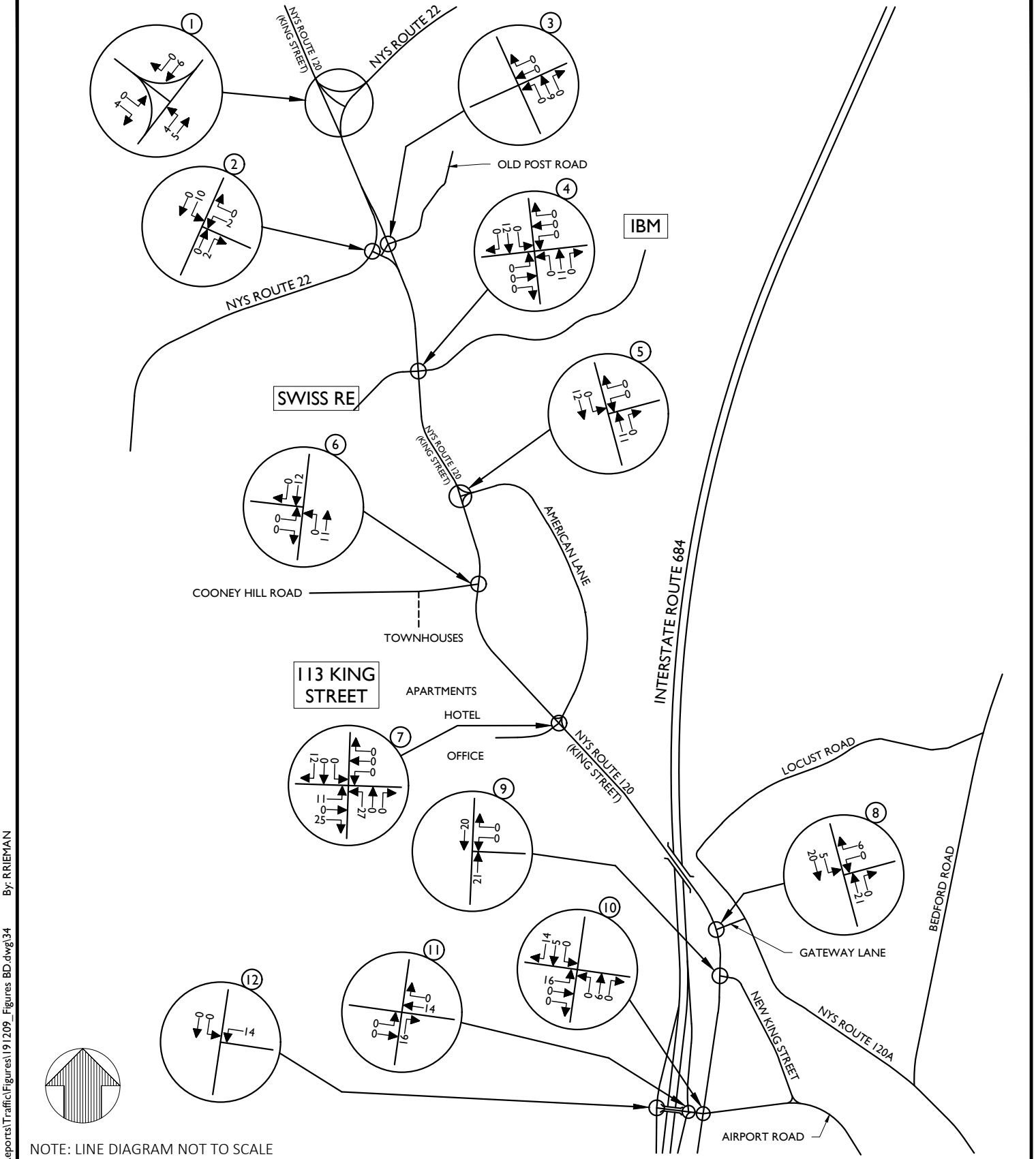

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SHEET TITLE:
HOTEL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 34

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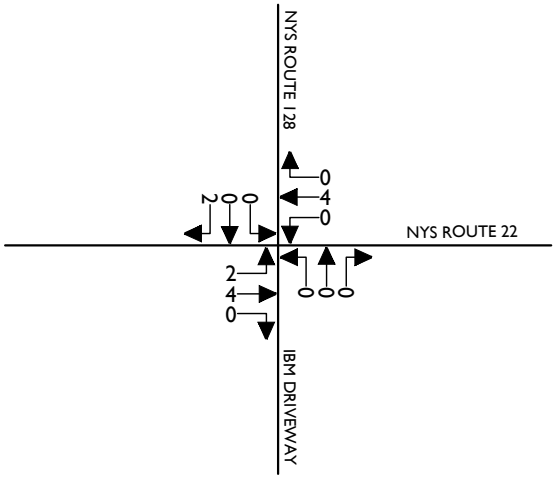

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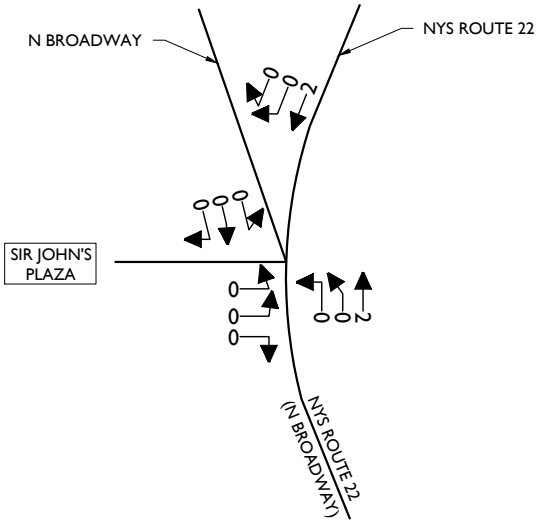

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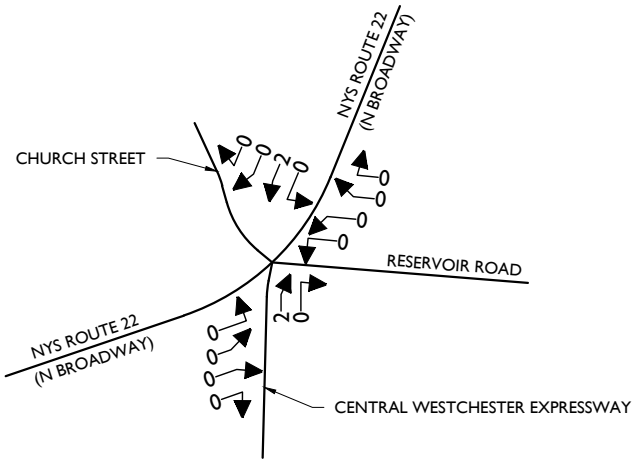

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SHEET TITLE:
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 34-A

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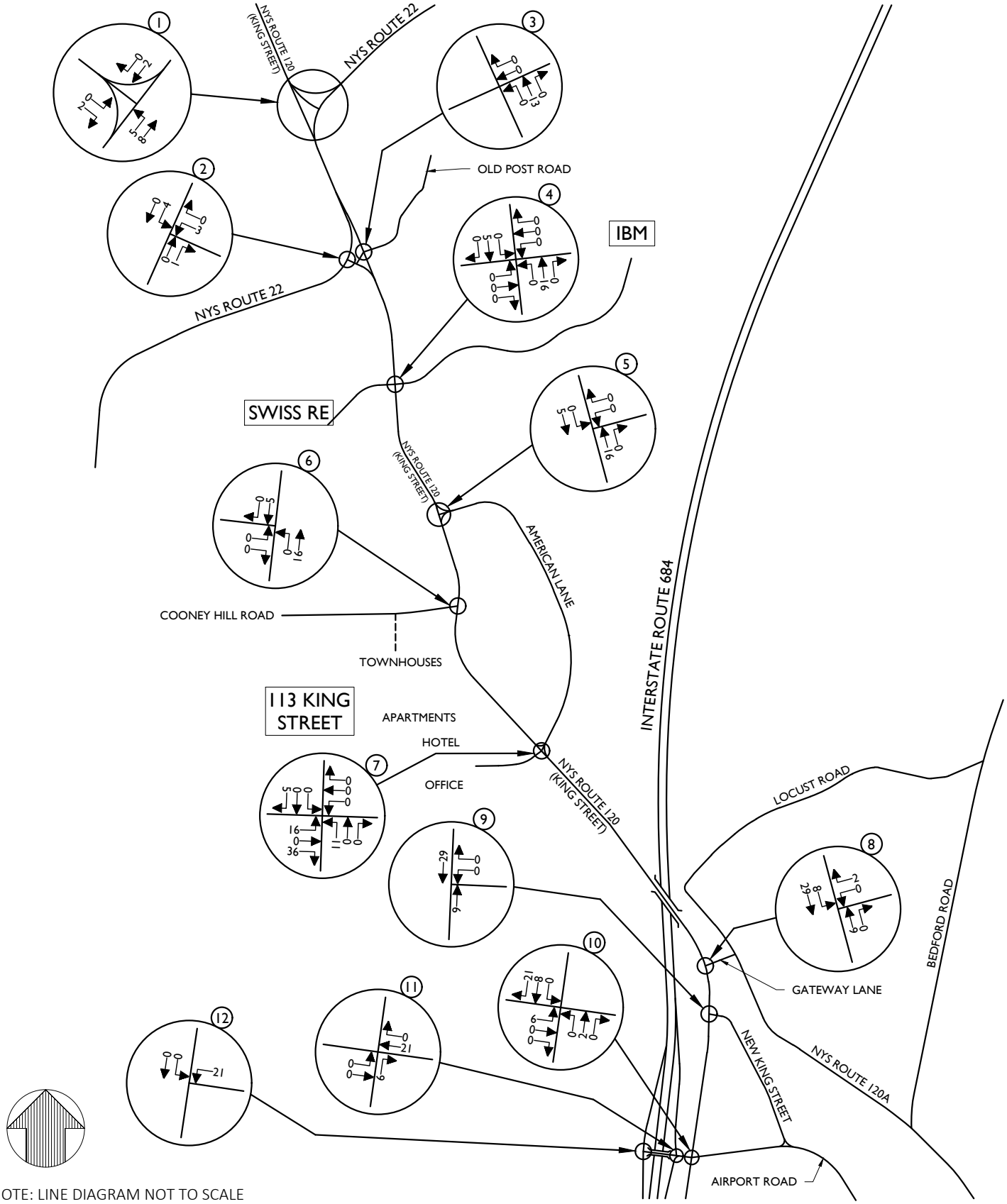

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SHEET TITLE:
APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 35

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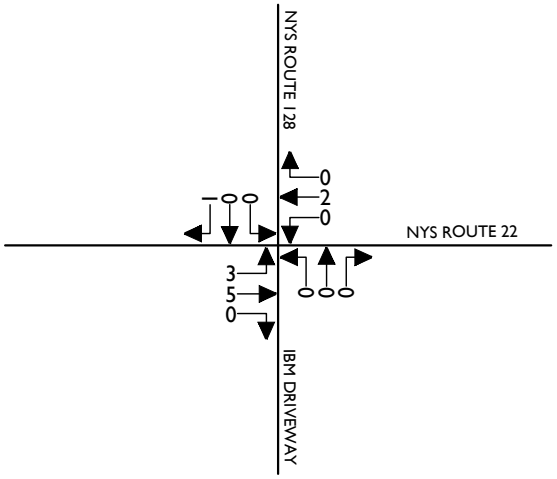

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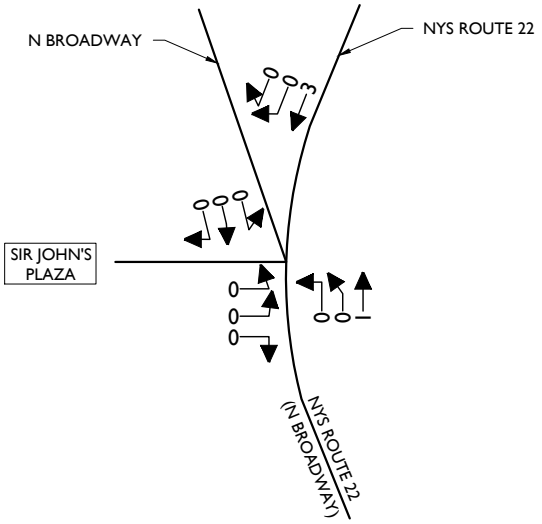

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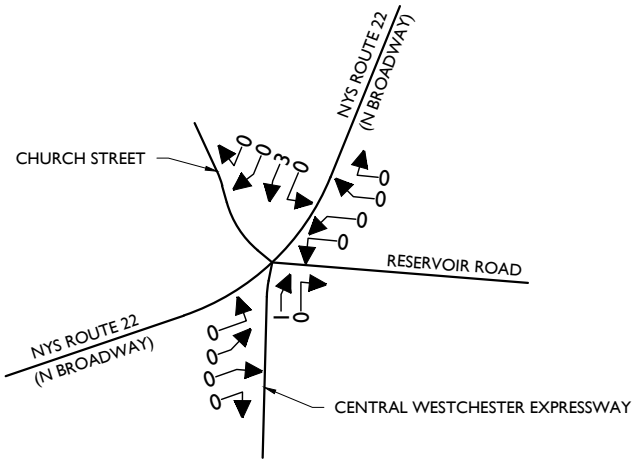

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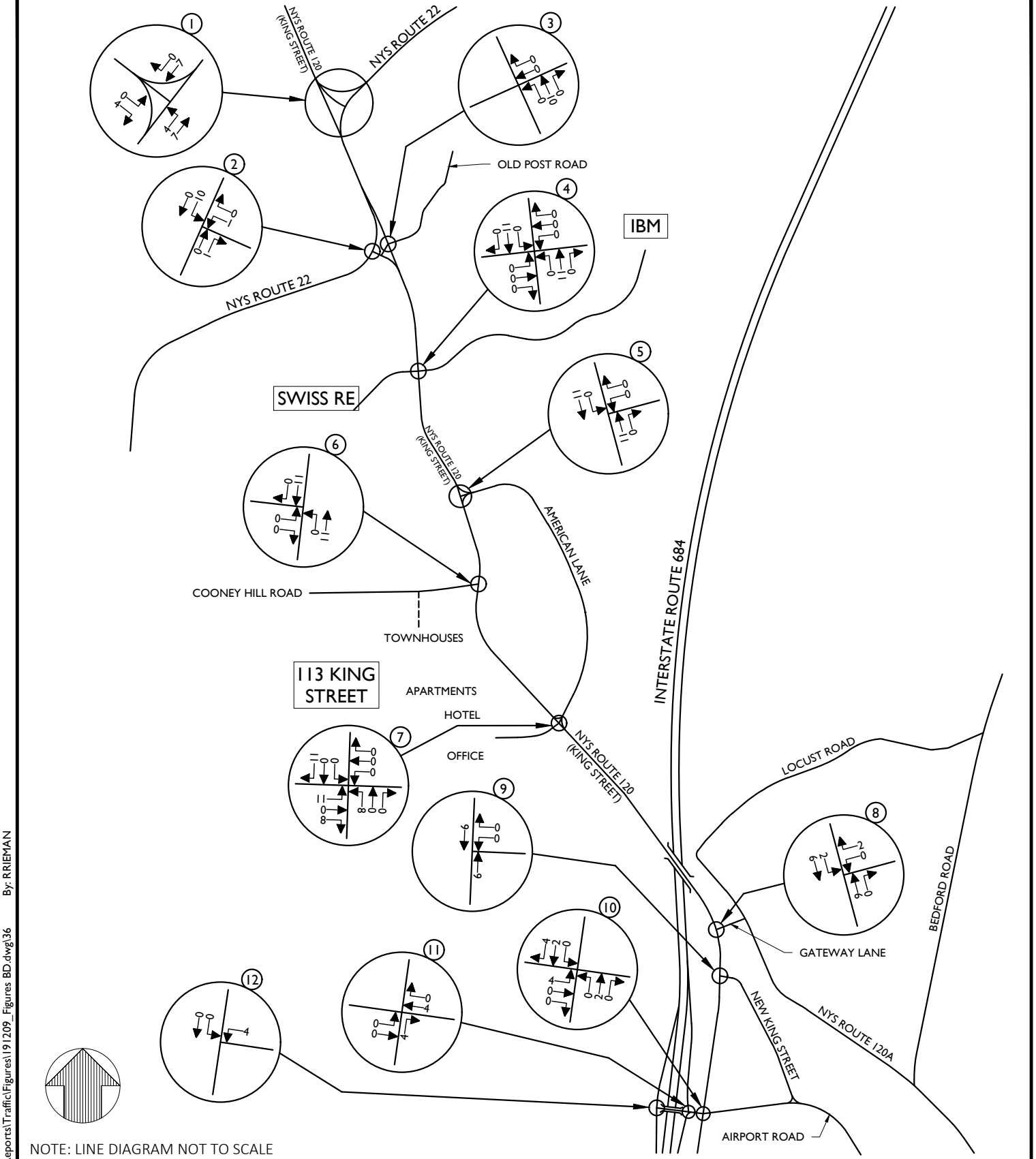
18002018A	191209_FIGURES BD

SHEET TITLE:
APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 35-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\35A By: RRIEMAN



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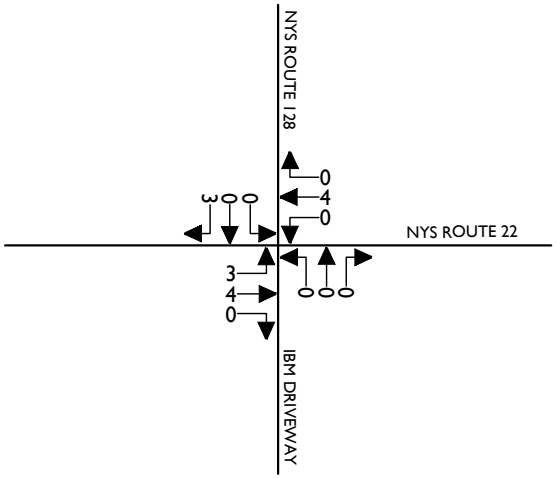
APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 36

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\36 By: RRIEMAN



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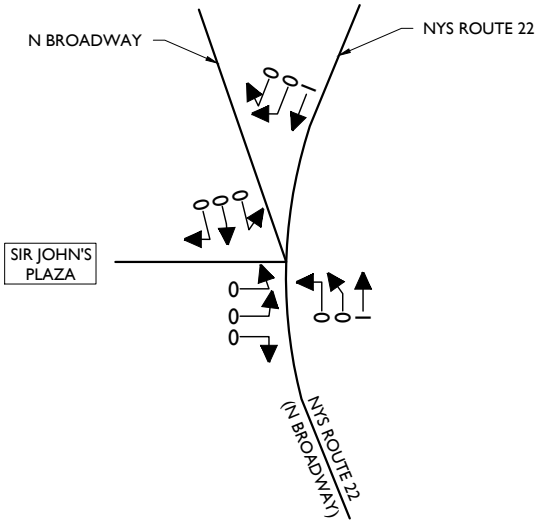

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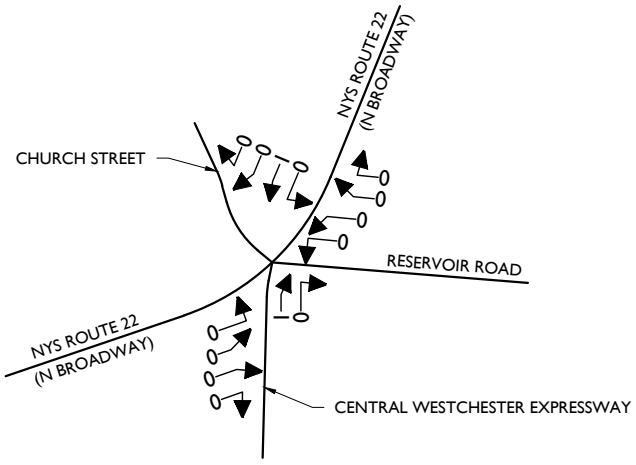

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SHEET TITLE:
APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 36-A

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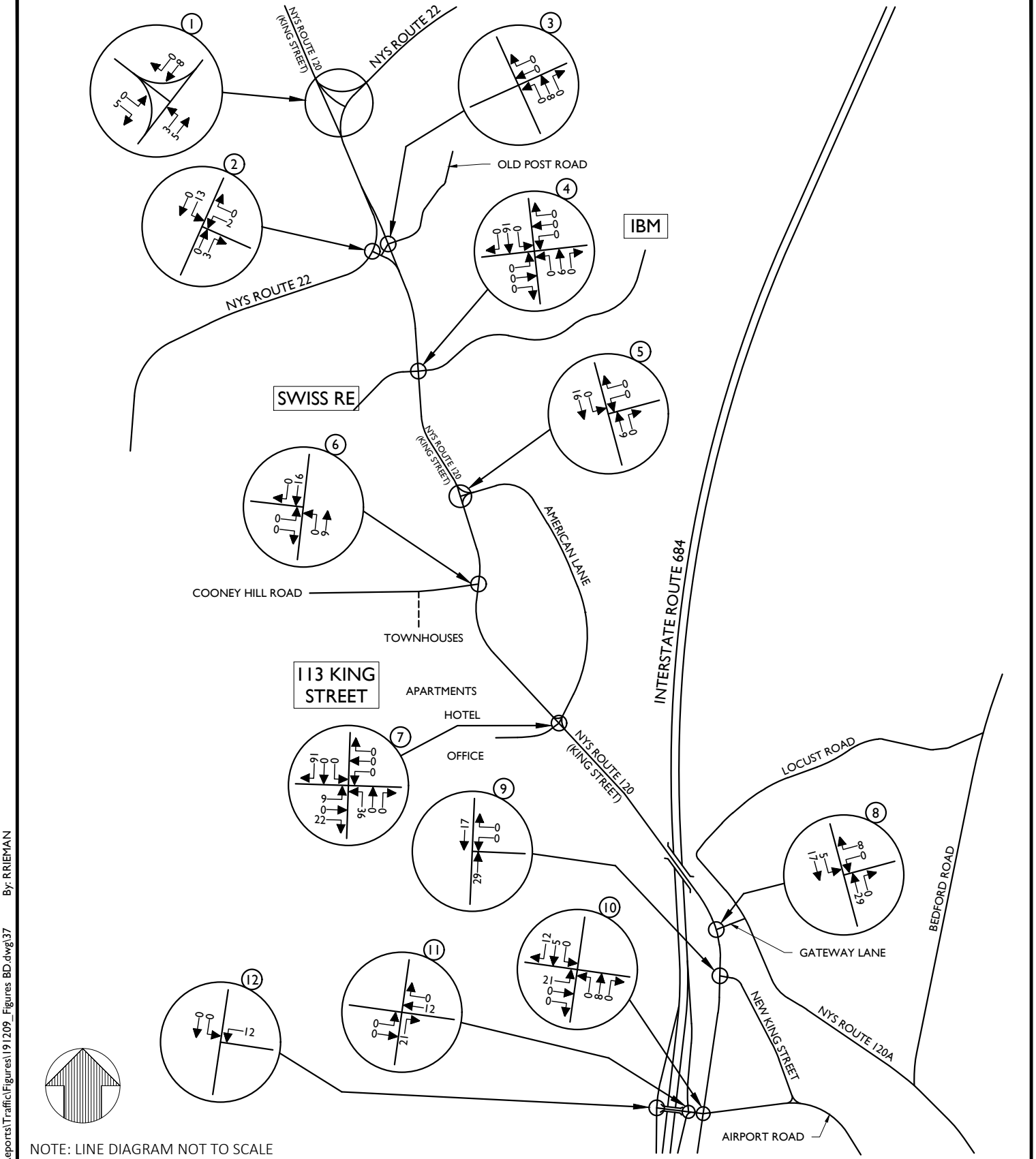

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APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 37

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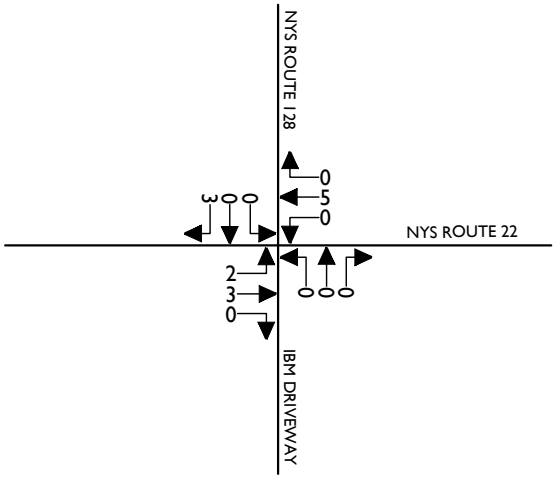

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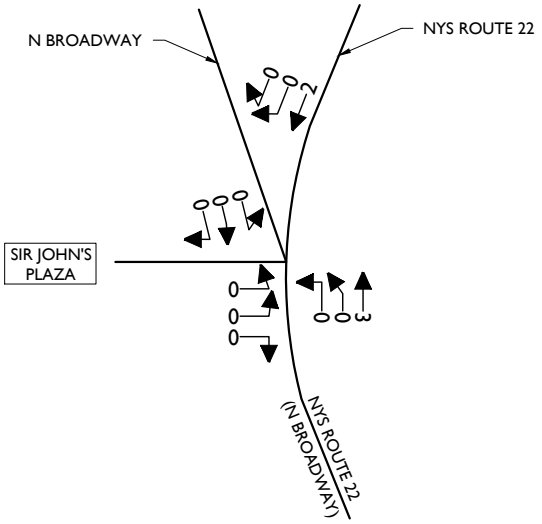

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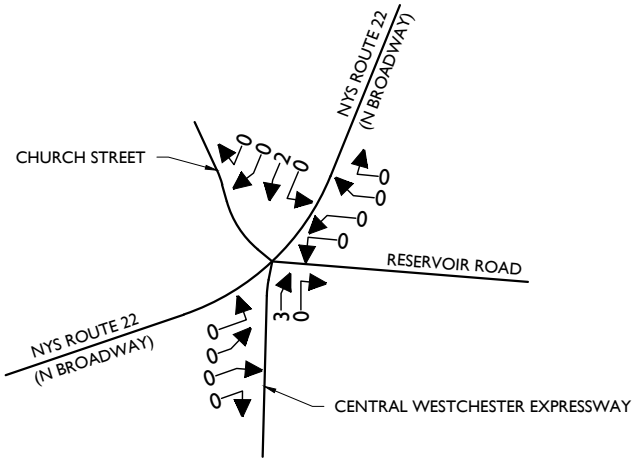

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WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 37-A

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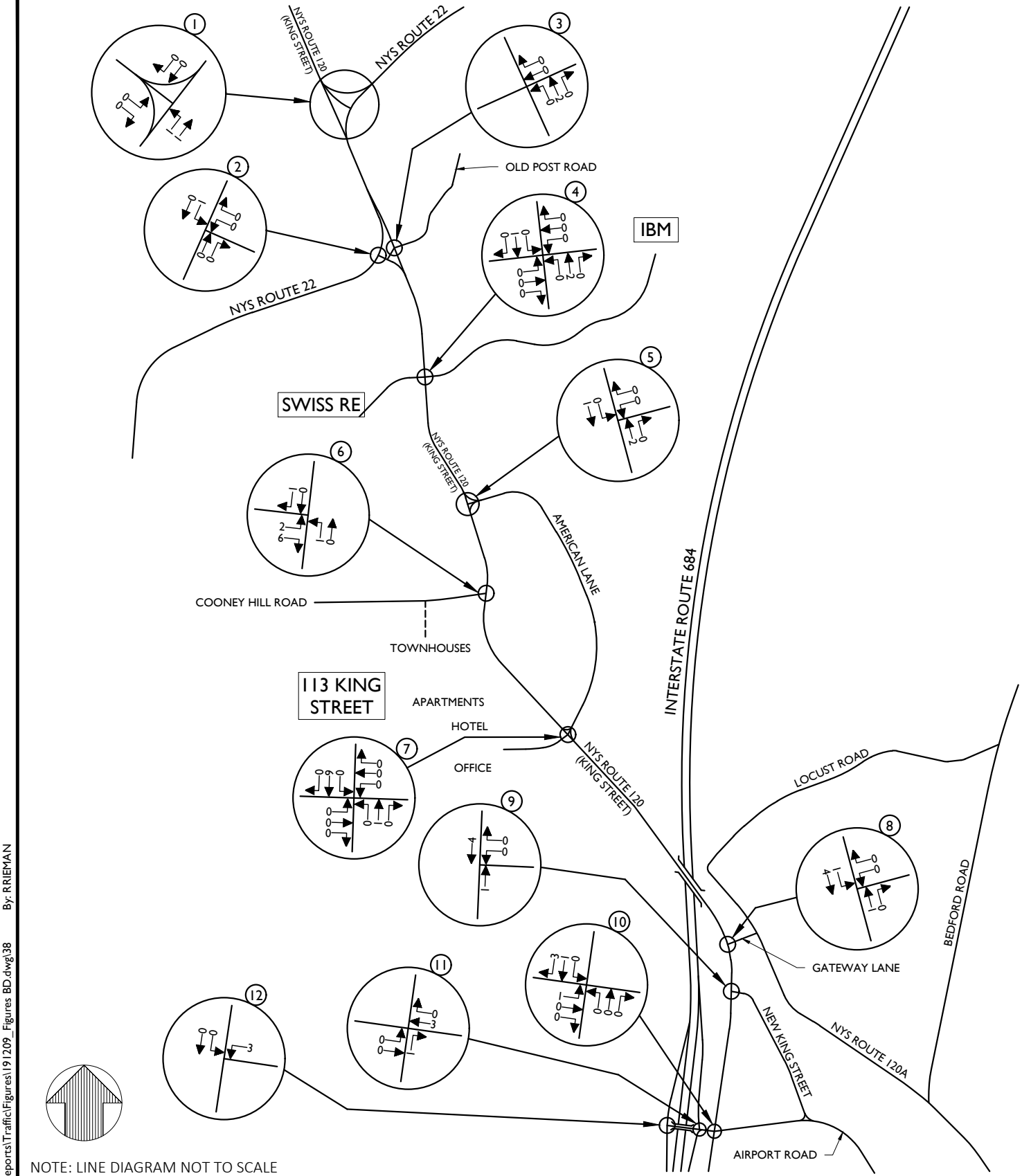

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TOWNHOUSES
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 38

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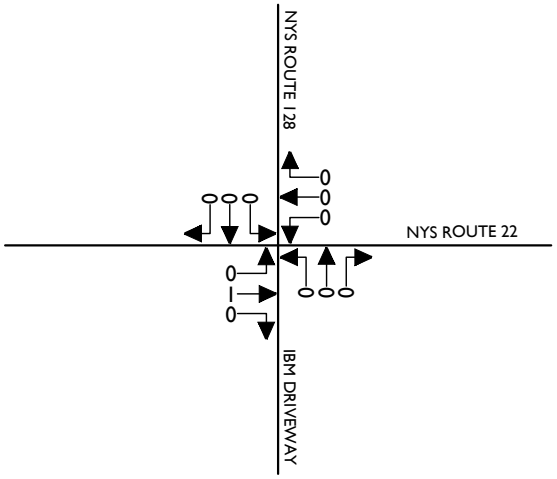

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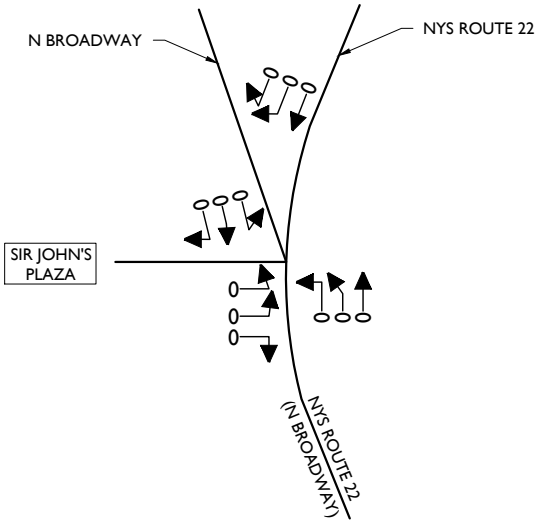

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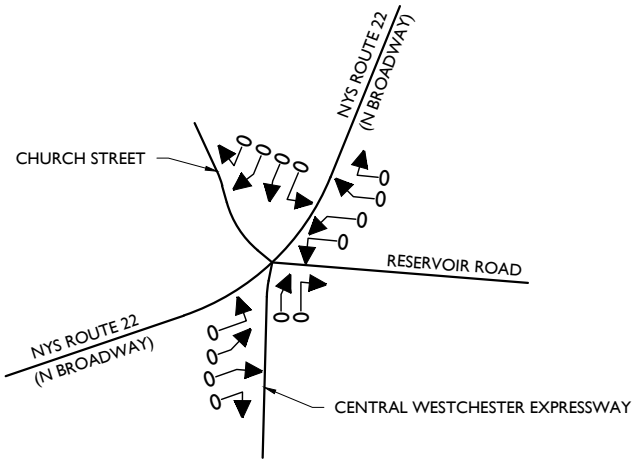

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SHEET NUMBER:
FIGURE NO. 38-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\38A By: RRIEMAN

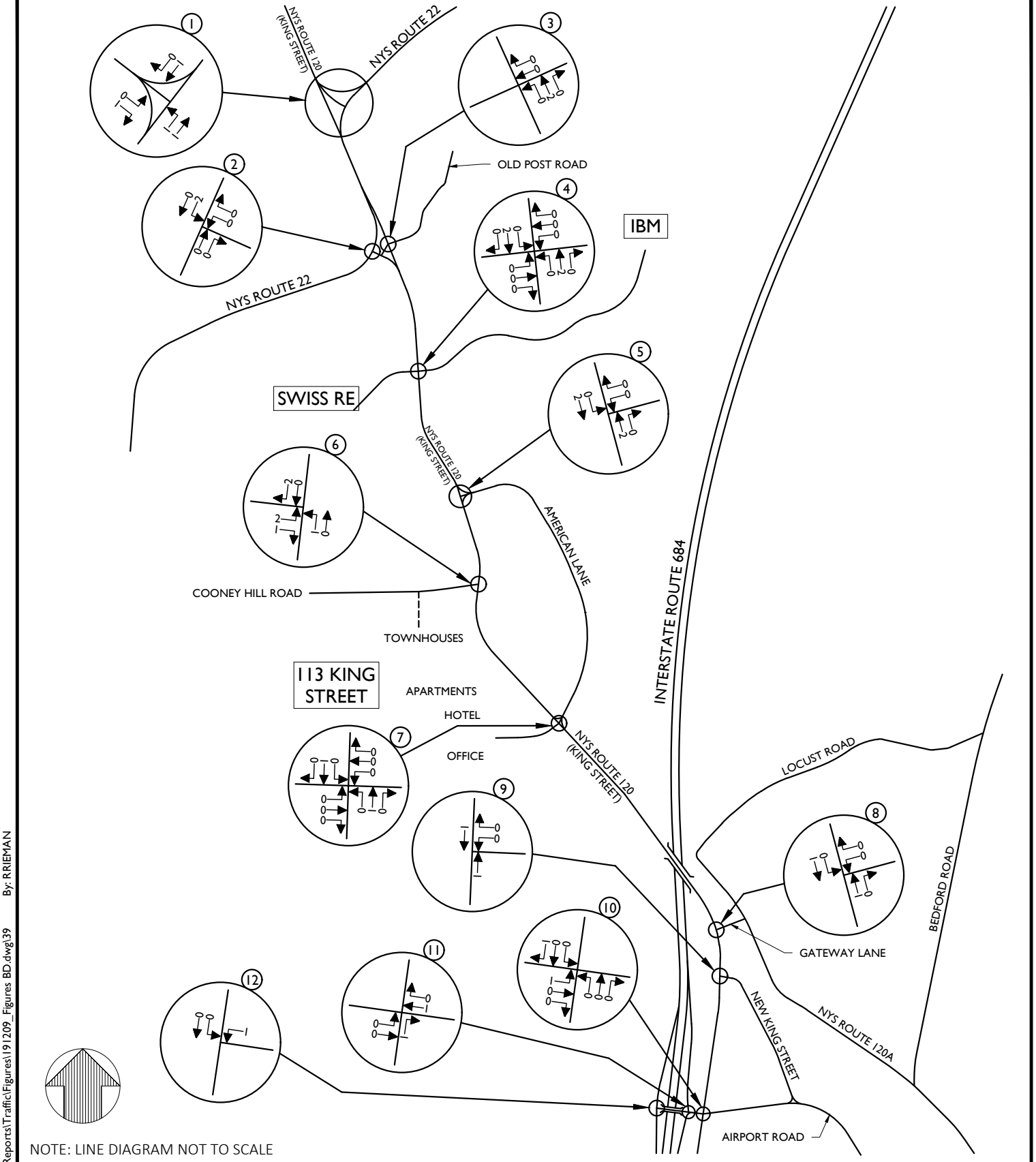

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FIGURE NO. 39

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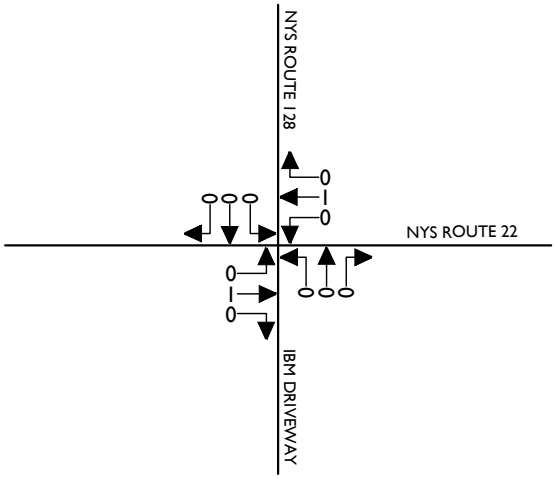

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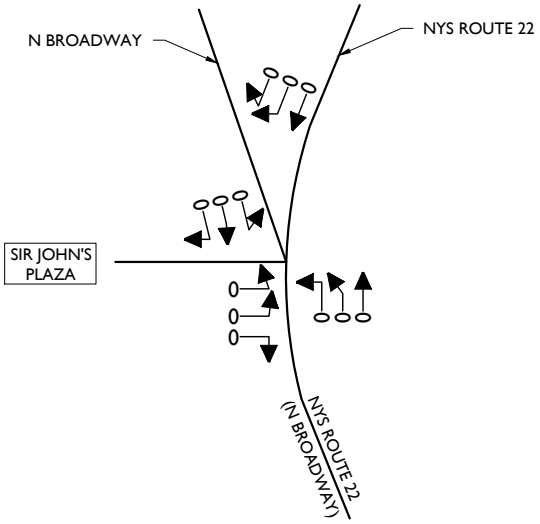

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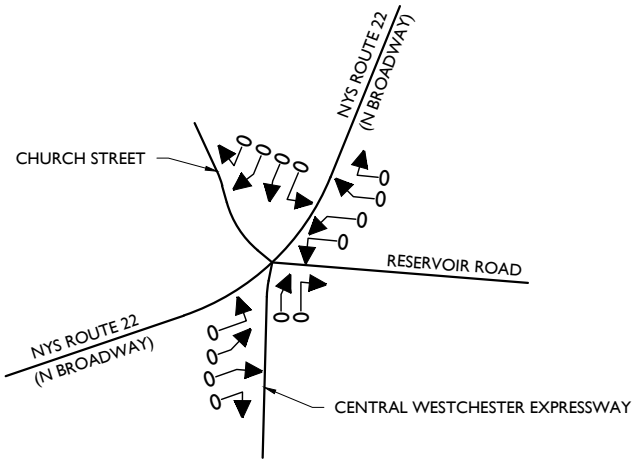

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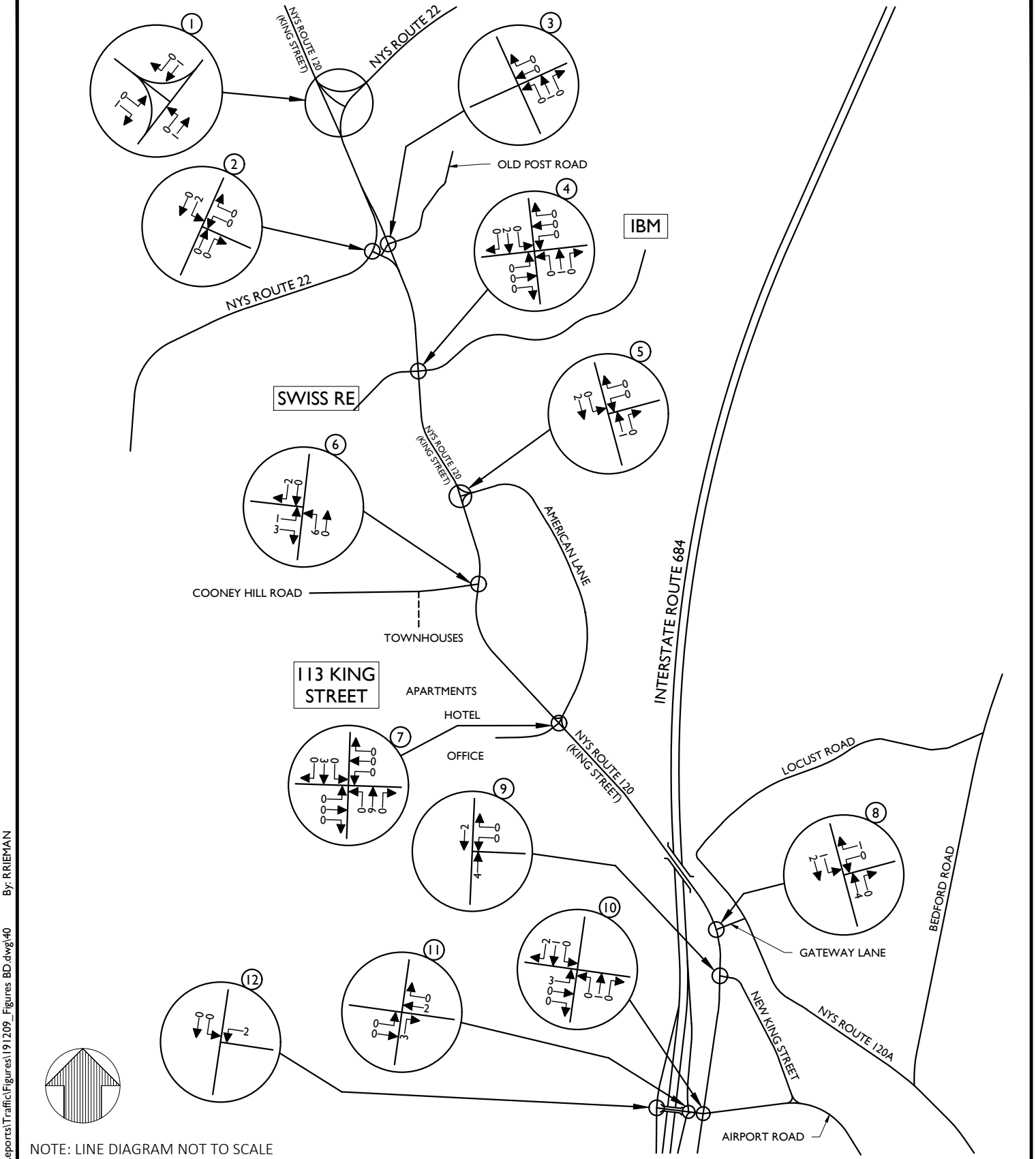
PROJECT NUMBER:	DRAWING NAME:
18002018A	191209_FIGURES BD

SHEET TITLE:
TOWNHOUSES
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 39-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\39A By: RRIEMAN



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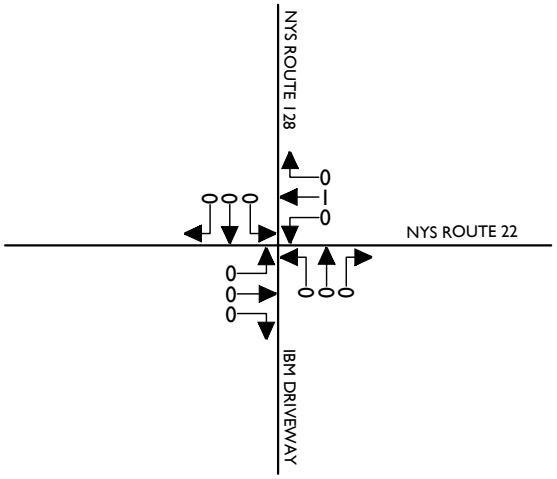
SHEET TITLE:
TOWNHOUSES
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 40

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\40 By: RRIEMAN



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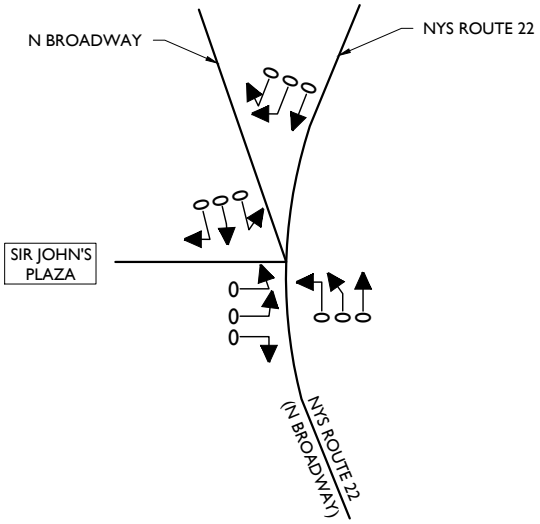

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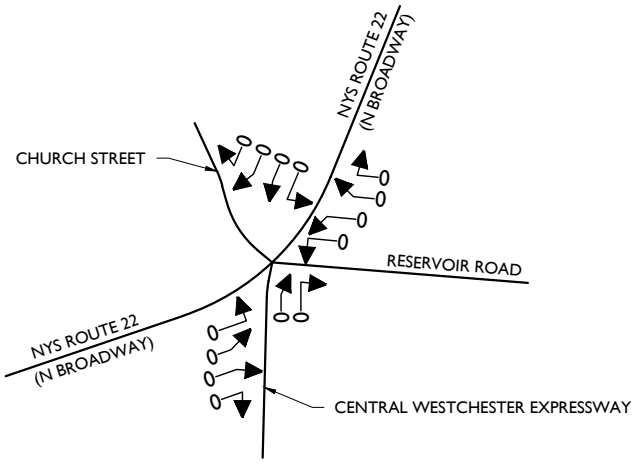

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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 40-A

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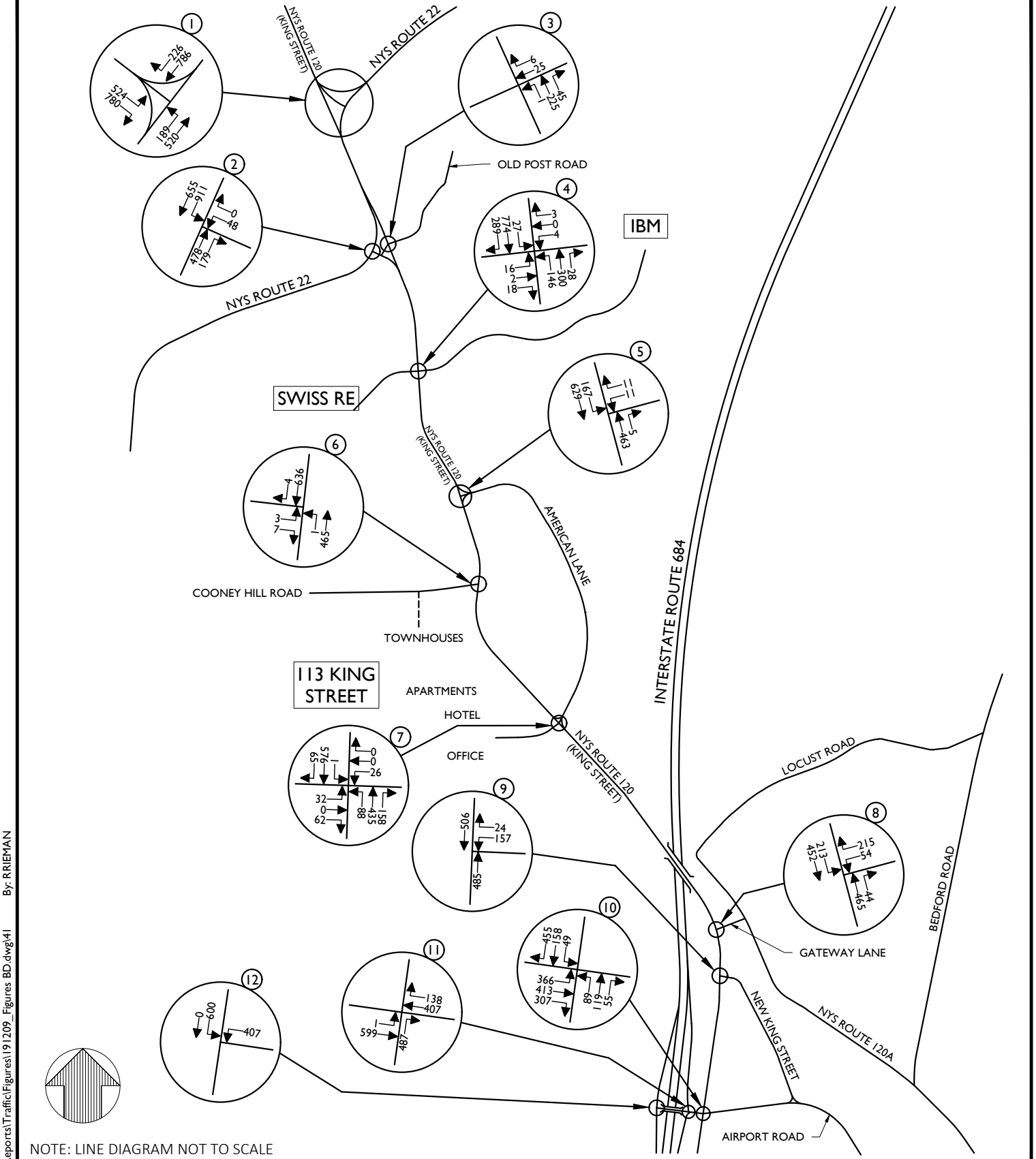

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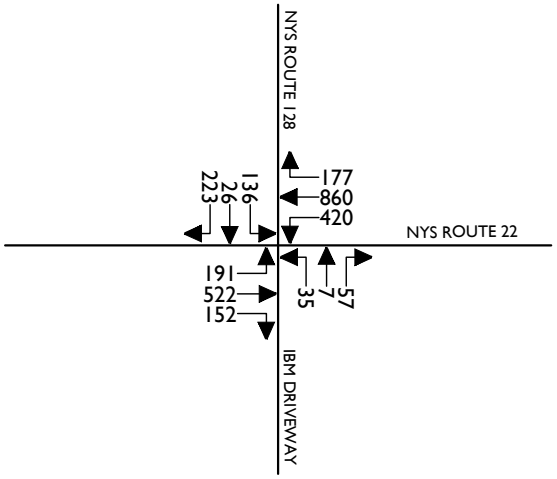
SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 41

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\41 By: RRIEMAN



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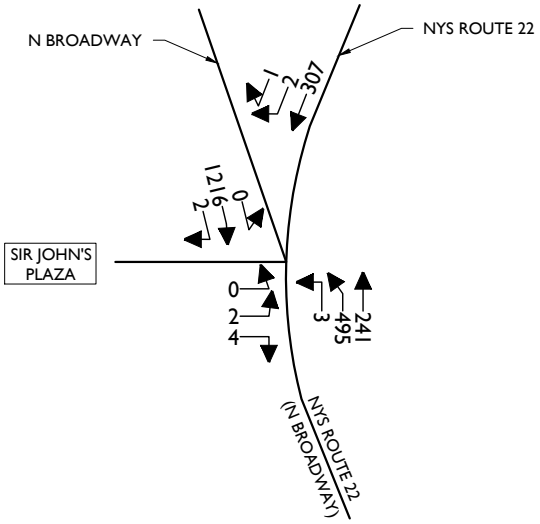

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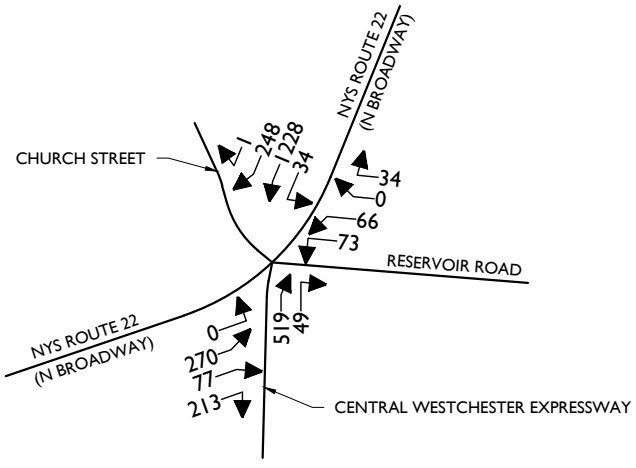

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WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 41-A

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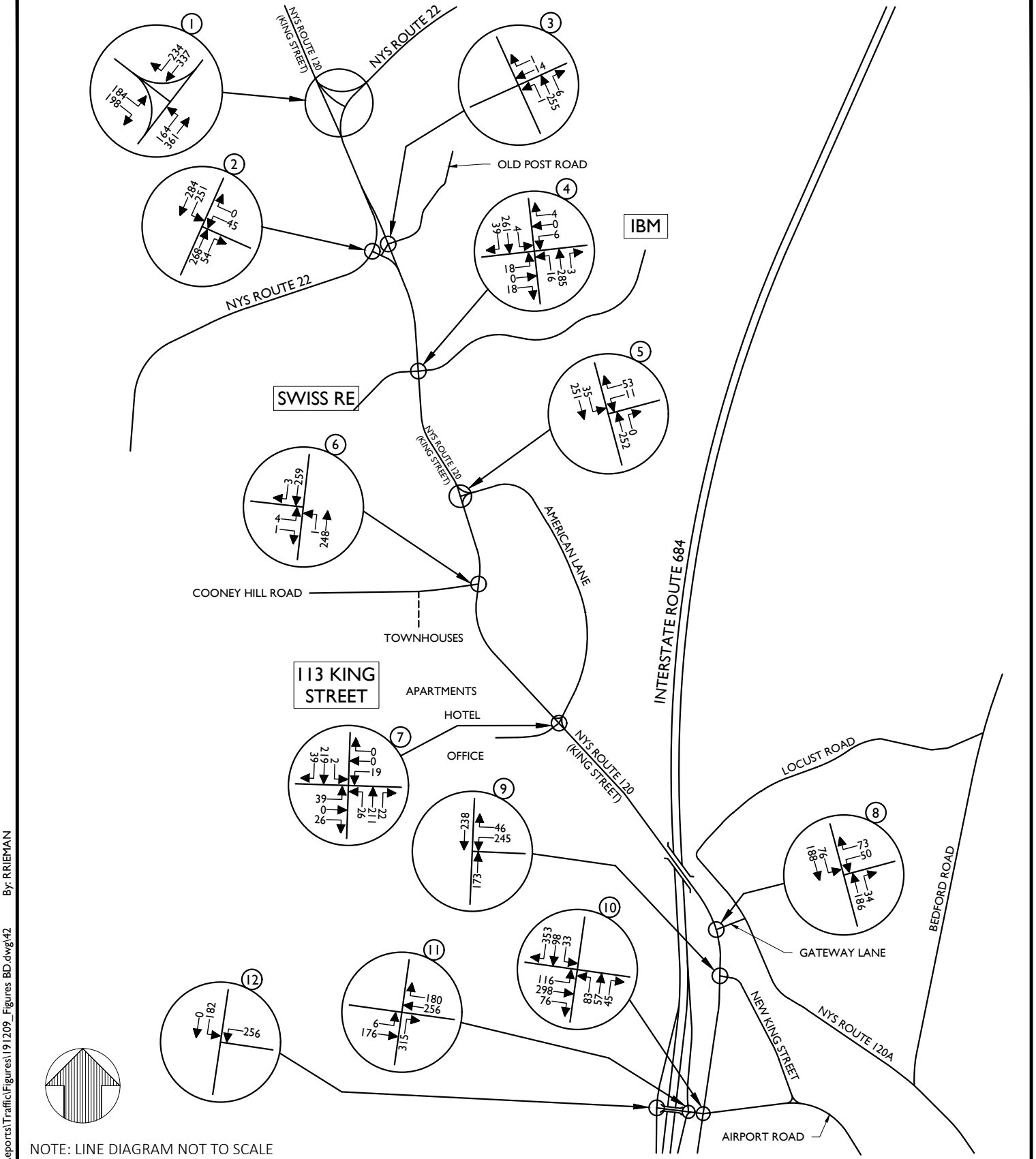

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PROJECT NUMBER:	DRAWING NAME:
18002018A	191209_FIGURES BD

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 42

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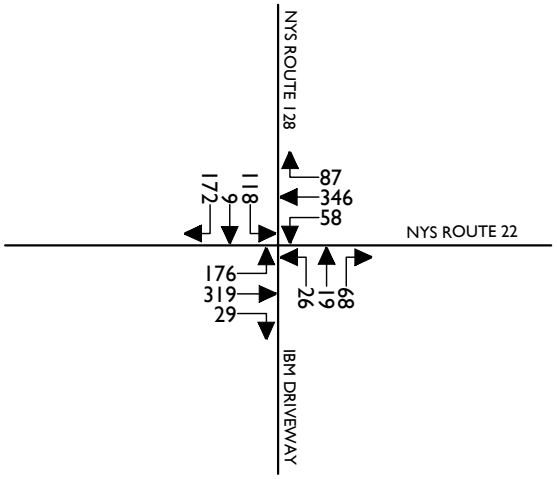

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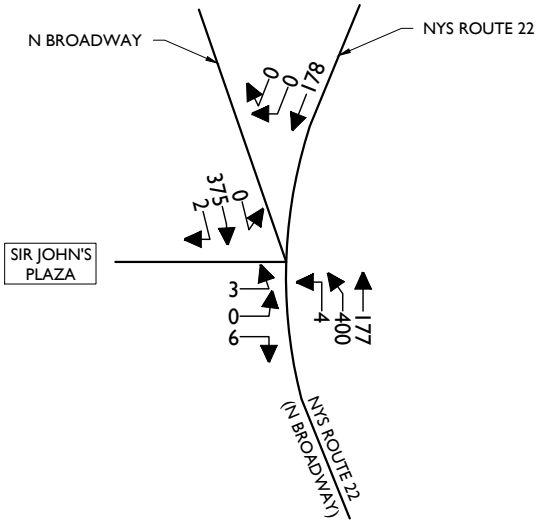

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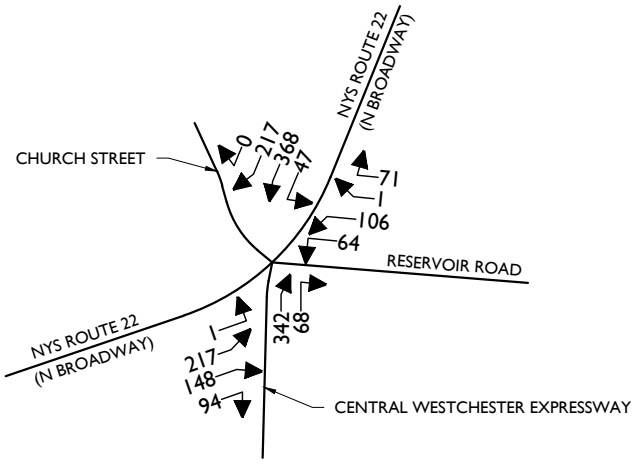

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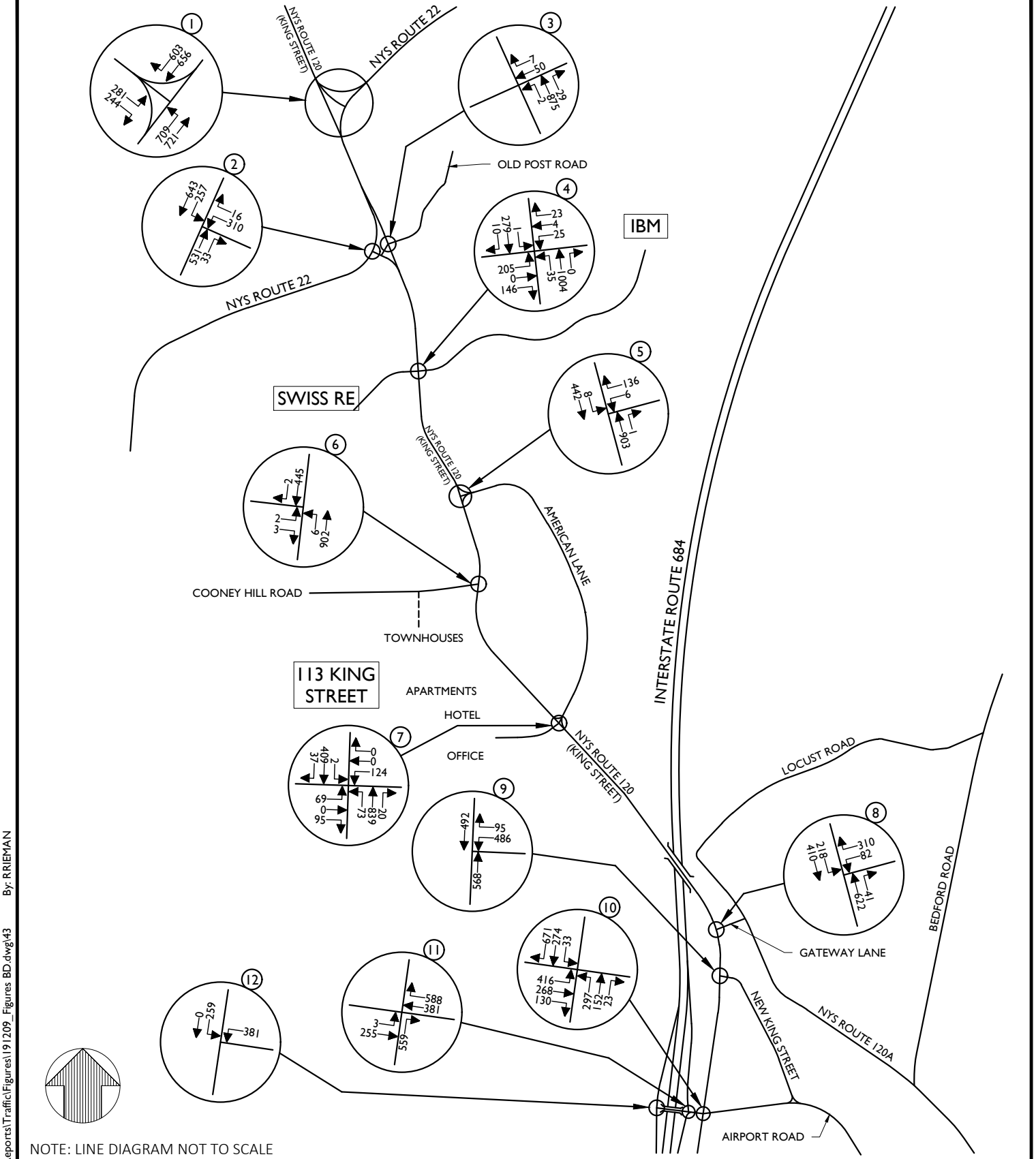
DRAWING NAME: 191209_FIGURES BD

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 42-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\42A By: RRIEMAN



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SHEET NUMBER:
FIGURE NO. 43

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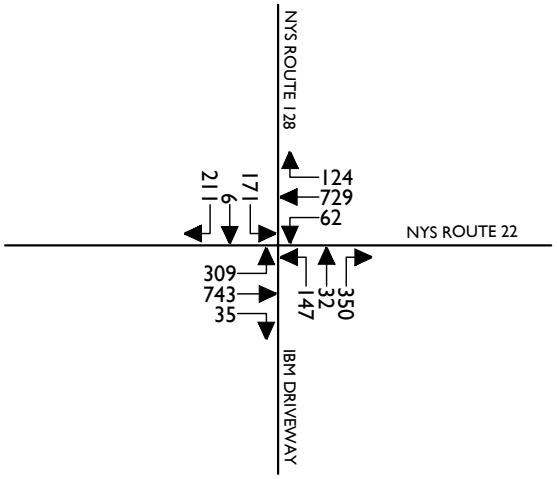

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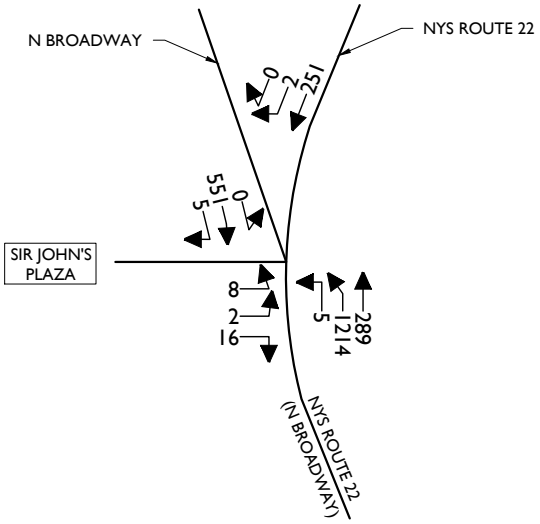

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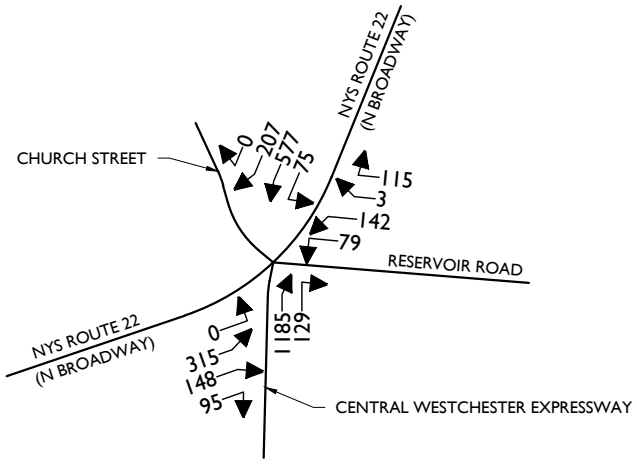

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NOTE: LINE DIAGRAM NOT TO SCALE

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AIRPORT CAMPUS (113 KING STREET)

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TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
N.T.S.	12/09/2019	N.S.T.	J.T.C.

PROJECT NUMBER: 18002018A
DRAWING NAME: 191209_FIGURES BD

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 43-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures BD.dwg\43A By: RRIEMAN

AIRPORT CAMPUS (113 KING STREET)

APPENDIX B

LEVEL OF SERVICE SUMMARY TABLE
QUEUE SUMMARY TABLE

TABLE NO. 1

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

AIRPORT CAMPUS (113 KING STREET)	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
EXISTING OFFICE BUILDING (1) (100,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.00	100	0.16	16	1.16	116
WEEKDAY PEAK MIDDAY HOUR *	0.29	29	0.29	29	0.58	58
WEEKDAY PEAK PM HOUR	0.18	18	0.97	97	1.15	115
EXISTING OFFICE BUILDING (1) (161,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.00	161	0.16	26	1.16	187
WEEKDAY PEAK MIDDAY HOUR *	0.29	47	0.29	47	0.58	94
WEEKDAY PEAK PM HOUR	0.18	29	0.97	156	1.15	185
TOTAL TRIPS						
WEEKDAY PEAK AM HOUR	**------**	**261**	**------**	**42**	**------**	**303**
WEEKDAY PEAK MIDDAY HOUR *	**------**	**76**	**------**	**76**	**------**	**152**
WEEKDAY PEAK PM HOUR	**------**	**47**	**------**	**253**	**------**	**300**

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) TRIP GENERATION HANDBOOK - 10TH EDITION, 2017

(1) ITE LAND USE 710 - OFFICE

* 50% OF AVERAGE OF WEEKDAY PEAK AM HOUR AND WEEKDAY PEAK PM HOUR WITH A 50/50 ENTRY/EXIT SPLIT

TABLE NO. 2

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

AIRPORT CAMPUS (113 KING STREET) TO REMAIN	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
EXISTING OFFICE BUILDING (1) (100,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.00	100	0.16	16	1.16	116
WEEKDAY PEAK MIDDAY HOUR *	0.29	29	0.29	29	0.58	58
WEEKDAY PEAK PM HOUR	0.18	18	0.97	97	1.15	115

AIRPORT CAMPUS (113 KING STREET) PROPOSED	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
HOTEL (2) (125 ROOMS)						
WEEKDAY PEAK AM HOUR	0.28	35	0.19	24	0.47	59
WEEKDAY PEAK MIDDAY HOUR *	0.135	17	0.135	17	0.27	34
WEEKDAY PEAK PM HOUR	0.31	39	0.29	36	0.60	75
APARTMENTS (3) (149 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	16	0.35	52	0.46	68
WEEKDAY PEAK MIDDAY HOUR *	0.13	19	0.13	19	0.26	38
WEEKDAY PEAK PM HOUR	0.35	52	0.21	31	0.56	83
TOWNHOUSES (3) (22 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	2	0.35	8	0.46	10
WEEKDAY PEAK MIDDAY HOUR *	0.13	3	0.13	3	0.26	6
WEEKDAY PEAK PM HOUR	0.35	8	0.21	4	0.56	12
TOTAL "NEW" TRIPS						
WEEKDAY PEAK AM HOUR	**------**	**53**	**------**	**84**	**------**	**137**
WEEKDAY PEAK MIDDAY HOUR *	**------**	**39**	**------**	**39**	**------**	**78**
WEEKDAY PEAK PM HOUR	**------**	**99**	**------**	**71**	**------**	**170**

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
TRIP GENERATION HANDBOOK - 10TH EDITION, 2017
(1) ITE LAND USE 710 - OFFICE
(2) ITE LAND USE 310 - HOTEL
(3) ITE LAND USE 220 - MULIFAMILY HOUSING
* 50% OF AVERAGE OF WEEKDAY PEAK AM HOUR AND WEEKDAY PEAK PM HOUR WITH A 50/50 ENTRY/EXIT SPLIT

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	NYS ROUTE 22 & NYS ROUTE 120 (NORTH)																											
	SIGNALIZED																											
	NYS ROUTE 22	NB L	D	48.1	0.60	C	27.4	0.40	F	146.1	1.21	D	51.1	0.64	C	30.9	0.46	F	270.4	1.51	D	51.0	0.65	C	30.8	0.46	F	250.4	1.46
		NB T	B	13.3	0.28	A	7.6	0.17	A	9.2	0.29	B	12.8	0.29	A	8.1	0.20	B	10.7	0.37	B	12.9	0.29	A	8.1	0.20	B	10.5	0.36
		NB APPROACH	**C**	**22.4**	**----**	**B**	**13.9**	**----**	**E**	**79.4**	**----**	**C**	**23.0**	**----**	**B**	**15.2**	**----**	**F**	**139.1**	**----**	**C**	**23.1**	**----**	**B**	**15.2**	**----**	**F**	**129.4**	**----**
	NYS ROUTE 22	SB T	D	39.0	0.70	C	25.3	0.39	D	41.4	0.71	D	45.9	0.84	C	27.5	0.46	D	44.3	0.76	D	44.6	0.82	C	27.4	0.46	D	44.5	0.77
		SB R	A	0.2	0.14	A	0.2	0.15	A	0.8	0.40	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43
		SB APPROACH	**C**	**29.7**	**----**	**B**	**14.4**	**----**	**C**	**21.6**	**----**	**D**	**36.0**	**----**	**B**	**16.3**	**----**	**C**	**23.4**	**----**	**C**	**34.7**	**----**	**B**	**16.3**	**----**	**C**	**23.6**	**----**
	NYS ROUTE 120	SEB L	E	60.0	0.92	C	27.6	0.46	D	48.1	0.69	F	91.7	1.05	C	31.0	0.51	D	50.7	0.73	F	91.0	1.05	C	30.9	0.51	D	50.9	0.73
		SEB R	A	1.1	0.47	A	0.2	0.12	A	0.2	0.15	A	1.7	0.57	A	0.2	0.14	A	0.2	0.17	A	1.5	0.55	A	0.2	0.14	A	0.2	0.17
		SEB APPROACH	**C**	**26.1**	**----**	**B**	**13.6**	**----**	**C**	**25.8**	**----**	**D**	**37.1**	**----**	**B**	**15.0**	**----**	**C**	**27.5**	**----**	**D**	**37.5**	**----**	**B**	**15.0**	**----**	**C**	**27.3**	**----**
		OVERALL	**C**	**26.3**	**----**	**B**	**14.0**	**----**	**D**	**46.8**	**----**	**C**	**33.5**	**----**	**B**	**15.6**	**----**	**E**	**76.8**	**----**	**C**	**33.2**	**----**	**B**	**15.6**	**----**	**E**	**71.3**	**----**
	W/ SIGNAL TIMING CHANGES																											
	NYS ROUTE 22	NB L	--	----	----	--	----	----	--	----	----	D	51.5	0.65	--	----	----	F	188.0	1.32	D	51.6	0.65	--	----	----	F	170.8	1.28
		NB T	--	----	----	--	----	----	--	----	----	B	15.0	0.31	--	----	----	B	10.3	0.36	B	15.0	0.31	--	----	----	B	10.1	0.35
		NB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**24.7**	**----**	--	----	----	**F**	**98.2**	**----**	**C**	**24.8**	**----**	--	----	----	**F**	**89.8**	**----**
	NYS ROUTE 22	SB T	--	----	----	--	----	----	--	----	----	E	58.9	0.94	--	----	----	D	54.0	0.85	D	54.5	0.90	--	----	----	D	54.6	0.86
		SB R	--	----	----	--	----	----	--	----	----	A	0.2	0.16	--	----	----	A	0.9	0.43	A	0.2	0.16	--	----	----	A	0.9	0.43
		SB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**46.2**	**----**	--	----	----	**C**	**28.4**	**----**	**D**	**42.4**	**----**	--	----	----	**C**	**28.9**	**----**
	NYS ROUTE 120	SEB L	--	----	----	--	----	----	--	----	----	E	64.3	0.95	--	----	----	D	54.9	0.76	E	64.9	0.95	--	----	----	D	54.9	0.76
		SEB R	--	----	----	--	----	----	--	----	----	A	1.7	0.57	--	----	----	A	0.2	0.17	A	1.5	0.55	--	----	----	A	0.2	0.17
		SEB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**26.4**	**----**	--	----	----	**C**	**29.8**	**----**	**C**	**27.0**	**----**	--	----	----	**C**	**29.5**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**C**	**32.7**	**----**	--	----	----	**E**	**60.4**	**----**	**C**	**31.6**	**----**	--	----	----	**E**	**56.1**	**----**
2	NYS ROUTE 22 & NYS ROUTE 120 (SOUTH)																											
	SIGNALIZED																											
	NYS ROUTE 22	NB T	C	26.4	0.59	B	17.6	0.32	C	28.0	0.65	D	35.8	0.70	B	19.2	0.37	C	30.9	0.68	D	35.6	0.70	B	19.2	0.37	C	31.0	0.68
		NB R	A	9.1	0.21	A	2.5	0.05	A	1.9	0.03	B	16.7	0.31	A	2.4	0.07	A	1.8	0.04	B	16.2	0.30	A	2.4	0.07	A	1.8	0.04
		NB APPROACH	**C**	**22.1**	**----**	**B**	**15.2**	**----**	**C**	**26.7**	**----**	**C**	**30.5**	**----**	**B**	**16.4**	**----**	**C**	**29.3**	**----**	**C**	**30.3**	**----**	**B**	**16.4**	**----**	**C**	**29.3**	**----**
	NYS ROUTE 22	SB L	C	24.9	0.70	B	17.1	0.23	C	30.8	0.40	C	24.2	0.72	B	19.1	0.35	C	34.7	0.48	C	23.3	0.68	B	19.1	0.35	C	34.7	0.50
		SB T	A	5.1	0.29	A	4.5	0.11	B	10.6	0.37	A	4.3	0.28	A	5.2	0.14	B	12.0	0.40	A	4.4	0.28	A	5.2	0.14	B	11.9	0.40
		SB APPROACH	**B**	**15.6**	**----**	**A**	**9.7**	**----**	**B**	**15.8**	**----**	**B**	**16.2**	**----**	**B**	**11.8**	**----**	**B**	**18.3**	**----**	**B**	**15.4**	**----**	**B**	**11.7**	**----**	**B**	**18.4**	**----**
	NYS ROUTE 120	WB L-R	C	30.3	0.16	B	19.0	0.11	C	31.7	0.68	D	37.4	0.23	B	19.9	0.13	C	34.5	0.72	D	37.5	0.24	B	19.9	0.13	C	34.8	0.72
		WB APPROACH	**C**	**30.3**	**----**	**B**	**19.0**	**----**	**C**	**31.7**	**----**	**D**	**37.4**	**----**	**B**	**19.9**	**----**	**C**	**34.5**	**----**	**D**	**37.5**	**----**	**B**	**19.9**	**----**	**C**	**34.8**	**----**
		OVERALL	**B**	**17.9**	**----**	**B**	**12.3**	**----**	**C**	**22.2**	**----**	**C**	**20.7**	**----**	**B**	**13.8**	**----**	**C**	**24.8**	**----**	**C**	**20.2**	**----**	**B**	**13.8**	**----**	**C**	**24.8**	**----**
3	KING STREET & OLD POST ROAD																											
	UNSIGNALIZED																											
	OLD POST ROAD	WB T-R	A	9.4	0.040	A	9.3	0.018	C	15.6	0.167	A	9.7	0.044	A	9.7	0.021	C	22.0	0.250	A	9.8	0.044	A	9.7	0.021	C	20.4	0.231
4	NYS ROUTE 120 & SWISS RE DRIVEWAY / IBM DRIVEWAY																											
	SIGNALIZED																											
	SWISS RE DRIVEWAY	EB L-T	C	28.2	0.07	C	25.4	0.05	D	38.2	0.52	C	29.8	0.12	C	26.3	0.09	D	44.6	0.74	C	29.8	0.12	C	26.3	0.09	D	44.6	0.74
		EB R	A	1.2	0.06	A	0.3	0.04	A	6.1	0.19	A	4.8	0.11	A	4.5	0.09	A	4.0	0.26	A	4.8	0.11	A	4.5	0.09	A	4.0	0.26
		EB APPROACH	**B**	**14.7**	**----**	**B**	**12.9**	**----**	**C**	**24.8**	**----**	**B**	**16.7**	**----**	**B**	**15.4**	**----**	**C**	**27.7**	**----**	**B**	**16.7**	**----**	**B**	**15.4**	**----**	**C**	**27.7**	**----**
	IBM DRIVEWAY	WB L-T	C	27.5	0.02	C	25.3	0.03	C	29.3	0.16	C	28.5	0.02	C	26.2	0.03	C	25.7	0.11	C	28.5	0.02	C	26.2	0.03	C	25.7	0.11
		WB R	A	0.0	0.01	A	0.2	0.02	A	5.2	0.06	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04
		WB APPROACH	**B**	**15.7**	**----**	**B**	**15.3**	**----**	**B**	**18.4**	**----**	**B**	**16.3**	**----**	**B**	**15.8**	**----**	**B**	**16.0**	**----**	**B**	**16.3**	**----**	**B**	**15.8**	**----**	**B**	**16.0**	**----**
	NYS ROUTE 120	NB L	A	2.3	0.15	A	1.8	0.01	A	4.9	0.03	A	5.3	0.42	A	1.9	0.02	A	8.1	0.08	A	4.1	0.37	A	1.9	0.02	A	8.1	0.08
		NB T	A	4.2	0.19	A	2.9	0.15	C	22.6	0.81	A	4.3	0.22	A	3.1	0.19	F	108.8	1.17	A	4.4	0.23	A	3.1	0.18	F	84.7	1.11
		NB R	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00
		NB APPROACH	**A**	**3.5**	**----**	**A**	**2.8**	**----**	**C**	**22.2**	**----**	**A**	**4.4**	**----**	**A**	**3.0**	**----**	**F**	**105.6**	**----**	**A**	**4.0**	**----**	**A**	**3.0**	**----**	**F**	**82.1**	**----**
	NYS ROUTE 120	SB L	A	2.0	0.03	A	2.0	0.00	A	5.0	0.00	A	2.4	0.03	A	2.2	0.00	A	8.0	0.01	A	2.4	0.03	A	2.2	0.00	A	8.0	0.01
		SB T	A	8.6	0.54	A	2.9	0.13	B	10.8	0.22	B	15.8	0.75	A	4.1	0.18	B	16.7	0.34	B	13.9	0.70	A	4.1	0.18	B	16.9	0.36
		SB R	A	2.4	0.13	A	0.0	0.01	A	0.0	0.01	A	3.7	0.28	A	0.6	0.03	A	0.0	0.01	A	3.4	0.28	A	0.6	0.03	A	0.0	0.01
		SB APPROACH	**A**	**7.3**	**----**	**A**	**2.6**	**----**	**B**	**10.5**	**----**	**B**	**12.5**	**----**	**A**	**3.6**	**----**	**B**	**16.0**	**----**	**B**	**10.8**	**----**	**A**	**3.6**	**----**	**B**	**16.3**	**----**
		OVERALL	**A**	**6.4**	**----**	**A**	**3.3**	**----**	**C**	**20.4**	**----**	**B**	**10.3**	**----**	**A**	**4.2**	**----**	**E**	**73.8**	**----**	**A**	**9.0**	**----**	**A**	**4.2**	**----**	**E**	**58.1**	**----**
	W/ SIGNAL TIMING CHANGES																											
	SWISS RE DRIVEWAY	EB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	D	48.2	0.75	--	----	----	--	----	----	D	48.2	0.75
		EB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	4.3	0.27	--	----	----	--	----	----	A	4.3	0.27
		EB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**C**	**29.9**	**----**	--	----	----	--	----	----	**C**	**29.9**	**----**
	IBM DRIVEWAY	WB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	C	27.9	0.11	--	----	----	--	----	----	C	27.9	0.11
		WB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	4.7	0.05	--	----	----	--	----	----	A	4.7	0.05
		WB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**B**	**17.3**	**----**	--	----	----	--	----	----	**B**	**17.3**	**----**
	NYS ROUTE 120	NB L	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	8.1	0.08	--	----	----	--	----	----	A	8.1	0.08
		NB T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	F	95.1	1.14	--	----	----	--	----	----	E	72.7	1.08
		NB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	0.0	0.00	--	----	----	--	----	----	A	0.0	0.00
		NB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**F**	**92.3**	**----**	--	----	----	--	----	----	**E**	**70.5**	**----**
	NYS ROUTE 120	SB L	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	9.0	0.01	--	----	----	--	----	----	A	9.0	0.01
		SB T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	B	16.2	0.32	--	----	----	--	----	----	B	16.5	0.34
		SB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	0.0	0.01	--	----	----	--	----	----	A	0.0	0.01
		SB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**B**	**15.6**	**----**	--	----	----	--	----	----	**B**	**15.9**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**65.9**	**----**	--	----	----	--	----	----	**D**	**51.6**	**----**

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
5	NYS ROUTE 120 & AMERICAN LANE (N)																											
	UNSIGNALIZED																											
	NYS ROUTE 120	SB L-T	A	8.5	0.141	A	7.7	0.025	A	10.0	0.012	A	9.0	0.163	A	7.9	0.029	B	11.1	0.015	A	9.0	0.165	A	7.9	0.029	B	10.7	0.014
	AMERICA LANE (N)	WB L	C	23.6	0.052	B	11.2	0.018	C	20.7	0.029	D	34.7	0.088	B	12.5	0.024	D	29.6	0.045	D	32.4	0.082	B	12.4	0.023	D	28.0	0.042
	AMERICA LANE (N)	WB R	B	10.5	0.016	A	9.5	0.061	C	20.6	0.390	B	11.4	0.020	A	9.9	0.071	D	31.5	0.540	B	11.5	0.021	A	9.9	0.070	D	27.6	0.499
6	NYS ROUTE 120 & COONEY HILL ROAD																											
	UNSIGNALIZED																											
	NYS ROUTE 120	NB L-T	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	8.9	0.001	A	7.8	0.001	A	8.5	0.007
	COONEY HILL ROAD	EB L-R	C	18.8	0.008	B	11.4	0.004	D	30.4	0.008	D	27.0	0.013	B	13.0	0.005	F	50.7	0.015	C	20.8	0.044	B	12.3	0.011	D	27.1	0.036
7	NYS ROUTE 120 & 113 KING STREET DRIVEWAY / AMERICAN LANE (S)																											
	SIGNALIZED																											
	NYS ROUTE 120	NWB L	A	4.5	0.00	A	0.0	0.00	A	0.0	0.00	A	6.9	0.34	A	4.5	0.05	A	4.6	0.05	A	5.6	0.21	A	4.5	0.04	A	5.2	0.16
		NWB T	A	6.4	0.32	A	5.2	0.16	B	13.0	0.73	A	7.2	0.41	A	5.3	0.18	B	15.6	0.79	A	7.2	0.41	A	5.4	0.19	B	15.9	0.80
		NWB R	A	1.1	0.15	A	1.7	0.02	A	1.6	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02
		NWB APPROACH	**A**	**4.8**	**----**	**A**	**4.9**	**----**	**B**	**12.8**	**----**	**A**	**5.8**	**----**	**A**	**4.9**	**----**	**B**	**15.0**	**----**	**A**	**5.6**	**----**	**A**	**5.0**	**----**	**B**	**14.7**	**----**
	NYS ROUTE 120	SEB L-T-R	B	10.1	0.48	A	5.3	0.17	A	6.1	0.30	C	23.7	0.80	A	9.8	0.27	B	11.1	0.45	B	18.7	0.69	A	8.7	0.25	B	14.5	0.52
		SEB APPROACH	**B**	**10.1**	**----**	**A**	**5.3**	**----**	**A**	**6.1**	**----**	**C**	**23.7**	**----**	**A**	**9.8**	**----**	**B**	**11.1**	**----**	**B**	**18.7**	**----**	**A**	**8.7**	**----**	**B**	**14.5**	**----**
	113 KING STREET DRIVEWAY	NEB L-T	C	29.0	0.00	A	0.0	0.00	A	0.0	0.00	C	30.7	0.10	C	32.5	0.21	E	61.1	0.77	C	31.4	0.14	C	31.9	0.17	D	38.3	0.41
		NEB R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.3	0.06	A	0.4	0.08	A	8.6	0.38	A	1.0	0.17	A	0.3	0.07	A	5.2	0.28
		NEB APPROACH	**B**	**14.5**	**----**	**A**	**0.0**	**----**	**A**	**0.0**	**----**	**B**	**15.5**	**----**	**B**	**19.8**	**----**	**C**	**34.9**	**----**	**B**	**11.2**	**----**	**B**	**19.1**	**----**	**B**	**19.1**	**----**
	AMERICAN LANE (S)	SWB L-T	C	31.2	0.12	C	30.4	0.08	D	42.6	0.57	C	31.4	0.13	C	30.6	0.09	E	62.3	0.77	C	31.5	0.13	C	30.6	0.09	D	47.9	0.65
		SWB APPROACH	**C**	**31.2**	**----**	**C**	**30.4**	**----**	**D**	**42.6**	**----**	**C**	**31.4**	**----**	**B**	**30.6**	**----**	**E**	**62.3**	**----**	**C**	**31.5**	**----**	**C**	**30.6**	**----**	**D**	**47.9**	**----**
		OVERALL	**A**	**8.1**	**----**	**A**	**6.1**	**----**	**B**	**13.9**	**----**	**B**	**15.0**	**----**	**A**	**9.6**	**----**	**C**	**20.5**	**----**	**B**	**12.3**	**----**	**A**	**8.9**	**----**	**B**	**17.6**	**----**
8	NYS ROUTE 120 & GATEWAY LANE																											
	SIGNALIZED																											
	NYS ROUTE 120	NB T-R	A	2.5	0.32	A	2.1	0.14	A	5.3	0.54	A	3.2	0.49	A	2.2	0.17	A	7.6	0.65	A	3.1	0.46	A	2.2	0.17	B	10.5	0.71
		NB APPROACH	**A**	**2.5**	**----**	**A**	**2.1**	**----**	**A**	**5.3**	**----**	**A**	**3.2**	**----**	**A**	**2.2**	**----**	**A**	**7.6**	**----**	**A**	**3.1**	**----**	**A**	**2.2**	**----**	**B**	**10.5**	**----**
	NYS ROUTE 120	SB L-T	A	9.5	0.61	A	3.7	0.19	C	25.3	0.80	B	19.3	0.81	A	4.1	0.24	F	246.4	1.48	C	20.1	0.83	A	4.1	0.24	F	349.8	1.71
		SB APPROACH	**A**	**9.5**	**----**	**A**	**3.7**	**----**	**C**	**25.3**	**----**	**B**	**19.3**	**----**	**A**	**4.1**	**----**	**F**	**246.4**	**----**	**C**	**20.1**	**----**	**A**	**4.1**	**----**	**F**	**349.8**	**----**
	GATEWAY LANE	WB L-R	B	18.4	0.67	C	24.1	0.49	C	25.0	0.80	B	17.9	0.71	C	23.0	0.53	C	28.1	0.81	B	18.0	0.71	C	23.1	0.52	C	29.5	0.81
		WB APPROACH	**B**	**18.4**	**----**	**C**	**24.1**	**----**	**C**	**25.0**	**----**	**B**	**17.9**	**----**	**C**	**23.0**	**----**	**C**	**28.1**	**----**	**B**	**18.0**	**----**	**C**	**23.1**	**----**	**C**	**29.5**	**----**
		OVERALL	**A**	**9.1**	**----**	**A**	**7.5**	**----**	**B**	**17.0**	**----**	**B**	**12.9**	**----**	**A**	**7.2**	**----**	**F**	**106.8**	**----**	**B**	**13.7**	**----**	**A**	**7.2**	**----**	**F**	**141.6**	**----**
	W/ SIGNAL TIMING CHANGES																		W/ OPTIMIZATION								W/ OPTIMIZATION		
	NYS ROUTE 120	NB T-R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	8.7	0.55	--	----	----	--	----	----	A	10.0	0.59
		NB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**A**	**8.7**	**----**	--	----	----	--	----	----	**A**	**10.0**	**----**
	NYS ROUTE 120	SB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	E	67.1	1.06	--	----	----	--	----	----	E	79.1	1.09
		SB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**67.1**	**----**	--	----	----	--	----	----	**E**	**79.1**	**----**
	GATEWAY LANE	WB L-R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	E	58.6	0.99	--	----	----	--	----	----	E	59.6	1.00
		WB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**58.6**	**----**	--	----	----	--	----	----	**E**	**59.6**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**D**	**43.3**	**----**	--	----	----	--	----	----	**D**	**47.3**	**----**
9	NYS ROUTE 120 & NEW KING STREET																											
	SIGNALIZED																											
	NYS ROUTE 120	NB T	A	6.5	0.32	A	7.1	0.13	B	16.2	0.53	A	8.6	0.49	A	7.5	0.17	B	18.4	0.61	A	8.1	0.45	A	7.5	0.17	B	19.9	0.66
		NB APPROACH	**A**	**6.5**	**----**	**A**	**7.1**	**----**	**B**	**16.2**	**----**	**A**	**8.6**	**----**	**A**	**7.5**	**----**	**B**	**18.4**	**----**	**A**	**8.1**	**----**	**A**	**7.5**	**----**	**B**	**19.9**	**----**
	NYS ROUTE 120	SB T	A	3.2	0.36	A	6.5	0.20	A	9.1	0.40	A	3.5	0.41	A	6.5	0.24	A	9.1	0.62	A	3.9	0.44	A	6.5	0.24	A	8.9	0.59
		SB APPROACH	**A**	**3.2**	**----**	**A**	**6.5**	**----**	**A**	**9.1**	**----**	**A**	**3.5**	**----**	**A**	**6.5**	**----**	**A**	**9.1**	**----**	**A**	**3.9**	**----**	**A**	**6.5**	**----**	**A**	**8.9**	**----**
	NEW KING STREET	WB L	D	38.8	0.58	D	37.7	0.67	D	38.7	0.84	D	38.9	0.59	D	37.6	0.68	D	40.1	0.86	D	38.9	0.59	D	37.6	0.68	D	40.1	0.86
		WB R	B	11.5	0.09	A	7.9	0.12	A	4.6	0.16	B	11.3	0.09	A	7.7	0.12	A	4.5	0.16	B	11.3	0.09	A	7.7	0.12	A	4.5	0.16
		WB APPROACH	**D**	**35.2**	**----**	**C**	**33.0**	**----**	**C**	**33.2**	**----**	**D**	**35.2**	**----**	**C**	**32.9**	**----**	**C**	**34.3**	**----**	**D**	**35.2**	**----**	**C**	**32.9**	**----**	**C**	**34.3**	**----**
		OVERALL	**B**	**10.3**	**----**	**B**	**18.7**	**----**	**C**	**21.4**	**----**	**B**	**10.7**	**----**	**B**	**17.6**	**----**	**C**	**21.1**	**----**	**B**	**10.5**	**----**	**B**	**17.7**	**----**	**C**	**21.7**	**----**

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
10	NYS ROUTE 120 & AIRPORT ROAD																											
	SIGNALIZED																											
	NYS ROUTE 120	NB L	B	16.5	0.19	B	12.5	0.15	C	20.9	0.55	B	16.6	0.20	B	13.5	0.16	C	28.8	0.67	B	16.6	0.20	B	13.5	0.16	C	28.8	0.67
		NB T T-R	B	15.0	0.13	B	11.3	0.07	C	20.3	0.11	B	17.3	0.19	B	12.4	0.08	C	23.6	0.13	B	16.9	0.18	B	12.4	0.08	C	24.0	0.14
		NB APPROACH	**B**	**15.6**	**----**	**B**	**11.9**	**----**	**C**	**20.7**	**----**	**B**	**17.1**	**----**	**B**	**12.9**	**----**	**C**	**26.9**	**----**	**B**	**16.8**	**----**	**B**	**12.9**	**----**	**C**	**27.1**	**----**
	NYS ROUTE 120	SB L	B	16.1	0.11	B	12.8	0.07	B	17.5	0.09	B	16.2	0.12	B	13.8	0.08	C	20.6	0.10	B	16.2	0.12	B	13.8	0.08	C	20.7	0.10
		SB T	C	29.2	0.29	C	23.7	0.17	D	38.7	0.58	C	29.8	0.33	C	25.5	0.21	D	50.2	0.75	C	30.1	0.33	C	25.4	0.20	D	49.7	0.74
		SB R	A	1.0	0.31	A	1.0	0.27	A	5.8	0.50	A	1.0	0.34	A	1.0	0.30	A	8.6	0.64	A	1.0	0.36	A	1.0	0.30	A	8.1	0.62
		SB APPROACH	**A**	**8.8**	**----**	**A**	**6.3**	**----**	**B**	**15.7**	**----**	**A**	**9.0**	**----**	**A**	**6.9**	**----**	**C**	**20.6**	**----**	**A**	**9.1**	**----**	**A**	**6.8**	**----**	**C**	**20.2**	**----**
	AIRPORT ROAD	EB L	B	19.5	0.35	B	17.0	0.16	C	23.3	0.51	C	23.0	0.53	B	17.2	0.20	C	22.9	0.54	C	22.2	0.50	B	17.2	0.20	C	23.8	0.58
		EB L-T-R	E	66.0	1.02	C	26.0	0.69	C	26.2	0.68	F	89.0	1.10	C	26.0	0.70	C	24.7	0.66	F	87.0	1.09	C	26.0	0.70	C	24.7	0.66
		EB APPROACH	**D**	**54.6**	**----**	**C**	**24.4**	**----**	**C**	**25.0**	**----**	**E**	**68.1**	**----**	**C**	**24.1**	**----**	**C**	**23.9**	**----**	**E**	**67.4**	**----**	**C**	**24.1**	**----**	**C**	**24.3**	**----**
		OVERALL	**C**	**34.6**	**----**	**B**	**14.9**	**----**	**C**	**20.2**	**----**	**D**	**42.8**	**----**	**B**	**15.1**	**----**	**C**	**23.0**	**----**	**D**	**41.6**	**----**	**B**	**15.1**	**----**	**C**	**23.1**	**----**
	W/ SIGNAL TIMING CHANGES																											
	NYS ROUTE 120	NB L	--	----	----	--	----	----	--	----	----	B	18.8	0.21	--	----	----	--	----	----	B	18.9	0.21	--	----	----	--	----	----
		NB T T-R	--	----	----	--	----	----	--	----	----	B	19.0	0.20	--	----	----	--	----	----	B	18.6	0.19	--	----	----	--	----	----
		NB APPROACH	--	----	----	--	----	----	--	----	----	**B**	**19.0**	**----**	--	----	----	--	----	----	**B**	**18.7**	**----**	--	----	----	--	----	----
	NYS ROUTE 120	SB L	--	----	----	--	----	----	--	----	----	B	18,3	0.13	--	----	----	--	----	----	B	18,3	0.13	--	----	----	--	----	----
		SB T	--	----	----	--	----	----	--	----	----	C	32.8	0.34	--	----	----	--	----	----	C	33.2	0.37	--	----	----	--	----	----
		SB R	--	----	----	--	----	----	--	----	----	A	1.0	0.34	--	----	----	--	----	----	A	1.0	0.36	--	----	----	--	----	----
		SB APPROACH	--	----	----	--	----	----	--	----	----	**A**	**9.9**	**----**	--	----	----	--	----	----	**B**	**10.0**	**----**	--	----	----	--	----	----
	AIRPORT ROAD	EB L	--	----	----	--	----	----	--	----	----	C	21.6	0.50	--	----	----	--	----	----	C	20.9	0.47	--	----	----	--	----	----
		EB L-T-R	--	----	----	--	----	----	--	----	----	E	67.7	1.03	--	----	----	--	----	----	E	65.9	1.03	--	----	----	--	----	----
		EB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**53.1**	**----**	--	----	----	--	----	----	**D**	**52.3**	**----**	--	----	----	--	----	----
		OVERALL	--	----	----	--	----	----	--	----	----	**D**	**35.0**	**----**	--	----	----	--	----	----	**C**	**34.0**	**----**	--	----	----	--	----	----
11	AIRPORT ROAD & I-684 NB ON/OFF RAMP																											
	UNSIGNALIZED																											
	I-684 NB ON-RAMP	EB L-T	A	8.4	0.001	A	8.2	0.006	A	9.6	0.004	A	8.6	0.001	A	8.3	0.006	B	10.4	0.005	A	8.7	0.001	A	8.3	0.006	B	10.3	0.005
	I-684 NB OFF-RAMP	NB R	E	49.9	0.894	B	11.6	0.358	C	17.7	0.647	F	175.3	1.295	B	12.3	0.411	C	21.4	0.732	F	148.7	1.227	B	12.3	0.410	C	23.9	0.775
12	AIRPORT ROAD & I-684 SB ON/OFF RAMP																											
	UNSIGNALIZED																											
	I-684 NB ON-RAMP	WB L	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000
	I-684 NB OFF-RAMP	SB L	F	439.9	1.897	C	15.0	0.335	C	22.0	0.562	F	608.2	2.269	C	17.1	0.392	F	64.6	0.893	F	701.3	2.472	C	17.0	0.389	F	54.6	0.846

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
13	NYS ROUTE 22 NYS ROUTE 128 / NORTH CASTLE DRIVE (IBM)																											
	SIGNALIZED																											
	NYS ROUTE 22	NEB L	E	56.2	0.71	D	45.5	0.63	D	53.9	0.78	E	59.8	0.75	D	47.6	0.68	E	58.9	0.83	E	59.6	0.75	D	47.6	0.68	E	59.2	0.83
		NEB T	C	26.1	0.39	A	7.7	0.14	B	10.6	0.29	C	28.8	0.45	B	13.0	0.19	B	18.5	0.42	C	28.8	0.45	B	13.0	0.19	B	18.5	0.41
		NEB R	A	5.5	0.21	A	0.0	0.01	A	0.0	0.01	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05
		NEB APPROACH	**C**	**29.4**	**----**	**C**	**20.6**	**----**	**C**	**23.3**	**----**	**C**	**31.4**	**----**	**C**	**23.9**	**----**	**C**	**29.3**	**----**	**C**	**31.5**	**----**	**C**	**23.9**	**----**	**C**	**29.6**	**----**
	NYS ROUTE 22	SWB L	D	51.5	0.83	D	42.0	0.13	D	52.0	0.07	D	52.6	0.84	D	46.5	0.38	E	58.8	0.44	D	52.6	0.84	D	46.3	0.38	E	59.0	0.44
		SWB T	C	20.3	0.45	B	16.2	0.21	C	28.0	0.52	C	22.9	0.54	B	18.3	0.25	C	32.3	0.59	C	22.7	0.53	B	18.2	0.25	C	32.7	0.59
		SWB R	A	3.9	0.21	A	4.9	0.12	A	5.9	0.17	A	4.7	0.22	A	5.3	0.13	A	6.2	0.19	A	4.4	0.22	A	5.3	0.13	A	6.2	0.20
		SWB APPROACH	**C**	**27.3**	**----**	**B**	**14.9**	**----**	**C**	**25.1**	**----**	**C**	**29.1**	**----**	**B**	**19.3**	**----**	**C**	**30.6**	**----**	**C**	**29.1**	**----**	**B**	**19.2**	**----**	**C**	**30.9**	**----**
	NYS ROUTE 128	SB L-T	D	43.7	0.53	D	35.6	0.44	D	38.1	0.48	D	45.4	0.56	D	36.1	0.46	D	38.6	0.49	D	45.4	0.56	D	36.1	0.46	D	38.4	0.49
		SB R	A	8.3	0.44	A	7.8	0.37	A	6.8	0.37	A	8.2	0.49	A	7.4	0.39	A	6.4	0.38	A	8.2	0.48	A	7.4	0.39	A	6.3	0.38
		SB APPROACH	**C**	**24.0**	**----**	**B**	**19.9**		**C**	**21.2**	**----**	**C**	**23.6**	**----**	**B**	**19.6**	**----**	**C**	**21.3**	**----**	**C**	**23.8**	**----**	**B**	**19.6**	**----**	**C**	**21.0**	**----**
	NORTH CASTLE DRIVE (IBM)	NB L	C	34.3	0.07	C	28.0	0.03	D	39.7	0.48	D	38.4	0.23	C	30.0	0.12	D	42.8	0.55	D	38.4	0.23	C	30.0	0.12	D	42.5	0.55
		NB T	C	32.7	0.01	C	28.0	0.04	C	30.2	0.06	C	32.9	0.03	C	28.4	0.05	C	30.5	0.07	C	32.9	0.03	C	28.3	0.05	C	30.4	0.07
		NB R	A	0.1	0.03	A	0.3	0.06	A	6.7	0.49	A	5.4	0.17	A	7.3	0.18	A	6.5	0.53	A	5.4	0.17	A	7.3	0.18	A	6.4	0.53
		NB APPROACH	**C**	**21.3**	**----**	**B**	**13.6**	**----**	**B**	**17.3**	**----**	**B**	**18.9**	**----**	**B**	**16.1**	**----**	**B**	**18.0**	**----**	**B**	**18.9**	**----**	**B**	**16.1**	**----**	**B**	**17.8**	**----**
		OVERALL	**C**	**27.5**	**----**	**B**	**18.2**	**----**	**C**	**22.5**	**----**	**C**	**28.7**	**----**	**C**	**20.8**	**----**	**C**	**26.6**	**----**	**C**	**28.8**	**----**	**C**	**20.8**	**----**	**C**	**26.7**	**----**
14	NYS ROUTE 22 & N. BROADWAY / SIR JOHN'S PLAZA																											
	SIGNALIZED																											
	SIR JOHN'S PLAZA	EB LL	E	62.5	0.03	C	30.3	0.02	E	65.7	0.09	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		EB R	A	0.5	0.03	A	0.3	0.02	A	1.3	0.06	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		EB APPROACH	**C**	**21.2**	**----**	**B**	**10.3**	**----**	**C**	**26.1**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	NYS ROUTE 22	SWB L L-R	E	74.5	0.81	C	31.1	0.39	E	66.5	0.63	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		SWB APPROACH	**E**	**74.5**	**----**	**C**	**31.1**	**----**	**E**	**66.5**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	NYS ROUTE 22	NB L-T	A	5.8	0.37	A	7.3	0.35	C	30.0	0.93	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		NB R	A	0.3	0.16	A	0.5	0.12	A	0.5	0.19	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		NB APPROACH	**A**	**4.2**	**----**	**A**	**5.4**	**----**	**C**	**24.7**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	N. BROADWAY	SB L-T-R	B	16.4	0.83	A	7.0	0.32	A	8.8	0.41	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		SB APPROACH	**B**	**16.4**	**----**	**A**	**7.0**	**----**	**A**	**8.8**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		OVERALL	**C**	**20.1**	**----**	**A**	**9.7**	**----**	**C**	**24.9**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	W/ DEP IMPROVEMENTS																											
	SIR JOHN'S PLAZA	EB LL	--	----	----	--	----	----	--	----	----	E	62.5	0.03	C	30.7	0.02	E	67.1	0.10	E	62.5	0.03	C	30.7	0.02	E	67.0	0.10
		EB R	--	----	----	--	----	----	--	----	----	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11
		EB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**21.2**	**----**	**B**	**10.4**	**----**	**C**	**25.8**	**----**	**C**	**21.2**	**----**	**B**	**10.4**	**----**	**C**	**25.8**	**----**
	NYS ROUTE 22	SWB L L-R	--	----	----	--	----	----	--	----	----	E	64.5	0.75	C	31.4	0.43	E	66.7	0.67	E	64.6	0.75	C	31.4	0.43	E	66.7	0.66
		SWB APPROACH	--	----	----	--	----	----	--	----	----	**E**	**64.5**	**----**	**C**	**31.4**	**----**	**E**	**66.7**	**----**	**E**	**64.6**	**----**	**C**	**31.4**	**----**	**E**	**66.7**	**----**
	NYS ROUTE 22	NB L-T	--	----	----	--	----	----	--	----	----	A	7.4	0.41	A	7.8	0.37	D	42.8	0.99	A	7.5	0.41	A	7.8	0.37	D	42.4	0.99
		NB R	--	----	----	--	----	----	--	----	----	A	0.4	0.19	A	0.5	0.14	A	0.5	0.21	A	0.4	0.19	A	0.5	0.14	A	0.5	0.22
		NB APPROACH	--	----	----	--	----	----	--	----	----	**A**	**5.1**	**----**	**A**	**5.6**	**----**	**C**	**34.8**	**----**	**A**	**5.2**	**----**	**A**	**5.6**	**----**	**C**	**34.4**	**----**
	N. BROADWAY	SB L-T T-R	--	----	----	--	----	----	--	----	----	B	12.5	0.72	A	6.7	0.27	A	8.6	0.35	B	12.5	0.72	A	6.7	0.34	A	8.6	0.35
		SB APPROACH	--	----	----	--	----	----	--	----	----	**B**	**12.5**	**----**	**A**	**6.7**	**----**	**A**	**8.6**	**----**	**B**	**12.5**	**----**	**A**	**6.7**	**----**	**A**	**8.6**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**B**	**17.1**	**----**	**B**	**10.0**	**----**	**C**	**32.0**	**----**	**C**	**17.2**	**----**	**A**	**10.0**	**----**	**C**	**31.6**	**----**
15	NYS ROUTE 22 & CENTRAL WESTCHESTER EXPRESSWAY & RESERVOIR ROAD / CHURCH STREET																											
	SIGNALIZED																											
	NYS ROUTE 22	EB L	F	89.1	0.81	E	64,4	0.70	F	93.8	0.87	F	90.1	0.83	E	66.7	0.72	F	96.0	0.89	F	90.1	0.83	E	66.7	0.72	F	96.0	0.89
		EB T-R	F	99.7	0.89	E	67.7	0.75	F	77.5	0.69	F	101.8	0.91	E	70.0	0.77	E	78.6	0.70	F	101.8	0.91	E	70.0	0.77	E	78.6	0.70
		EB APPROACH	**F**	**94.6**	**----**	**E**	**66.1**	**----**	**F**	**86.7**	**----**	**F**	**96.1**	**----**	**E**	**68.4**	**----**	**E**	**88.4**	**----**	**F**	**96.1**	**----**	**E**	**68.4**	**----**	**E**	**88.5**	**----**
	RESERVOIR ROAD	WB L-T	F	102.2	0.73	E	70.5	0.67	F	102.6	0.84	F	103.4	0.74	E	73.2	0.69	F	105.2	0.86	F	103.4	0.74	E	73.2	0.69	F	105.3	0.86
		WB R	A	0.8	0.12	A	6.1	0.19	A	9.1	0.27	A	0.9	0.12	A	6.7	0.20	A	10.0	0.29	A	0.9	0.12	A	6.7	0.20	A	10.0	0.29
		WB APPROACH	**F**	**82.2**	**----**	**D**	**51.6**	**----**	**E**	**71.0**	**----**	**F**	**83.1**	**----**	**D**	**53.6**	**----**	**E**	**72.8**	**----**	**F**	**83.1**	**----**	**D**	**53.6**	**----**	**E**	**72.8**	**----**
	CENTRAL WESTCHESTER	NB TT	D	53.9	0.46	E	63.9	0.68	F	202.3	1.33	E	56.8	0.53	E	66.0	0.71	F	250.7	1.44	E	56.7	0.52	E	66.0	0.71	F	252.2	1.44
	EXPRESSWAY	NB R	A	1.0	0.07	A	3.9	0.15	A	8.7	0.20	A	1.2	0.08	A	4.2	0.15	A	9.1	0.21	A	1.2	0.08	A	4.2	0.15	A	9.1	0.21
		NB APPROACH	**D**	**49.1**	**----**	**D**	**53.5**	**----**	**F**	**183.8**	**----**	**D**	**52.0**	**----**	**E**	**55.8**	**----**	**F**	**226.9**	**----**	**D**	**51.9**	**----**	**E**	**55.8**	**----**	**F**	**228.4**	**----**
	NYS ROUTE 22	SB L	D	40.1	0.12	D	43.7	0.21	D	51.7	0.46	D	41.3	0.14	D	45.0	0.23	D	53.5	0.48	D	41.3	0.14	D	45.0	0.23	D	53.4	0.48
		SB T T-R	F	102.8	1.09	D	51.5	0.69	D	52.2	0.61	F	134.2	1.17	D	54.2	0.74	E	55.5	0.67	F	135.3	1.17	D	54.1	0.73	E	55.4	1.00
		SB APPROACH	**F**	**101.4**	**----**	**D**	**50.9**	**----**	**D**	**52.1**	**----**	**F**	**132.1**	**----**	**D**	**53.5**	**----**	**E**	**55.3**	**----**	**F**	**133.2**	**----**	**D**	**53.5**	**----**	**E**	**55.2**	**----**
		OVERALL	**F**	**88.6**	**----**	**D**	**55.7**	**----**	**F**	**117.0**	**----**	**F**	**105.6**	**----**	**E**	**58.0**	**----**	**F**	**136.5**	**----**	**F**	**106.3**	**----**	**E**	**58.0**	**----**	**F**	**137.3**	**----**
	W/ SIGNAL TIMING CHANGES											W/ OPTIMIZATION						W/ OPTIMIZATION			W/ OPTIMIZATION						W/ OPTIMIZATION		
	NYS ROUTE 22	EB L	--	----	----	--	----	----	--	----	----	F	110.4	0.91	--	----	----	F	131.2	1.02	F	110.4	0.91	--	----	----	F	131.3	1.02
		EB T-R	--	----	----	--	----	----	--	----	----	F	130.3	1.01	--	----	----	F	97.3	0.80	F	130.3	1.01	--	----	----	F	97.4	0.80
		EB APPROACH	--	----	----	--	----	----	--	----	----	**F**	**120.7**	**----**	--	----	----	**F**	**116.4**	**----**	**F**	**120.7**	**----**	--	----	----	**F**	**116.5**	**----**
	RESERVOIR ROAD	WB L-T	--	----	----	--	----	----	--	----	----	F	170.9	1.04	--	----	----	F	146.4	1.02	F	170.9	1.04	--	----	----	F	146.6	1.02
		WB R	--	----	----	--	----	----	--	----	----	A	1.5	0.16	--	----	----	B	17.4	0.38	A	1.5	0.16	--	----	----	B	17.3	0.38
		WB APPROACH	--	----	----	--	----	----	--	----	----	**F**	**137.4**	**----**	--	----	----	**F**	**102.4**	**----**	**F**	**137.4**	**----**	--	----	----	**F**	**102.5**	**----**
	CENTRAL WESTCHESTER	NB TT	--	----	----	--	----	----	--	----	----	D	43.4	0.41	--	----	----	F	82.6	0.98	D	43.3	0.41	--	----	----	F	82.9	0.98
	EXPRESSWAY	NB R	--	----	----	--	----	----	--	----	----	A	1.0	0.07	--	----	----	A	6.5	0.17	A	1.0	0.07	--	----	----	A	6.5	0.17
		NB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**39.8**	**----**	--	----	----	**E**	**75.1**	**----**	**D**	**39.6**	**----**	--	----	----	**E**	**75.4**	**----**
	NYS ROUTE 22	SB L	--	----	----	--	----	----	--	----	----	C	31.3	0.11	--	----	----	F	113.4	0.91	C	31.3	0.11	--	----	----	F	113.4	0.91
		SB T T-R	--	----	----	--	----	----	--	----	----	E	71.5	0.98	--	----	----	D	45.5	0.55	E	71.9	0.98	--	----	----	D	45.4	0.55
		SB APPROACH	--	----	----	--	----	----	--	----	----	**E**	**70.6**	**----**	--	----	----	**D**	**51.4**	**----**	**E**	**71.0**	**----**	--	----	----	**D**	**51.3**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**E**	**78.4**	**----**	--	----	----	**E**	**79.0**	**----**	**E**	**78.6**	**----**	--	----	----	**E**	**79.2**	**----**

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS.

TABLE NO. 4

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2019 EXISTING						2024 NO-BUILD						2024 BUILD					
					AM		MID-DAY		PM		AM		MID-DAY		PM		AM		MID-DAY		PM	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
1	NYS ROUTE 22 & NYS ROUTE 120 (NORTH)																					
	SIGNALIZED																					
	NYS ROUTE 22	NB	L	250	104'	181'	50'	116'	548'	915'	126'	202'	66'	150'	814'	1146'	128'	204'	66'	149'	777'	1100'
		NB	T	1000+	86'	115'	28'	56'	87'	148'	96'	127'	38'	73'	133'	202'	97'	128'	37'	73'	127'	192'
	NYS ROUTE 22	SB	T	1000+	201'	290'	50'	101'	205'	299'	290'	435'	70'	136'	241'	336'	275'	397'	70'	135'	245'	340'
		SB	R	500	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
	NYS ROUTE 120	SEB	L-R	250	321'	620'	58'	130'	167'	269'	420'	698'	74'	163'	203'	307'	422'	701'	74'	163'	204'	307'
	W/ SIGNAL TIMING CHANGES																					
	NYS ROUTE 22	NB	L	250	-	-	-	-	-	-	126'	202'	-	-	776'	1067'	128'	204'	-	-	735'	1021'
		NB	T	1000+	-	-	-	-	-	-	105'	139'	-	-	135'	192'	106'	141'	-	-	128'	183'
	NYS ROUTE 22	SB	T	1000+	-	-	-	-	-	-	306'	482'	-	-	365'	381'	291'	455'	-	-	268'	388'
		SB	R	500	-	-	-	-	-	-	0'	0'	-	-	0'	0'	0'	0'	-	-	0'	0'
	NYS ROUTE 120	SEB	L-R	250	-	-	-	-	-	-	368'	655'	-	-	212'	314'	370'	658'	-	-	212'	314'
2	NYS ROUTE 22 & NYS ROUTE 120 (SOUTH)																					
	SIGNALIZED																					
	NYS ROUTE 22	NB	T	1000+	88'	153'	37'	65'	115'	191'	127'	180'	41'	72'	138'	231'	126'	181'	41'	72'	138'	233'
		NB	R	200	26'	69'	0'	11'	0'	7'	63'	110'	0'	12'	0'	8'	58'	105'	0'	12'	0'	8'
	NYS ROUTE 22	SB	L	215	131'	206'	26'	50'	48'	95'	218'	328'	38'	68'	65'	124'	199'	304'	38'	67'	68'	129'
		SB	T	1000+	48'	67'	18'	32'	85'	146'	53'	74'	21'	35'	104'	177'	53'	76'	21'	35'	103'	177'
	NYS ROUTE 120	WB	L-R	210	15'	49'	11'	33'	132'	237'	22'	57'	13'	38'	164'	291'	24'	61'	13'	37'	164'	291'
3	KING STREET & OLD POST ROAD																					
	UNSIGNALIZED																					
	OLD POST ROAD	WB	T-R	1500+	-	3'	-	3'	-	15'	-	3'	-	3'	-	25'	-	3'	-	3'	-	23'
4	NYS ROUTE 120 & SWISS RE DRIVEWAY / IBM DRIVEWAY																					
	SIGNALIZED																					
	SWISS RE DRIVEWAY	EB	L-T	620	3'	18'	3'	16'	51'	97'	6'	27'	5'	26'	116'	190'	6'	27'	5'	26'	116'	190'
		EB	R	315	0'	2'	0'	1'	0'	26'	0'	9'	0'	9'	0'	33'	0'	9'	0'	9'	0'	33'
	IBM DRIVEWAY	WB	L-T	515	1'	10'	2'	13'	12'	34'	1'	10'	2'	13'	13'	34'	1'	10'	2'	13'	13'	34'
		WB	R	125	0'	0'	0'	0'	0'	11'	0'	0'	0'	0'	0'	11'	0'	0'	0'	0'	0'	11'
	NYS ROUTE 120	NB	L	280	1'	17'	0'	3'	2'	10'	1'	33'	1'	6'	7'	23'	1'	33'	1'	6'	7'	23'
		NB	T	1000+	0'	100'	0'	82'	281'	776'	0'	121'	0'	110'	725'	1214'	0'	127'	0'	108'	594'	1133'
		NB	R	445	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
	NYS ROUTE 120	SB	L	150	0'	8'	0'	2'	0'	2'	0'	9'	0'	2'	0'	2'	0'	9'	0'	2'	0'	2'
		SB	T	1000+	106'	343'	0'	74'	61'	115'	164'	667'	0'	102'	96'	182'	140'	590'	0'	99'	102'	194'
		SB	R	275	3'	31'	0'	0'	0'	0'	13'	75'	0'	4'	0'	0'	11'	69'	0'	4'	0'	0'
	W/ SIGNAL TIMING CHANGES																					
	SWISS RE DRIVEWAY	EB	L-T	620	-	-	-	-	-	-	-	-	-	-	126'	202'	-	-	-	-	126'	202'
		EB	R	315	-	-	-	-	-	-	-	-	-	-	0'	35'	-	-	-	-	0'	35'
	IBM DRIVEWAY	WB	L-T	515	-	-	-	-	-	-	-	-	-	-	14'	36'	-	-	-	-	14'	36'
		WB	R	125	-	-	-	-	-	-	-	-	-	-	0'	11'	-	-	-	-	0'	11'
	NYS ROUTE 120	NB	L	280	-	-	-	-	-	-	-	-	-	-	8'	24'	-	-	-	-	8'	24'
		NB	T	1000+	-	-	-	-	-	-	-	-	-	-	764'	1265'	-	-	-	-	586'	1180'
		NB	R	445	-	-	-	-	-	-	-	-	-	-	0'	0'	-	-	-	-	0'	0'
	NYS ROUTE 120	SB	L	150	-	-	-	-	-	-	-	-	-	-	0'	3'	-	-	-	-	0'	3'
		SB	T	1000+	-	-	-	-	-	-	-	-	-	-	98'	185'	-	-	-	-	105'	197'
		SB	R	275	-	-	-	-	-	-	-	-	-	-	0'	0'	-	-	-	-	0'	0'

TABLE NO. 4

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2019 EXISTING						2024 NO-BUILD						2024 BUILD					
					AM		MID-DAY		PM		AM		MID-DAY		PM		AM		MID-DAY		PM	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
5	NYS ROUTE 120 & AMERICAN LANE (NORTH)																					
	UNSIGNALIZED																					
	NYS ROUTE 120	SB	L-T	175	-	13'	-	3'	-	0'	-	15'	-	3'	-	0'	-	15'	-	3'	-	0'
	AMERICA LANE (N)	WB	L	350	-	5'	-	3'	-	3'	-	8'	-	3'	-	3'	-	8'	-	3'	-	3'
	AMERICA LANE (N)	WB	R	385	-	0'	-	5'	-	45'	-	3'	-	5'	-	75'	-	3'	-	5'	-	65'
6	NYS ROUTE 120 & COONEY HILL ROAD																					
	UNSIGNALIZED																					
	NYS ROUTE 120	NB	L-T	1000	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'
	COONEY HILL ROAD	EB	L-R	790	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'	-	3'	-	0'	-	3'
7	NYS ROUTE 120 & 113 KING STREET DRIVEWAY / AMERICAN LANE (S)																					
	SIGNALIZED																					
	NYS ROUTE 120	NWB	L	120	0'	2'	0'	0'	0'	0'	23'	41'	5'	13'	4'	11'	15'	29'	4'	12'	13'	25'
		NWB	T	1000+	69'	109'	33'	56'	259'	364'	94'	147'	37'	62'	308'	438'	95'	147'	37'	63'	314'	444'
		NWB	R	200	0'	17'	0'	6'	0'	5'	0'	17'	0'	6'	0'	6'	0'	17'	0'	6'	0'	6'
	NYS ROUTE 120	SEB	L-T-R	1000+	121'	287'	34'	58'	67'	99'	302'	467'	72'	122'	100'	230'	262'	400'	45'	120'	170'	242'
	113 KING STREET DRIVEWAY	NEB	L-T	300	0'	5'	0'	0'	0'	0'	11'	32'	0'	0'	76'	161'	16'	41'	19'	48'	38'	78'
		NEB	R	95	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	43'	0'	0'	0'	0'	0'	23'
	AMERICAN LANE (S)	SWB	L-T	1000+	12'	36'	9'	28'	68'	120'	13'	37'	23'	54'	74'	158'	13'	37'	9'	28'	72'	138'
8	NYS ROUTE 120 & GATEWAY LANE																					
	SIGNALIZED																					
	NYS ROUTE 120	NB	T-R	425	18'	35'	9'	31'	43'	84'	27'	45'	12'	34'	52'	95'	26'	43'	12'	34'	57'	506'
	NYS ROUTE 120	SB	L-T	1000+	106'	278'	25'	58'	152'	416'	163'	516'	34'	77'	521'	562'	181'	554'	33'	76'	331'	603'
	GATEWAY LANE	WB	L-R	270	26'	86'	24'	67'	84'	152'	27'	93'	25'	71'	121'	186'	27'	92'	25'	71'	137'	202'
	SIGNALIZED														W/ OPTIMIZATION						W/ OPTIMIZATION	
	NYS ROUTE 120	NB	T-R	425	-	-	-	-	-	-	-	-	-	-	111'	229'	-	-	-	-	140'	261'
	NYS ROUTE 120	SB	L-T	1000+	-	-	-	-	-	-	-	-	-	-	416'	601'	-	-	-	-	409'	593'
	GATEWAY LANE	WB	L-R	270	-	-	-	-	-	-	-	-	-	-	92'	265'	-	-	-	-	93'	271'
9	NYS ROUTE 120 & NEW KING STREET																					
	SIGNALIZED																					
	NYS ROUTE 120	NB	T	1000+	60'	123'	25'	59'	159'	267'	111'	221'	34'	77'	198'	319'	99'	199'	34'	75'	223'	359'
	NYS ROUTE 120	SB	T	425	30'	51'	25'	99'	65'	79'	33'	64'	28'	104'	106'	65'	34'	66'	27'	103'	91'	59'
	NEW KING STREET	WB	L	180	73'	123'	116'	173'	222'	325'	77'	127'	122'	180'	232'	380'	77'	127'	122'	180'	232'	380'
		WB	R	1000	0'	18'	0'	24'	0'	28'	0'	19'	0'	23'	0'	29'	0'	19'	0'	23'	0'	29'

TABLE NO. 4

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2019 EXISTING						2024 NO-BUILD						2024 BUILD					
					AM		MID-DAY		PM		AM		MID-DAY		PM		AM		MID-DAY		PM	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
10	NYS ROUTE 120 & AIRPORT ROAD																					
	SIGNALIZED																					
	NYS ROUT 120	NB	L	385	30'	59'	19'	54'	96'	216'	32'	62'	20'	59'	114'	266'	32'	62'	20'	59'	117'	262'
		NB	T T-R	1000+	19'	43'	5'	28'	26'	64'	30'	58'	7'	34'	33'	81'	28'	55'	7'	34'	37'	86'
	NYS ROUTE 120	SB	L	190	16'	37'	7'	27'	9'	33'	17'	39'	8'	29'	11'	39'	17'	39'	8'	29'	11'	39'
		SB	T	1000+	66'	122'	30'	81'	117'	255'	74'	135'	37'	97'	160'	385'	80'	144'	36'	97'	159'	376'
		SB	R	460	0'	20'	0'	19'	84'	140'	0'	21'	0'	20'	159'	`	0'	21'	0'	20'	149'	230'
	AIRPORT ROAD	EB	L	425	98'	171'	28'	61'	141'	213'	168'	278'	36'	76'	166'	244'	153'	255'	36'	75'	183'	268'
		EB	L-T-R	85	502'	775'	149'	253'	192'	290'	574'	855'	162'	272'	209'	307'	570'	850'	162'	272'	211'	309'
	W/ SIGNAL TIMING CHANGES																					
	NYS ROUT 120	NB	L	385	-	-	-	-	-	-	36'	67'	-	-	-	-	36'	67'	-	-	-	-
		NB	T T-R	1000+	-	-	-	-	-	-	33'	62'	-	-	-	-	31'	60'	-	-	-	-
	NYS ROUTE 120	SB	L	190	-	-	-	-	-	-	19'	42'	-	-	-	-	19'	42'	-	-	-	-
		SB	T	1000+	-	-	-	-	-	-	80'	144'	-	-	-	-	87'	154'	-	-	-	-
		SB	R	460	-	-	-	-	-	-	0'	20'	-	-	-	-	0'	21'	-	-	-	-
	AIRPORT ROAD	EB	L	425	-	-	-	-	-	-	169'	277'	-	-	-	-	154'	254'	-	-	-	-
		EB	L-T-R	85	-	-	-	-	-	-	576'	862'	-	-	-	-	570'	857'	-	-	-	-
11	AIRPORT ROAD & I-684 NB ON/OFF RAMP																					
	UNSIGNALIZED																					
	I-684 NB ON-RAMP	EB	L-T	340	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'
	I-684 NB OFF-RAMP	NB	R	950	-	245'	-	40'	-	120'	-	623'	-	50'	-	163'	-	545'	-	50'	-	190'
12	AIRPORT ROAD & I-684 SB ON/OFF RAMP																					
	UNSIGNALIZED																					
	I-684 NB ON-RAMP	WB	L	425	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	I-684 NB OFF-RAMP	SB	L	1000+	-	1108'	-	38'	-	85'	-	1328'	-	45'	-	208'	-	1400'	-	45'	-	188'

TABLE NO. 4

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2019 EXISTING						2024 NO-BUILD						2024 BUILD					
					AM		MID-DAY		PM		AM		MID-DAY		PM		AM		MID-DAY		PM	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
13	NYS ROUTE 22 NYS ROUTE 128 / NORTH CASTLE DRIVE (IBM)																					
	SIGNALIZED																					
	NYS ROUTE 22	NEB	L	680	113'	191'	77'	150'	164'	271'	126'	201'	93'	177'	206'	337'	128'	203'	92'	176'	208'	337'
		NEB	T	1000+	125'	197'	24'	73'	87'	180'	145'	212'	48'	96'	176'	276'	146'	213'	48'	96'	173'	266'
		NEB	R	250	0'	44'	0'	0'	0'	0'	0'	46'	0'	0'	0'	0'	0'	46'	0'	0'	0'	0'
	NYS ROUTE 22	SWB	L	400	229'	404'	8'	29'	4'	20'	274'	481'	31'	77'	42'	92'	274'	481'	31'	77'	43'	92'
		SWB	T	1000+	162'	275'	48'	97'	174'	288'	223'	352'	62'	124'	218'	335'	215'	340'	62'	123'	224'	336'
		SWB	R	250	0'	43'	0'	29'	0'	42'	4'	50'	0'	33'	0'	45'	2'	47'	0'	33'	0'	45'
	NYS ROUTE 128	SB	L-T	580	91'	158'	55'	113'	89'	169'	102'	169'	62'	126'	103'	179'	102'	169'	62'	125'	103'	179'
		SB	R	250	0'	57'	0'	48'	0'	55'	0'	62'	0'	51'	0'	55'	0'	61'	0'	51'	0'	56'
	NORTH CASTLE DRIVE (IBM)	NB	L	290	6'	23'	3'	13'	66'	135'	20'	50'	12'	36'	87'	160'	20'	50'	12'	36'	87'	160'
		NB	T	1000+	2'	9'	7'	24'	14'	39'	4'	16'	9'	29'	16'	42'	4'	16'	9'	29'	16'	42'
		NB	R	225	0'	0'	0'	0'	0'	66'	0'	22'	0'	30'	0'	69'	0'	22'	0'	30'	0'	69'
14	NYS ROUTE 22 & N. BROADWAY / SIR JOHN'S PLAZA																					
	SIGNALIZED																					
	SIR JOHN'S PLAZA	EB	LL	55	2'	12'	1'	10'	9'	30'	-	-	-	-	-	-	-	-	-	-	-	-
		EB	R	55	0'	0'	0'	0'	0'	0'	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROTE 22	SWB	L L-R	450	118'	204'	30'	67'	103'	149'	-	-	-	-	-	-	-	-	-	-	-	-
	NYS ROUTE 22	NB	L-T	1000+	100'	204'	53'	176'	928'	1497'	-	-	-	-	-	-	-	-	-	-	-	-
		NB	R	1000+	0'	7'	0'	11'	0'	10'	-	-	-	-	-	-	-	-	-	-	-	-
	N. BROADWAY	SB	L-T-R	475	486'	1030'	48'	160'	190'	305'	-	-	-	-	-	-	-	-	-	-	-	-
	W/ DEP IMPROVEMENTS																					
	SIR JOHN'S PLAZA	EB	LL	55	-	-	-	-	-	-	2'	12'	1'	10'	9'	30'	2'	12'	1'	10'	9'	30'
		EB	R	55	-	-	-	-	-	-	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
	NYS ROTE 22	SWB	L L-R	450	-	-	-	-	-	-	126'	191'	36'	76'	125'	176'	127'	192'	36'	76'	123'	173'
	NYS ROUTE 22	NB	L-T	1000+	-	-	-	-	-	-	123'	254'	59'	192'	1266'	1671'	124'	254'	59'	192'	1264'	1667'
		NB	R	1000+	-	-	-	-	-	-	0'	7'	0'	12'	0'	11'	0'	7'	0'	12'	0'	11'
	N. BROADWAY	SB	L-T T-R	475	-	-	-	-	-	-	337'	652'	38'	120'	147'	229'	339'	652'	37'	119'	147'	229'
15	NYS ROUTE 22 & CENTRAL WESTCHESTER EXPRESSWAY & RESERVOIR ROAD / CHURCH STREET																					
	SIGNALIZED																					
	NYS ROUTE 22	EB	L	115	316'	453'	178'	311'	363'	504'	336'	486'	195'	336'	391'	552'	336'	486'	195'	335'	391'	552'
		EB	T-R	730	346'	522'	201'	346'	267'	383'	370'	566'	219'	371'	288'	407'	370'	566'	219'	370'	288'	407'
	RESERVOIR ROAD	WB	L-T	185	169'	257'	143'	263'	259'	406'	181'	267'	156'	282'	280'	436'	181'	267'	156'	282'	280'	436'
		WB	R	185	0'	0'	0'	26'	7'	50'	0'	0'	0'	30'	12'	55'	0'	0'	0'	30'	12'	55'
	CENTRAL WESTCHESTER EXPRESSWAY	NB	TT	1000+	263'	357'	143'	235'	953'	1185'	311'	407'	164'	265'	1097'	1294'	307'	402'	164'	264'	1101'	1298'
		NB	R	160	0'	4'	0'	17'	20'	47'	0'	6'	0'	18'	22'	51'	0'	6'	0'	18'	22'	51'
	NYS ROUT 22	SB	L	110	27'	59'	32'	77'	61'	110'	29'	62'	34'	81'	67'	114'	29'	62'	34'	81'	67'	114'
		SB	T T-R	1000+	1072'	1321'	235'	363'	397'	496'	1240'	1462'	268'	410'	463'	553'	1245'	1469'	267'	408'	460'	550'
	W/ SIGNAL TIMING CHANGES										W/ OPTIMIZATION				W/ OPTIMIZATION		W/ OPTIMIZATION				W/ OPTIMIZATION	
	NYS ROUTE 22	EB	L	115	-	-	-	-	-	-	372'	562'	-	-	449'	669'	372'	562'	-	-	449'	669'
		EB	T-R	730	-	-	-	-	-	-	411'	633'	-	-	322'	463'	411'	633'	-	-	322'	463'
	RESERVOIR ROAD	WB	L-T	185	-	-	-	-	-	-	206'	372'	-	-	318'	514'	206'	372'	-	-	318'	514'
		WB	R	185	-	-	-	-	-	-	0'	0'	-	-	`	78'	0'	0'	-	-	25'	78'
	CENTRAL WESTCHESTER EXPRESSWAY	NB	TT	1000+	-	-	-	-	-	-	276'	334'	-	-	837'	993'	273'	331'	-	-	841'	995'
		NB	R	160	-	-	-	-	-	-	0'	5'	-	-	19'	41'	0'	5'	-	-	19'	41'
	NYS ROUT 22	SB	L	110	-	-	-	-	-	-	26'	52'	-	-	61'	167'	26'	52'	-	-	61'	167'
		SB	T T-R	1000+	-	-	-	-	-	-	1055'	1222'	-	-	424'	493'	1059'	1227'	-	-	422'	490'

TABLE NO. 5

ACCIDENT SUMMARY TABLE

NYS ROUTE 120 (KING STREET) CORRIDOR

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
22 87024045	MOUNT KISCO RD	King St	01/03/2015	02:18pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	SNOW/ICE	SNOW	REAR END	PAVEMENT SLIPPERY	NOT APPLICABLE
120 87012090	[Route] 22	[Route] 120	01/07/2015	09:40am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120A87015001	[Route] 120	GATEWAY LN	01/14/2015	05:01pm	NONE	PROPERTY DAMAGE AND INJURY	2	1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012070	PURCHASE ST	New King St	02/02/2015	03:32pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	SNOW/ICE	SNOW	OVERTAKING	PAVEMENT SLIPPERY	PAVEMENT SLIPPERY
22 87024047	KING ST	Ramp	02/06/2015	02:55pm	YIELD SIGN	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
22 87024050	ARMONK-BEDFORD RD		02/18/2015	08:39am	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012091	KING ST		02/24/2015	09:12am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012071	PURCHASE ST	Gateway Ln	03/01/2015	03:23pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	SNOW/ICE	SNOW	REAR END	NOT APPLICABLE	PAVEMENT SLIPPERY
22 87024044	[Route] 22		04/02/2015	07:56pm	NO PASSING ZONE	PROPERTY DAMAGE AND INJURY	2	1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	VIEW OBSTRUCTED/LIMITED	UNKNOWN
22 87024047	KING ST	Ramp	04/10/2015	05:15pm	YIELD SIGN	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
684I87011049	I 684	King St	04/20/2015	01:30pm	NONE	PROPERTY DAMAGE	1	0	DAYLIGHT	WET	RAIN	OTHER	UNSAFE SPEED	
22 87024047	KING ST	Ramp	04/27/2015	04:17pm	YIELD SIGN	INJURY	2	1	DAYLIGHT	DRY	CLOUDY	REAR END	UNKNOWN	FOLLOWING TOO CLOSELY
684I87011049	I 684	King St	05/01/2015	03:08am	NONE	INJURY	2	3	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	UNSAFE SPEED	NOT APPLICABLE
120 87012090	[Route] 22	[Route] 120	05/20/2015	07:48am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
			05/27/2015	10:42am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	3	1	DAYLIGHT	DRY	CLEAR	OTHER	NOT APPLICABLE	TRAFFIC CONTROL DISREGARDED
	KING ST	Ramp	06/26/2015	08:59am	YIELD SIGN	PROPERTY DAMAGE AND INJURY	2	2	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012090	KING ST	[Route] 22	07/06/2015	06:42pm	YIELD SIGN	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
22 87024047	KING ST	Ramp	07/31/2015	07:42pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY
120 87012090	KING ST	Ramp	08/08/2015	04:56am	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	UNSAFE SPEED	
22 87024047	KING ST	Ramp	08/11/2015	09:41am	YIELD SIGN	INJURY	2	1	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012090	[Route] 120	Armonk-Bedford Rd	10/01/2015	08:23pm	NO PASSING ZONE	NON-REPORTABLE	2	0	DARK-ROAD LIGHTED	WET	RAIN	REAR END	CELL PHONE (HAND HELD)	NOT APPLICABLE
120A87015001	[Route] 120	GATEWAY LN	10/30/2015	12:44pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY
120 87012090	[Route] 120	[Route] 22	11/18/2015	09:09am	YIELD SIGN	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLOUDY	REAR END	DRIVER INATTENTION	NOT APPLICABLE
	STATE HWY 120	Armonk-Bedford Rd	11/30/2015	09:09pm	YIELD SIGN	PROPERTY DAMAGE	1	0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	OTHER UNINVOLVED VEHICL	
			12/03/2015	10:54pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	3	2	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
120 87012084	KING ST	Unnamed Street	12/08/2015	06:20pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	3	0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012090	KING ST		12/09/2015	08:58am	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE	DRIVER INATTENTION
684I87011049	I 684	King St	12/23/2015	04:35pm	NONE	PROPERTY DAMAGE	2	0	DARK-ROAD UNLIGHTED	WET	RAIN	OVERTAKING	UNSAFE LANE CHANGE	NOT APPLICABLE
684I87011049	I 684		12/27/2015	12:57am	NONE	PROPERTY DAMAGE AND INJURY	1	1	DARK-ROAD UNLIGHTED	WET	RAIN	OTHER	UNSAFE SPEED	

TABLE NO. 5

ACCIDENT SUMMARY TABLE

NYS ROUTE 120 (KING STREET) CORRIDOR

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
120 87012090	[Route] 22	[Route] 120	01/06/2016	03:45pm	YIELD SIGN	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	NOT ENTERED	NOT ENTERED
			01/23/2016	07:42am	TRAFFIC SIGNAL	PROPERTY DAMAGE	1	0	DAWN	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY	
120 87012090	[Route] 22	[Route] 120	02/15/2016	04:01pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	SNOW/ICE	SNOW	REAR END	NOT APPLICABLE	PAVEMENT SLIPPERY
120 87012071	PURCHASE ST	Gateway Ln	02/16/2016	12:57pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	WET	RAIN	REAR END	PAVEMENT SLIPPERY	NOT APPLICABLE
120 87012090	[Route] 22		02/16/2016	01:18am	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	SLUSH	CLOUDY	OTHER	PAVEMENT SLIPPERY	
120 87012076	KING ST	Driveway	02/29/2016	04:00am	NO PASSING ZONE	PROPERTY DAMAGE	1	0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION	
120 87012090	KING ST	[Route] 22	03/01/2016	04:25pm	YIELD SIGN	NON-REPORTABLE	2	0	DUSK	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024049	STATE HWY 120	Ramp	03/15/2016	08:59am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	CLOUDY	REAR END	NOT APPLICABLE	PAVEMENT SLIPPERY
120 87012067	[Route] 120	AIRPORT RD	03/16/2016	06:30am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	3	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
120 87012087	KING ST	Old Post Rd	03/24/2016	04:56pm	STOP SIGN	PROPERTY DAMAGE	2	0	DUSK	DRY	CLOUDY	RIGHT ANGLE	DRIVER INATTENTION	NOT APPLICABLE
22 87024045	MOUNT KISCO RD	King St	04/09/2016	04:22am	TRAFFIC SIGNAL	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ALCOHOL INVOLVEMENT	
120 87012087	[Route] 22	Mount Kisco Rd	04/15/2016	06:50pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	3	4	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY	NOT APPLICABLE
684I87011049	I 684		05/08/2016	08:35am	NONE	PROPERTY DAMAGE	1	0	DAYLIGHT	WET	RAIN	OTHER	PAVEMENT SLIPPERY	
120 87012087	[Route] 22	Mount Kisco Rd	05/19/2016	03:04am	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD LIGHTED	WET	CLOUDY	OTHER	ANIMAL'S ACTION	
120 87012090	ARMONK-BEDFORD RD	Armonk-Bedford Rd	06/20/2016	04:11pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012090	[Route] 120	[Route] 22	07/06/2016	12:01pm	YIELD SIGN	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
684I87011049	[Route] 684		07/08/2016	07:57am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INATTENTION
120 87012076	KING ST	Driveway	08/05/2016	08:08am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	4	2	DAYLIGHT	DRY	CLEAR	OTHER	CELL PHONE (HAND HELD)	NOT APPLICABLE
120 87012073	[Route] 120	[Route] 684	08/16/2016	04:45pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024047	KING ST	Mount Kisco Rd	09/08/2016	08:47am	NONE	PROPERTY DAMAGE AND INJURY	1	1	DAYLIGHT	DRY	CLEAR	OTHER	OTHER UNINVOLVED VEHICLE	
22 87024048	KING ST		09/15/2016	07:44pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	BRAKES DEFECTIVE	NOT APPLICABLE
120 87012086	KING ST	Ramp	10/18/2016	02:34pm	OTHER	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
120 87012069	[Route] 120	New King St	11/12/2016	02:15am	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION	
120A87015001	GATEWAY LN	Purchase St	11/13/2016	11:16am	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	TURNING IMPROPER	NOT APPLICABLE
120 87012090	STATE HWY 22	Ramp	11/18/2016	01:23pm	YIELD SIGN	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	UNKNOWN	UNKNOWN
120 87012090	KING ST		11/26/2016	12:37am	YIELD SIGN	PROPERTY DAMAGE	2	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INATTENTION
120 87012090	[Route] 120	[Route] 22	12/13/2016	03:02pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012080	KING ST	COONEY HILL RD	12/15/2016	10:00am	NONE	PROPERTY DAMAGE	1	0	DAYLIGHT	WET	CLOUDY	OTHER	ANIMAL'S ACTION	

TABLE NO. 5

ACCIDENT SUMMARY TABLE

NYS ROUTE 120 (KING STREET) CORRIDOR

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
22 87024050	[Route] 22		01/16/2017	01:02am	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD LIGHTED	WET	CLEAR	OTHER	UNSAFE SPEED	
22 87024044	MOUNT KISCO RD	King St	01/23/2017	08:38pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DARK-ROAD UNLIGHTED	WET	SLEET/HAIL	LEFT TURN	NOT APPLICABLE	TRAFFIC CONTROL DISREGARDED
22 87024049	KING ST	Armonk-Bedford Rd	01/27/2017	08:00pm	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	NOT ENTERED	
120 87012074	KING ST		01/30/2017	06:55am	NONE	PROPERTY DAMAGE	2	0	DAWN	DRY	CLOUDY	OTHER	NOT APPLICABLE	TURNING IMPROPER
120 87012071	[Route] 120	Gateway Ln	02/13/2017	06:24pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	WET	CLOUDY	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012091	KING ST	Ramp	02/20/2017	03:39pm	NONE	PROPERTY DAMAGE	1	0	DAYLIGHT	DRY	CLOUDY	OTHER	OTHER UNINVOLVED VEHICLE	
22 87024049	STATE HWY 22	King St	02/25/2017	06:35pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	1	1	DARK-ROAD LIGHTED	WET	RAIN	OTHER	PAVEMENT SLIPPERY	
684I87011049	[Route] 120	I 684	03/01/2017	11:05am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	2	DAYLIGHT	WET	RAIN	RIGHT ANGLE	TRAF CNTRL DEV NON-WRKING	TRAF CNTRL DEV NON-WRKING
22 87024047	KING ST		03/02/2017	09:31am	NONE	PROPERTY DAMAGE	1	0	DAYLIGHT	DRY	OTHER	OTHER	OBSTRUCTION/DEBRIS	
120 87012067	PURCHASE ST	Westchester County Airport	03/10/2017	03:30pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
120 87012090	KING ST		03/21/2017	06:15pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INATTENTION
22 87024049	STATE HWY 22	King St	03/25/2017	07:08am	TRAFFIC SIGNAL	PROPERTY DAMAGE	1	0	DAYLIGHT	DRY	CLEAR	OTHER	BRAKES DEFECTIVE	
120 87012067	PURCHASE ST	Westchester County Airport	03/30/2017	01:18pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
	AIRPORT RD	Purchase St	04/06/2017	08:39am	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	WET	RAIN	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012087	[Route] 22	Mount Kisco Rd	05/05/2017	01:46pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	RAIN	REAR END	UNKNOWN	NOT APPLICABLE
120 87012090	[Route] 120	[Route] 22	05/08/2017	07:36am	YIELD SIGN	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012086	KING ST	Ramp	05/16/2017	08:31am	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024048	KING ST		05/22/2017	02:11pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012067	PURCHASE ST	Westchester County Airport	05/23/2017	10:22am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT TURN	PASSING /LANE USAGE IMPROPERLY	NOT APPLICABLE
	AIRPORT RD	Purchase St	06/11/2017	10:05pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OVERTAKING	UNSAFE SPEED	NOT APPLICABLE
120 87012084	[Route] 120	NEW ORCHARD RD	07/06/2017	04:49pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLOUDY	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012076	KING ST	Driveway	07/20/2017	04:03pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012070	[Route] 120	NEW KING ST	07/31/2017	05:13pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
22 87024050	ARMONK-BEDFORD RD		08/05/2017	01:56am	NONE	PROPERTY DAMAGE AND INJURY	1	1	DARK-ROAD UNLIGHTED	DRY	CLOUDY	OTHER	FELL ASLEEP	
120 87012067	[Route] 120	AIRPORT RD	08/06/2017	11:18pm	NONE	PROPERTY DAMAGE AND INJURY	3	2	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	TURNING IMPROPER	NOT APPLICABLE
120 87012090	[Route] 22	[Route] 120	08/10/2017	05:28pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	OTHER UNINVOLVED VEHICLE
120 87012076	KING ST	Ramp	08/16/2017	05:42am	NONE	PROPERTY DAMAGE	1	0	DAWN	DRY	CLOUDY	OTHER	ANIMAL'S ACTION	
120 87012087	MOUNT KISCO RD	KING ST	08/27/2017	12:00am	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	NOT ENTERED	
120 87012090	[Route] 22	Armonk-Bedford Rd	09/08/2017	11:02am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
120 87012090	[Route] 22	[Route] 120	09/08/2017	05:54pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
120 87012087	KING ST	Old Post Rd	09/15/2017	08:15am	NONE	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	ANIMAL'S ACTION
120 87012071	PURCHASE ST	Gateway Ln	09/19/2017	04:50pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	3	0	DAYLIGHT	DRY	CLOUDY	OTHER	FAILURE TO YIELD RIGHT OF WAY	NOT ENTERED
22 87024047	STATE HWY 120	Ramp	09/29/2017	05:33pm	YIELD SIGN	PROPERTY DAMAGE AND INJURY	3	2	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012090	STATE HWY 120	Ramp	10/04/2017	07:04am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012076	KING ST	Driveway	10/10/2017	07:33am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012077	KING ST	Ramp	10/12/2017	06:40pm	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION	
120 87012090	ARMONK-BEDFORD RD	[Route] 120	11/02/2017	11:49am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	2	DAYLIGHT	DRY	CLOUDY	REAR END	DRIVER INEXPERIENCE	NOT APPLICABLE
	KING ST		11/08/2017	05:53pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	BRAKES DEFECTIVE	NOT APPLICABLE
22 87024045	MOUNT KISCO RD	King St	11/08/2017	08:37am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INATTENTION
120 87012071	PURCHASE ST	Gateway Ln	11/09/2017	08:37am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
22 87024049	KING ST	Armonk-Bedford Rd	11/10/2017	10:05am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	UNKNOWN
120 87012071	PURCHASE ST	Gateway Ln	11/14/2017	07:33am	TRAFFIC SIGNAL	INJURY	2	1	DAYLIGHT	WET	CLOUDY	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012090	[Route] 120		11/19/2017	05:30pm	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	NOT ENTERED	
120 87012086	KING ST	Ramp	11/21/2017	06:06pm	NONE	PROPERTY DAMAGE	2	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OVERTAKING	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
	RAMP	King St	12/01/2017	05:36pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012079	[Route] 120	COONEY HILL RD	12/27/2017	10:33am	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	FAILURE TO KEEP RIGHT	NOT APPLICABLE
120 87012074	KING ST		12/29/2017	06:00am	NONE	PROPERTY DAMAGE	2	0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	NOT APPLICABLE	TURNING IMPROPER

TABLE NO. 5

ACCIDENT SUMMARY TABLE

NYS ROUTE 120 (KING STREET) CORRIDOR

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
120 87012090	STATE HWY 22	Ramp	01/10/2018	08:49am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
22 87024044	MOUNT KISCO RD	King St	01/26/2018	09:02am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012090	STATE HWY 22	Ramp	01/31/2018	08:18am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
120 87012084	KING ST	NEW ORCHARD RD	02/02/2018	04:30pm	UNKNOWN	PROPERTY DAMAGE	1	0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	NOT ENTERED	
120 87012090	[Route] 22	[Route] 120	02/07/2018	09:47am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	SNOW/ICE	SLEET/HAIL	REAR END	PAVEMENT SLIPPERY	NOT APPLICABLE
120 87012090	[Route] 120		02/16/2018	05:45pm	UNKNOWN	PROPERTY DAMAGE	1	0	DUSK	WET	CLEAR	OTHER	NOT ENTERED	
22 87024048	KING ST		02/17/2018	09:04pm	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD LIGHTED	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY	
120 87012067	PURCHASE ST	Westchester County Airport	02/24/2018	04:05pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	RAIN	LEFT TURN	TURNING IMPROPER	NOT APPLICABLE
120 87012090	STATE HWY 22	Ramp	03/02/2018	11:36am	YIELD SIGN	PROPERTY DAMAGE AND INJURY	2	2	DAYLIGHT	SNOW/ICE	SLEET/HAIL	OVERTAKING	DRIVER INATTENTION	NOT APPLICABLE
22 87024044	MOUNT KISCO RD	King St	03/06/2018	06:14pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	3	1	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	UNSAFE LANE CHANGE	OTHER UNINVOLVED VEHICLE
120 87012076	KING ST	Driveway	03/10/2018	10:02am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012090	STATE HWY 22	Ramp	03/11/2018	06:03pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE	DRIVER INATTENTION
120 87012091	KING ST	Ramp	04/09/2018	08:15am	NONE	PROPERTY DAMAGE AND INJURY	3	2	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INATTENTION	NOT APPLICABLE
22 87024050	ARMONK-BEDFORD RD	King St	05/11/2018	05:01pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INATTENTION
684I87011049	I 684		05/14/2018	07:55pm	NONE	PROPERTY DAMAGE AND INJURY	4	1	DUSK	DRY	CLOUDY	OTHER	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
120 87012087	[Route] 120	[Route] 22	05/24/2018	06:38pm	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INEXPERIENCE
120 87012090	[Route] 120		05/31/2018	06:04pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024049	[Route] 22	[Route] 120	06/13/2018	05:02pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	CLEAR	REAR END	TO OTHER UNINVOLVED VEHICLE	FOLLOWING TOO CLOSELY
684I87011049	I 684		06/19/2018	04:48pm	NONE	INJURY	2	2	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
120 87012090	KING ST	Ramp	06/26/2018	08:34am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
120 87012067	AIRPORT RD	[Route] 120	07/11/2018	11:15am	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE	CELL PHONE (HAND HELD)
22 87024045	MOUNT KISCO RD	King St	07/17/2018	05:08pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	WET	RAIN	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
120 87012076	KING ST	Ramp	08/31/2018	08:26am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
120 87012091	KING ST	Whippoorwill Rd	09/04/2018	08:51am	NONE	PROPERTY DAMAGE AND INJURY	3	1	DAYLIGHT	DRY	CLEAR	OTHER	FELL ASLEEP	NOT APPLICABLE
120 87012071	PURCHASE ST	Gateway Ln	09/26/2018	02:33pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
120 87012091	KING ST	Whippoorwill Rd	10/03/2018	07:16am	NONE	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
120 87012090	[Route] 120	[Route] 22	10/16/2018	12:00am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT ENTERED	NOT ENTERED
120A87015001	GATEWAY LN	Purchase St	11/08/2018	03:52pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
120 87012090	KING ST		11/11/2018	03:48pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
120 87012067	PURCHASE ST	Westchester County Airport	11/14/2018	06:07pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	DRY	CLOUDY	OVERTAKING	UNKNOWN	UNKNOWN
120 87012077	KING ST	Ramp	11/19/2018	08:14am	TRAFFIC SIGNAL	PROPERTY DAMAGE	3	0	DAYLIGHT	DRY	CLOUDY	OTHER	DRIVER INATTENTION	NOT APPLICABLE
22 87024049	STATE HWY 22	King St	11/26/2018	07:37am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	3	2	DAYLIGHT	DRY	CLOUDY	OTHER	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
120 87012072	KING ST	[Route] 120	11/28/2018	09:50pm	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	NOT ENTERED	
120 87012090	STATE HWY 120	Ramp	12/11/2018	07:59am	YIELD SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
120A87015001	[Route] 120	GATEWAY LN	12/28/2018	08:39am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	WET	RAIN	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2015 THROUGH DECEMBER 31, 2018.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

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ACCIDENT SUMMARY TABLE

NYS ROUTE 22 & NYS ROUTE 128 / NORTH CASTLE DRIVE
NYS ROUTE 22 / NORTH BROADWAY / SIR JOHN'S PLAZA
NYS ROUTE 22 / CENTRAL WESTCHESTER EXPRESSWAY / RESERVOIR ROAD / CHURCH STREET

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
	Central Westchester Pkwy	N Broadway	01/28/2015	09:14am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
22 87024061	ARMONK-BEDFORD RD	Main St	04/06/2015	02:11pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INATTENTION
22 87024001	Central Westchester Pkwy		04/07/2015	04:35pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	WET	RAIN	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY
22 87024002	N BROADWAY	Central Westchester Pkwy	04/09/2015	07:15am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
22 87024007	N BROADWAY	Mount Kisco Rd	04/21/2015	10:10am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	CLOUDY	RIGHT ANGLE	NOT APPLICABLE	TRAFFIC CONTROL DISREGARDED
22 87024061	BEDFORD RD	Ramp	05/09/2015	02:18pm	STOP SIGN	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	LEFT TURN	NOT APPLICABLE	DRIVER INATTENTION
22 87024002	N BROADWAY	Central Westchester Pkwy	07/30/2015	05:58pm	NONE	PROPERTY DAMAGE AND INJURY	1	1	DAYLIGHT	WET	CLOUDY	OTHER	TIRE FAILURE/INADEQUATE	
22 87024002	N BROADWAY	Central Westchester Pkwy	09/21/2015	07:09pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DARK-ROAD LIGHTED	DRY	CLEAR	OVERTAKING	NOT APPLICABLE	FAILURE TO YIELD ROW
22 87024061	ARMONK-BEDFORD RD	Main St	09/26/2015	10:55am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INATTENTION
22 87024002	N BROADWAY	Central Westchester Pkwy	10/19/2015	09:08am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLOUDY	OTHER	UNSAFE LANE CHANGE	NOT APPLICABLE
22 87024007	BROADWAY	[Route] 22	10/22/2015	08:17pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	2	DARK-ROAD LIGHTED	DRY	CLOUDY	HEAD ON	EATING OR DRINKING	NOT APPLICABLE
128 87011000	[Route] 22	MAIN ST	10/29/2015	07:00pm	UNKNOWN	PROPERTY DAMAGE	2	0	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	NOT ENTERED
22 87024002	N BROADWAY	Central Westchester Pkwy	12/15/2015	12:36pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	OTHER UNINVOLVED VEHICLE	NOT APPLICABLE

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NYS ROUTE 22 & NYS ROUTE 128 / NORTH CASTLE DRIVE
NYS ROUTE 22 / NORTH BROADWAY / SIR JOHN'S PLAZA
NYS ROUTE 22 / CENTRAL WESTCHESTER EXPRESSWAY / RESERVOIR ROAD / CHURCH STREET

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
	Central Westchester Pkwy		01/17/2016	09:00pm	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	SNOW/ICE	SNOW	OTHER	PAVEMENT SLIPPERY	
22 87024007	N BROADWAY	Mount Kisco Rd	01/22/2016	04:35pm	NONE	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	LEFT TURN	NOT APPLICABLE	DRIVER INATTENTION
22 87024002	N BROADWAY	RESERVOIR RD	02/17/2016	12:15pm	NONE	PROPERTY DAMAGE AND INJURY	1	1	DAYLIGHT	DRY	CLOUDY	OTHER	DRIVER INATTENTION	
22 87024061	ARMONK-BEDFORD RD	Main St	02/24/2016	08:31am	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	RAIN	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY	UNKNOWN
22 87024002	N BROADWAY	RESERVOIR RD	03/30/2016	12:53pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
			04/01/2016	04:01pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	UNKNOWN	UNKNOWN	NOT APPLICABLE
128 87011000	MAIN ST	[Route] 22	04/08/2016	02:58pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLOUDY	RIGHT TURN	NOT APPLICABLE	TURNING IMPROPER
22 87024007	N BROADWAY	[Route] 22	05/04/2016	05:11pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	RAIN	REAR END	NOT APPLICABLE	PAVEMENT SLIPPERY
22 87024008	MOUNT KISCO RD	[Route] 22	05/18/2016	04:00am	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	NOT ENTERED	
22 87024002	N BROADWAY	RESERVOIR RD	06/22/2016	10:00am	UNKNOWN	PROPERTY DAMAGE	1	0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	NOT ENTERED	
22 87024061	BEDFORD RD	Main St	06/28/2016	09:10am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE	DRIVER INATTENTION
22 87024002	N BROADWAY	Central Westchester Pkwy	08/24/2016	05:18pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE	GLARE
	N BROADWAY	Mount Kisco Rd	09/21/2016	07:56am	NONE	PROPERTY DAMAGE	3	0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024002	N BROADWAY	RESERVOIR RD	09/28/2016	07:32pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	DRY	CLOUDY	OVERTAKING	NOT APPLICABLE	FAILURE TO YIELD R0W
22 87024008	MOUNT KISCO RD	N Broadway	10/04/2016	01:35pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	NOT ENTERED	NOT ENTERED
	N BROADWAY	Mount Kisco Rd	10/18/2016	01:08pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	2	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INEXPERIENCE	NOT APPLICABLE
22 87024007	MOUNT KISCO RD	Mount Kisco Rd	10/22/2016	12:42pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	WET	RAIN	OVERTAKING	PASSING/LANE USAGE IMPROPERLY	OTHER UNINVOLVED VEHICLE
22 87024002	Central Westchester Pkwy	[Route] 22	10/24/2016	08:00am	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	UNKNOWN	CLEAR	REAR END	NOT ENTERED	NOT ENTERED
22 87024007	N BROADWAY	[Route] 22	12/12/2016	07:03am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	RAIN	OVERTAKING	UNSAFE LANE CHANGE	NOT APPLICABLE

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NYS ROUTE 22 & NYS ROUTE 128 / NORTH CASTLE DRIVE
NYS ROUTE 22 / NORTH BROADWAY / SIR JOHN'S PLAZA
NYS ROUTE 22 / CENTRAL WESTCHESTER EXPRESSWAY / RESERVOIR ROAD / CHURCH STREET

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
22 87024002	N BROADWAY	Central Westchester Pkwy	01/11/2017	01:19pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	BRAKES DEFECTIVE
22 87024002	N BROADWAY	Central Westchester Pkwy	02/01/2017	09:53am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024002	N BROADWAY	Central Westchester Pkwy	03/04/2017	04:34pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
128 87011000	[Route] 128	[Route] 22	03/12/2017	10:00am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	2	DAYLIGHT	DRY	CLEAR	LEFT TURN	NOT ENTERED	TRAFFIC CONTROL DISREGARDED
22 87024002	N BROADWAY	Central Westchester Pkwy	04/08/2017	09:17am	TRAFFIC SIGNAL	INJURY	1	1	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INATTENTION	PEDESTRIAN'S ERROR/CONFUSION
22 87024002	N BROADWAY	RESERVOIR RD	04/12/2017	04:13pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE	PASSING/LANE USAGE IMPROPERLY
128 87011000	MAIN ST	Ramp	04/21/2017	03:03pm	NONE	PROPERTY DAMAGE AND INJURY	1	1	DAYLIGHT	DRY	CLOUDY	OTHER	NOT APPLICABLE	
22 87024002	N BROADWAY	RESERVOIR RD	06/06/2017	05:49pm	STOP SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	RIGHT TURN	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
22 87024001	N BROADWAY	RESERVOIR RD	06/20/2017	06:26pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
22 87024007	N BROADWAY	Mount Kisco Rd	07/19/2017	09:22am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
22 87024002	N BROADWAY	RESERVOIR RD	07/30/2017	03:15pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
	N BROADWAY	Mount Kisco Rd	07/31/2017	05:45pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	NOT APPLICABLE	UNKNOWN
22 87024002	N BROADWAY	Central Westchester Pkwy	08/05/2017	09:30am	UNKNOWN	PROPERTY DAMAGE	2	0	UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT ENTERED	NOT ENTERED
22 87024007	N BROADWAY	Mount Kisco Rd	08/09/2017	10:50pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024061	ARMONK-BEDFORD RD	Ramp	08/10/2017	09:01am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE
22 87024007	N BROADWAY	Mount Kisco Rd	08/13/2017	08:55am	NONE	NON-REPORTABLE	1	0	DAYLIGHT	DRY	CLEAR	OTHER	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
22 87024001	N BROADWAY	RESERVOIR RD	08/23/2017	04:54pm	NONE	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
22 87024061	ARMONK-BEDFORD RD	[Route] 128	08/28/2017	05:00pm	UNKNOWN	PROPERTY DAMAGE	2	0	UNKNOWN	UNKNOWN	UNKNOWN	REAR END	NOT ENTERED	NOT ENTERED
22 87024061	ARMONK-BEDFORD RD	Main St	09/02/2017	07:46pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	WET	RAIN	RIGHT ANGLE	DRIVER INATTENTION	NOT APPLICABLE
22 87024007	MOUNT KISCO RD	Mount Kisco Rd	09/12/2017	01:02pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OTHER	BACKING UNSAFELY	NOT APPLICABLE
22 87024002	N BROADWAY	RESERVOIR RD	09/14/2017	03:27pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNKNOWN	UNKNOWN
22 87024002	N BROADWAY	Central Westchester Pkwy	09/15/2017	03:32pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
22 87024007	N BROADWAY	Mount Kisco Rd	09/20/2017	05:11pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	NOT APPLICABLE	PASSING/LANE USAGE IMPROPERLY
22 87024061	ARMONK-BEDFORD RD	Main St	10/11/2017	09:06am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	REAR END	DRIVER INATTENTION	NOT APPLICABLE
22 87024061	ARMONK-BEDFORD RD	Main St	10/13/2017	05:27pm	TRAFFIC SIGNAL	NON-REPORTABLE	3	0	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INATTENTION	NOT APPLICABLE
22 87024061	ARMONK-BEDFORD RD	Main St	11/14/2017	12:40am	TRAFFIC SIGNAL	NON-REPORTABLE	1	0	DARK-ROAD LIGHTED	DRY	CLEAR	OTHER	ANIMAL'S ACTION	
22 87024001	Central Westchester Pkwy		11/16/2017	10:43am	NONE	PROPERTY DAMAGE	1	0	DAYLIGHT	WET	CLOUDY	OTHER	PAVEMENT SLIPPERY	
22 87024001	N BROADWAY	Central Westchester Pkwy	11/21/2017	11:37am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAYLIGHT	DRY	CLEAR	RIGHT TURN	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
22 87024061	[Route] 22	MAIN ST	11/25/2017	05:45am	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	NOT ENTERED	
22 87024007	N BROADWAY	Mount Kisco Rd	12/06/2017	09:56pm	NONE	PROPERTY DAMAGE	1	0	DARK-ROAD LIGHTED	DRY	CLOUDY	OTHER	DRIVER INATTENTION	
22 87024002	N BROADWAY	Central Westchester Pkwy	12/11/2017	09:34am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT TURN	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
128 87011000	MAIN ST	Armonk-Bedford Rd	12/12/2017	11:06am	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024008	MOUNT KISCO RD	N Broadway	12/13/2017	10:44am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	DRIVER INATTENTION	NOT APPLICABLE
22 87024007	N BROADWAY	Mount Kisco Rd	12/18/2017	06:14pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY	UNKNOWN

TABLE NO. 6

ACCIDENT SUMMARY TABLE

NYS ROUTE 22 & NYS ROUTE 128 / NORTH CASTLE DRIVE
NYS ROUTE 22 / NORTH BROADWAY / SIR JOHN'S PLAZA
NYS ROUTE 22 / CENTRAL WESTCHESTER EXPRESSWAY / RESERVOIR ROAD / CHURCH STREET

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[2]	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS	
	ON STREET	CLOSEST STREET											VEHICLE 1	VEHICLE 2
	N BROADWAY	Mount Kisco Rd	01/03/2018	09:07am	NONE	PROPERTY DAMAGE AND INJURY	2	2	DAYLIGHT	DRY	CLEAR	HEAD ON	LOST CONSCIOUSNESS	NOT APPLICABLE
22 87024007	[Route] 22	Mount Kisco Rd	01/03/2018	04:31pm	NONE	PROPERTY DAMAGE AND INJURY	2	1	DUSK	DRY	CLEAR	UNKNOWN	NOT ENTERED	NOT ENTERED
	Central Westchester Pkwy	N Broadway	01/09/2018	10:22am	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	WET	CLOUDY	REAR END	PAVEMENT SLIPPERY	NOT APPLICABLE
22 87024002	Central Westchester Pkwy	N BROADWAY	01/22/2018	04:24pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	CLOUDY	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024002	N BROADWAY	Central Westchester Pkwy	01/28/2018	03:49pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
128 87011000	[Route] 22	[Route] 128	02/01/2018	06:33pm	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	3	1	DARK-ROAD LIGHTED	WET	RAIN	OTHER	TRAFFIC CONTROL DISREGARDED	NOT APPLICABLE
22 87024007	N BROADWAY	Mount Kisco Rd	02/15/2018	09:35am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	CLOUDY	OVERTAKING	PASSING/LANE USAGE IMPROPERLY	FAILURE TO YIELD ROW
22 87024002	N BROADWAY	RESERVOIR RD	03/03/2018	06:52pm	TRAFFIC SIGNAL	INJURY	2	1	DUSK	DRY	CLOUDY	REAR END	DRIVER INATTENTION	NOT APPLICABLE
22 87024002	N BROADWAY	Central Westchester Pkwy	03/10/2018	04:23pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
22 87024002	N BROADWAY	RESERVOIR RD	03/19/2018	05:27pm	STOP SIGN	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
22 87024007	N BROADWAY	Mount Kisco Rd	03/28/2018	08:32am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	CLOUDY	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE
22 87024002	N BROADWAY	Central Westchester Pkwy	04/11/2018	09:25am	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	DRIVER INATTENTION	NOT APPLICABLE
22 87024001	N BROADWAY	Cloverdale Ave	06/27/2018	09:07am	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	DRIVER INATTENTION	NOT APPLICABLE
22 87024002	N BROADWAY	Central Westchester Pkwy	07/06/2018	12:08pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	WET	CLOUDY	OVERTAKING	TURNING IMPROPER	NOT APPLICABLE
22 87024002	N BROADWAY	Central Westchester Pkwy	09/18/2018	06:22pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	WET	RAIN	OVERTAKING	UNSAFE SPEED	UNKNOWN
22 87024061	ARMONK-BEDFORD RD	Main St	09/28/2018	06:43am	TRAFFIC SIGNAL	PROPERTY DAMAGE AND INJURY	2	1	DAWN	WET	RAIN	LEFT TURN	DRIVER INATTENTION	NOT APPLICABLE
22 87024002	N BROADWAY	Central Westchester Pkwy	10/11/2018	06:48pm	NONE	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	WET	RAIN	OVERTAKING	PASSING/LANE USAGE IMPROPERLY	NOT APPLICABLE
22 87024002	N BROADWAY	Central Westchester Pkwy	10/12/2018	12:33pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE
22 87024007	N BROADWAY	[Route] 22	10/27/2018	06:18pm	NONE	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	WET	RAIN	REAR END	PAVEMENT SLIPPERY	NOT APPLICABLE
22 87024002	Central Westchester Pkwy	N BROADWAY	12/13/2018	06:30pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DARK-ROAD LIGHTED	WET	CLEAR	OVERTAKING	DRIVER INATTENTION	DRIVER INATTENTION

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2015 THROUGH DECEMBER 31, 2018.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

AIRPORT CAMPUS (113 KING STREET)

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

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

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

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

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

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

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

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

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

The Level of Service Criteria for signalized intersections are given in Exhibit 18-4 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 18-4

	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.

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 19-1 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 19-1

	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 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

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

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

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 20-2. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 20-2 from the *2010 Highway Capacity Manual* 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

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

AIRPORT CAMPUS (113 KING STREET)

APPENDIX D

SYNCHRO ANALYSIS

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	166	468	628	198	491	665
Future Volume (vph)	166	468	628	198	491	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				202		436
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	169	478	641	202	501	679
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	478	641	202	501	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

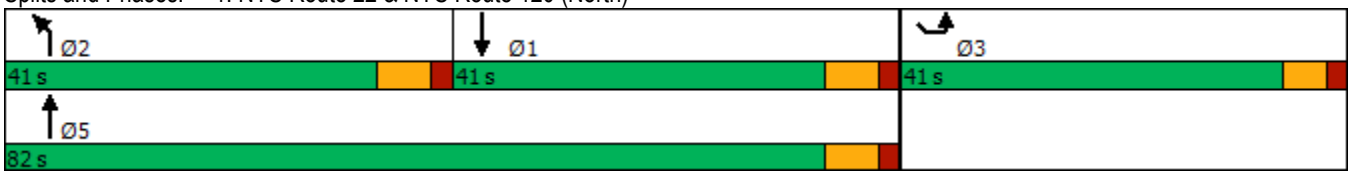
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	20.1	56.0	28.9	104.4	35.3	104.4
Actuated g/C Ratio	0.19	0.54	0.28	1.00	0.34	1.00
v/c Ratio	0.60	0.28	0.70	0.14	0.92	0.47
Control Delay	48.1	13.3	39.0	0.2	60.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	13.3	39.0	0.2	60.0	1.1
LOS	D	B	D	A	E	A
Approach Delay		22.4	29.7		26.1	
Approach LOS		C	C		C	
Queue Length 50th (ft)	104	86	201	0	321	0
Queue Length 95th (ft)	181	115	290	0	#620	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	485	2324	1084	1478	542	1436
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	0.21	0.59	0.14	0.92	0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 104.4			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

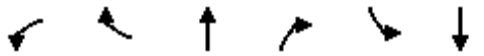
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



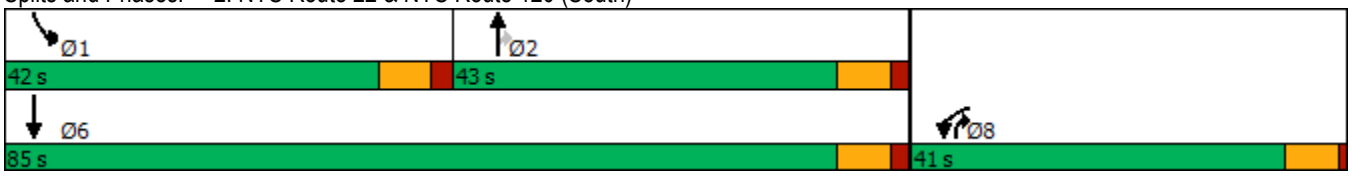
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	0	450	150	683	610
Future Volume (vph)	40	0	450	150	683	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				33		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	42	0	474	158	719	642
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	474	158	719	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

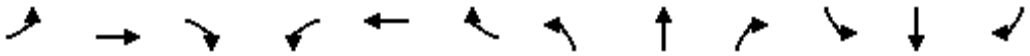


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.1		16.4	33.6	20.6	44.1
Actuated g/C Ratio	0.15		0.24	0.50	0.31	0.65
v/c Ratio	0.16		0.59	0.21	0.70	0.29
Control Delay	30.3		26.4	9.1	24.9	5.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.3		26.4	9.1	24.9	5.1
LOS	C		C	A	C	A
Approach Delay	30.3		22.1			15.6
Approach LOS	C		C			B
Queue Length 50th (ft)	15		88	26	131	48
Queue Length 95th (ft)	49		153	69	206	67
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	899		1791	1297	1775	3380
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.05		0.26	0.12	0.41	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 67.4			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	24	6	1	178	43	0	0	0
Future Volume (vph)	0	0	0	0	24	6	1	178	43	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.972			0.974				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1835	0	0	1745	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1835	0	0	1745	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	27	7	1	202	49	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	34	0	0	252	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.0%	ICU Level of Service	A
Analysis Period (min)	15		

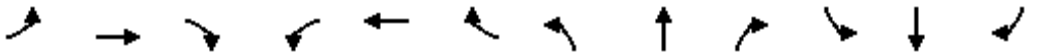
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	24	6	1	178	43	0	0	0
Future Vol, veh/h	0	0	0	0	24	6	1	178	43	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	27	7	1	202	49	0	0	0

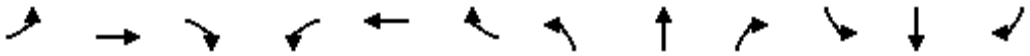
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	229	227	0	0	0
Stage 1	-	229	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	711	844	-	-	-
Stage 1	0	758	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	844	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.4	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	844
HCM Lane V/C Ratio	-	-	-	0.04
HCM Control Delay (s)	-	-	-	9.4
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



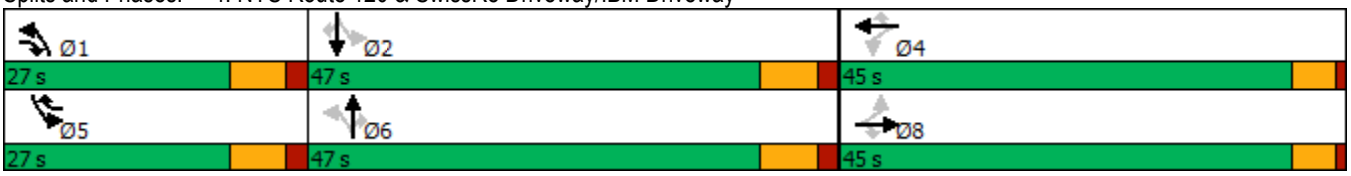
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	9	4	0	3	71	251	27	26	666	141
Future Volume (vph)	8	1	9	4	0	3	71	251	27	26	666	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.957			0.950		0.950			0.950		
Satd. Flow (prot)	0	1328	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.297			0.591		
Satd. Flow (perm)	0	1387	1190	0	1909	1623	524	1667	1558	1145	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			116
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	1	10	4	0	3	77	273	29	28	724	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	10	0	4	3	77	273	29	28	724	153
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.2	7.2		6.0	7.0	50.6	52.8	52.8	47.2	44.7	44.7
Actuated g/C Ratio		0.10	0.12		0.10	0.11	0.81	0.85	0.85	0.76	0.72	0.72
v/c Ratio		0.07	0.06		0.02	0.01	0.15	0.19	0.02	0.03	0.54	0.13
Control Delay		28.2	1.2		27.5	0.0	2.3	4.2	0.0	2.0	8.6	2.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.2	1.2		27.5	0.0	2.3	4.2	0.0	2.0	8.6	2.4
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		14.7			15.7			3.5			7.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		3	0		1	0	1	0	0	0	106	3
Queue Length 95th (ft)		18	2		10	0	17	100	0	8	343	31
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		897	449		1235	604	819	1415	1335	1201	1351	1203
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.01	0.02		0.00	0.00	0.09	0.19	0.02	0.02	0.54	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 62.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	339	5	159	520
Future Volume (vph)	10	10	339	5	159	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	11	11	361	5	169	553
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	11	361	5	169	553
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

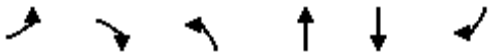
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	10	339	5	159	520
Future Vol, veh/h	10	10	339	5	159	520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	11	11	361	5	169	553

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1252	361	0	-	361	0
Stage 1	361	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	237	665	-	0	1203	-
Stage 1	754	-	-	0	-	-
Stage 2	469	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	204	665	-	-	1203	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	403	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	204	665	1203	-
HCM Lane V/C Ratio	-	0.052	0.016	0.141	-
HCM Control Delay (s)	-	23.6	10.5	8.5	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	0.2	0	0.5	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	343	527	3
Future Volume (vph)	1	1	0	343	527	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Flt Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	1	0	361	555	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	361	558	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	343	527	3
Future Vol, veh/h	1	1	0	343	527	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	361	555	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	918	557	558	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	177	510	1023	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	510	1023	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0	0
HCM LOS	C		

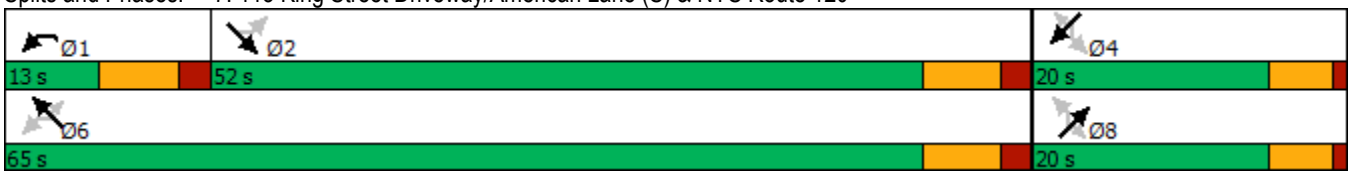
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1023	-	263	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	18.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	527	0	2	342	150	1	0	1	25	0	0
Future Volume (vph)	1	527	0	2	342	150	1	0	1	25	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1801	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.385				0.740			0.757	
Satd. Flow (perm)	0	1801	0	704	1677	1494	0	1345	1545	0	1224	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						161			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	567	0	2	368	161	1	0	1	27	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	2	368	161	0	1	1	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

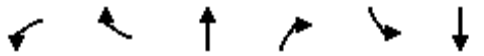
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		55.6		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.48		0.00	0.32	0.15		0.00	0.00		0.12	
Control Delay		10.1		4.5	6.4	1.1		29.0	0.0		31.2	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		10.1		4.5	6.4	1.1		29.0	0.0		31.2	
LOS		B		A	A	A		C	A		C	
Approach Delay		10.1			4.8			14.5			31.2	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		121		0	69	0		0	0		12	
Queue Length 95th (ft)		287		2	109	17		5	0		36	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1178		553	1144	1070		237	388		216	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.48		0.00	0.32	0.15		0.00	0.00		0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 8.1		Intersection LOS: A	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



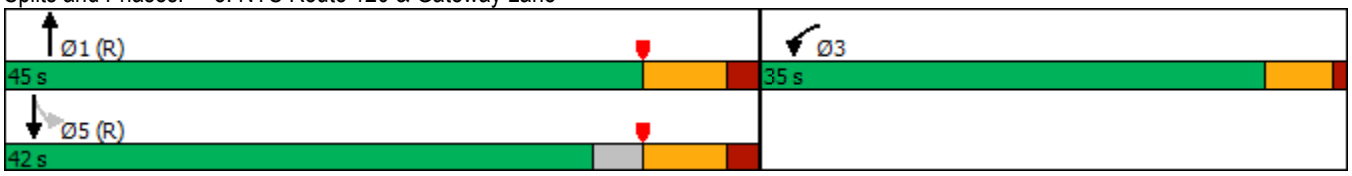
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	174	320	42	185	368
Future Volume (vph)	51	174	320	42	185	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.896		0.984			
Flt Protected	0.989					0.984
Satd. Flow (prot)	1700	0	1620	0	0	1743
Flt Permitted	0.989					0.740
Satd. Flow (perm)	1700	0	1620	0	0	1311
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	185		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	54	185	340	45	197	391
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	385	0	0	588
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		42.0	42.0
Total Split (%)	43.8%		56.3%		52.5%	52.5%
Maximum Green (s)	30.0		38.0		35.0	35.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	9.2		58.8			58.8
Actuated g/C Ratio	0.12		0.74			0.74
v/c Ratio	0.67		0.32			0.61
Control Delay	18.4		2.5			9.5
Queue Delay	0.0		0.0			0.0
Total Delay	18.4		2.5			9.5
LOS	B		A			A
Approach Delay	18.4		2.5			9.5
Approach LOS	B		A			A
Queue Length 50th (ft)	26		18			106
Queue Length 95th (ft)	86		35			278
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	753		1193			963
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.32		0.32			0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: NYS Route 120 & Gateway Lane

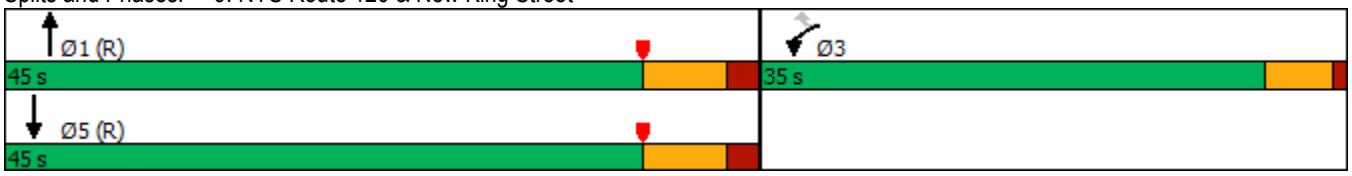


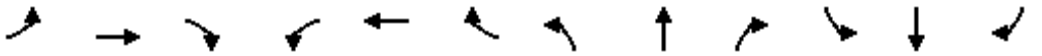
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	149	23	339	0	0	419
Future Volume (vph)	149	23	339	0	0	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	157	24	357	0	0	441
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	24	357	0	0	441
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	12.9	12.9	55.1			55.1
Actuated g/C Ratio	0.16	0.16	0.69			0.69
v/c Ratio	0.58	0.09	0.32			0.36
Control Delay	38.8	11.5	6.5			3.2
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.8	11.5	6.5			3.2
LOS	D	B	A			A
Approach Delay	35.2		6.5			3.2
Approach LOS	D		A			A
Queue Length 50th (ft)	73	0	60			30
Queue Length 95th (ft)	123	18	123			51
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	574	1133			1209
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	0.04	0.32			0.36

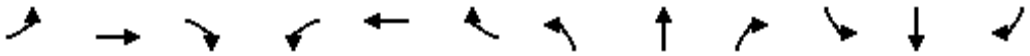
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 40.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	393	292	0	0	0	85	83	52	47	133	388
Future Volume (vph)	256	393	292	0	0	0	85	83	52	47	133	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938						0.942				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1614	0	0	0	0	1695	3155	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.593			0.661		
Satd. Flow (perm)	1580	1614	0	0	0	0	1058	3155	0	1202	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34						55				413
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	272	418	311	0	0	0	90	88	55	50	141	413
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	245	756	0	0	0	0	90	143	0	50	141	413
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.3	40.3					35.6	29.9		30.2	25.2	73.7
Actuated g/C Ratio	0.45	0.45					0.39	0.33		0.33	0.28	0.82
v/c Ratio	0.35	1.02					0.19	0.13		0.11	0.29	0.31
Control Delay	19.5	66.0					16.5	15.0		16.1	29.2	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	19.5	66.0					16.5	15.0		16.1	29.2	1.0
LOS	B	E					B	B		B	C	A
Approach Delay		54.6						15.6			8.8	
Approach LOS		D						B			A	
Queue Length 50th (ft)	98	~502					30	19		16	66	0
Queue Length 95th (ft)	171	#775					59	43		37	122	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	705	739					550	1438		576	774	1325
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.35	1.02					0.16	0.10		0.09	0.18	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 90.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 34.6		Intersection LOS: C	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

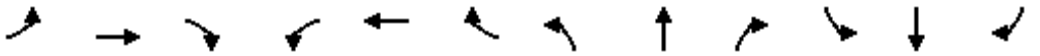
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	570	0	0	342	131	0	0	371	0	0	0
Future Volume (vph)	1	570	0	0	342	131	0	0	371	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.963				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1754	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1754	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	633	0	0	380	146	0	0	412	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	0	526	0	0	0	412	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

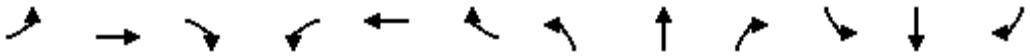
Intersection	
Int Delay, s/veh	13.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	570	0	0	342	131	0	0	371	0	0	0
Future Vol, veh/h	1	570	0	0	342	131	0	0	371	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	633	0	0	380	146	0	0	412	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	526	0	-	-	-	0	-	-	633
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372
Pot Cap-1 Maneuver	1051	-	0	0	-	-	0	0	461
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1051	-	-	-	-	-	-	0	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	49.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	461	1051	-	-	-
HCM Lane V/C Ratio	0.894	0.001	-	-	-
HCM Control Delay (s)	49.9	8.4	0	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	342	0	0	0	0	0	571	0	0
Future Volume (vph)	0	0	0	342	0	0	0	0	0	571	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	393	0	0	0	0	0	656	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	393	0	0	0	0	0	656	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	275.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑						↑	
Traffic Vol, veh/h	0	0	0	342	0	0	0	0	0	571	0	0
Future Vol, veh/h	0	0	0	342	0	0	0	0	0	571	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	393	0	0	0	0	0	656	0	0

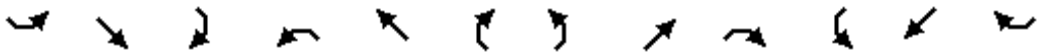
Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	786	786	-
Stage 1	-	-	-	786	786	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 346	313	0
Stage 1	-	-	0	~ 430	389	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	~ 346	0	-
Mov Cap-2 Maneuver	-	-	-	~ 346	0	-
Stage 1	-	-	-	~ 430	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		$ 439.9
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	346
HCM Lane V/C Ratio	-	-	1.897
HCM Control Delay (s)	-	-	$ 439.9
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	44.3

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	127	23	189	12	3	9	176	480	132	372	726	167
Future Volume (vph)	127	23	189	12	3	9	176	480	132	372	726	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.959		0.950			0.950			0.950		
Satd. Flow (prot)	0	1927	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.757		0.605			0.950			0.950		
Satd. Flow (perm)	0	1521	1495	864	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			195			79			136			172
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	131	24	195	12	3	9	181	495	136	384	748	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	195	12	3	9	181	495	136	384	748	172
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



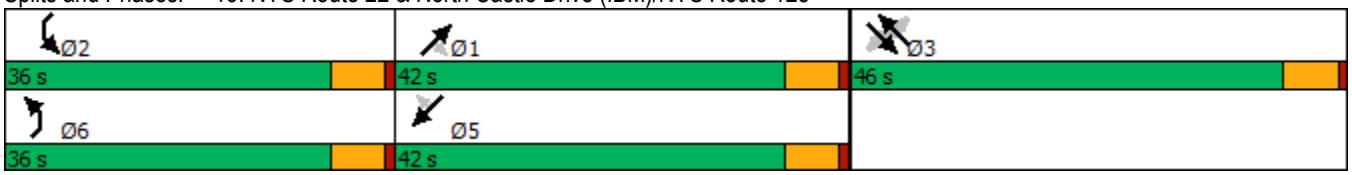
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.0	19.0	19.0	19.0	19.0	15.3	36.4	36.4	25.8	46.9	46.9
Actuated g/C Ratio		0.19	0.19	0.19	0.19	0.19	0.15	0.37	0.37	0.26	0.47	0.47
v/c Ratio		0.53	0.44	0.07	0.01	0.03	0.71	0.39	0.21	0.83	0.45	0.21
Control Delay		43.7	8.3	34.3	32.7	0.1	56.2	26.1	5.5	51.5	20.3	3.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		43.7	8.3	34.3	32.7	0.1	56.2	26.1	5.5	51.5	20.3	3.9
LOS		D	A	C	C	A	E	C	A	D	C	A
Approach Delay		24.0			21.3			29.4			27.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		91	0	6	2	0	113	125	0	229	162	0
Queue Length 95th (ft)		158	57	23	9	0	191	197	44	#404	275	43
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		618	723	351	580	638	506	1269	654	544	1669	823
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.25	0.27	0.03	0.01	0.01	0.36	0.39	0.21	0.71	0.45	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 99.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 27.5		Intersection LOS: C	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	471	204	0	1157	2	273	2	1
Future Volume (vph)	2	4	3	471	204	0	1157	2	273	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	12	12	12	11	11	11
Grade (%)	0%			4%			1%		0%		
Storage Length (ft)	0	0	0		0	0		0	0	0	
Storage Lanes	1	1	0		1	0		0	2	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	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.998		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	1835	0	3055	0	0
Flt Permitted	0.950			0.995					0.953		
Satd. Flow (perm)	1685	1507	0	1659	1342	0	1835	0	3055	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			208						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Confl. Bikes (#/hr)											
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%		0%		
Adj. Flow (vph)	2	4	3	481	208	0	1181	2	279	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	484	208	0	1183	0	282	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											

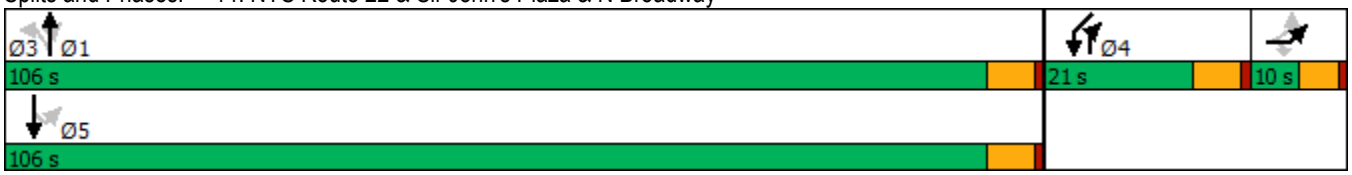
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	106.0	106.0	21.0	106.0	106.0		21.0		
Total Split (%)	7.3%	7.3%	77.4%	77.4%	15.3%	77.4%	77.4%		15.3%		
Maximum Green (s)	5.0	5.0	100.0	100.0	15.0	100.0	100.0		15.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Minimum Gap (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)	5.0	5.0		100.1	125.6		100.1		14.6		
Actuated g/C Ratio	0.04	0.04		0.78	0.98		0.78		0.11		
v/c Ratio	0.03	0.03		0.37	0.16		0.83		0.81		
Control Delay	62.5	0.5		5.8	0.3		16.4		74.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		5.8	0.3		16.4		74.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			4.2			16.4		74.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		100	0		486		118		
Queue Length 95th (ft)	12	0		204	7		1030		#204		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	65	127		1291	1308		1427		356		
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	0.03	0.03		0.37	0.16		0.83		0.79		

Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 128.6			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 20.1		Intersection LOS: C	
Intersection Capacity Utilization 87.2%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	257	73	203	69	63	32	468	47	32	1149	236	1
Future Volume (vph)	257	73	203	69	63	32	468	47	32	1149	236	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.890				0.850		0.850		0.974		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1754	1508	3257	1500	1805	3470	0	0
Flt Permitted					0.974				0.321			
Satd. Flow (perm)	1590	1555	0	0	1748	1487	3257	1500	610	3470	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	271	77	214	73	66	34	493	49	34	1209	248	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	291	0	0	139	34	493	49	34	1458	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	38.6	38.6			20.0	27.9	60.1	80.1	71.3	71.3		
Actuated g/C Ratio	0.21	0.21			0.11	0.15	0.33	0.43	0.39	0.39		
v/c Ratio	0.81	0.89			0.73	0.12	0.46	0.07	0.12	1.09		
Control Delay	89.1	99.7			102.2	0.8	53.9	1.0	40.1	102.8		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	89.1	99.7			102.2	0.8	53.9	1.0	40.1	102.8		
LOS	F	F			F	A	D	A	D	F		
Approach Delay		94.6			82.2		49.1			101.4		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	316	346			169	0	263	0	27	~1072		
Queue Length 95th (ft)	453	#522			257	0	357	4	59	#1321		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	391	381			286	385	1061	773	366	1343		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.69	0.76			0.49	0.09	0.46	0.06	0.09	1.09		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 184.2			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 88.6		Intersection LOS: F	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

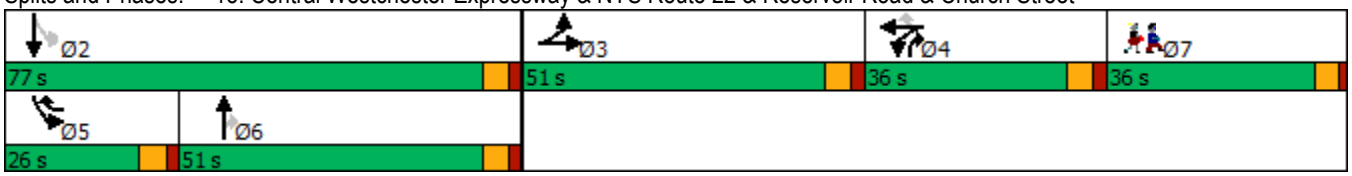
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



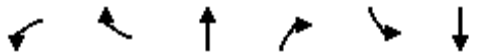
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	140	300	271	209	162	168
Future Volume (vph)	140	300	271	209	162	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				218		175
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	146	313	282	218	169	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	313	282	218	169	175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.2	38.2	14.9	67.3	15.9	67.3
Actuated g/C Ratio	0.23	0.57	0.22	1.00	0.24	1.00
v/c Ratio	0.40	0.17	0.39	0.15	0.46	0.12
Control Delay	27.4	7.6	25.3	0.2	27.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	7.6	25.3	0.2	27.6	0.2
LOS	C	A	C	A	C	A
Approach Delay		13.9	14.4		13.6	
Approach LOS		B	B		B	
Queue Length 50th (ft)	50	28	50	0	58	0
Queue Length 95th (ft)	116	56	101	0	130	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	834	3151	1669	1436	804	1449
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	0.18	0.10	0.17	0.15	0.21	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 67.3			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)

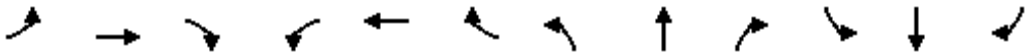
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	0	245	46	181	258
Future Volume (vph)	39	0	245	46	181	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				49		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	42	0	263	49	195	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	263	49	195	277
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.3		12.4	29.9	12.4	35.4
Actuated g/C Ratio	0.22		0.26	0.63	0.26	0.74
v/c Ratio	0.11		0.32	0.05	0.23	0.11
Control Delay	19.0		17.6	2.5	17.1	4.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.0		17.6	2.5	17.1	4.5
LOS	B		B	A	B	A
Approach Delay	19.0		15.2			9.7
Approach LOS	B		B			A
Queue Length 50th (ft)	11		37	0	26	18
Queue Length 95th (ft)	33		65	11	50	32
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1380		2500	1433	2429	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.03		0.11	0.03	0.08	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 47.6			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	13	1	1	194	6	0	0	0
Future Volume (vph)	0	0	0	0	13	1	1	194	6	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.991			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1796	0	0	1959	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1796	0	0	1959	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	14	1	1	216	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	15	0	0	224	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.6%		ICU Level of Service A	
Analysis Period (min) 15			

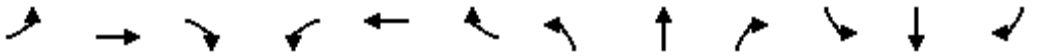
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	13	1	1	194	6	0	0	0
Future Vol, veh/h	0	0	0	0	13	1	1	194	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	14	1	1	216	7	0	0	0

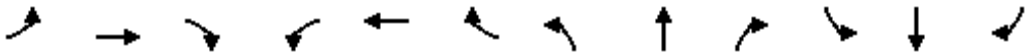
Major/Minor	Minor1		Major1			
Conflicting Flow All	-	222	220	0	0	0
Stage 1	-	222	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	709	850	-	-	-
Stage 1	0	754	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	850	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.3	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	850
HCM Lane V/C Ratio	-	-	-	0.018
HCM Control Delay (s)	-	-	-	9.3
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



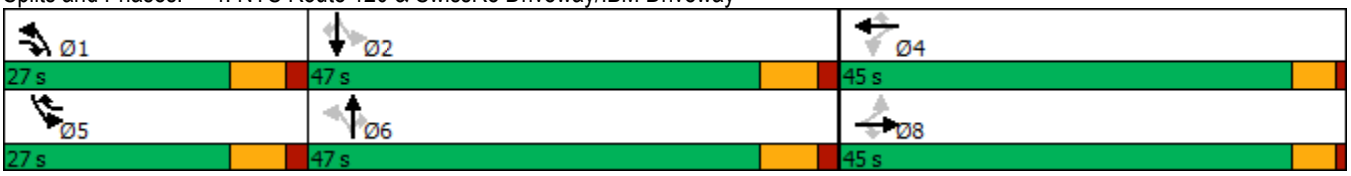
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	0	9	6	0	4	8	227	3	4	204	19
Future Volume (vph)	9	0	9	6	0	4	8	227	3	4	204	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor							1.00					0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.624			0.610		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1142	1798	1558	1182	1828	1622
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	0	9	6	0	4	8	239	3	4	215	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	9	0	6	4	8	239	3	4	215	20
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.2	6.8		6.1	6.8	50.4	55.5	55.5	50.4	55.5	55.5
Actuated g/C Ratio		0.10	0.11		0.10	0.11	0.83	0.91	0.91	0.83	0.91	0.91
v/c Ratio		0.05	0.04		0.03	0.02	0.01	0.15	0.00	0.00	0.13	0.01
Control Delay		25.4	0.3		25.3	0.2	1.8	2.9	0.0	2.0	2.9	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		25.4	0.3		25.3	0.2	1.8	2.9	0.0	2.0	2.9	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		12.9			15.3			2.8			2.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		3	0		2	0	0	0	0	0	0	0
Queue Length 95th (ft)		16	1		13	0	3	82	0	2	74	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1247	607		1279	621	1170	1642	1430	1224	1669	1488
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.01	0.01		0.00	0.01	0.01	0.15	0.00	0.00	0.13	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 60.8			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.15			
Intersection Signal Delay: 3.3		Intersection LOS: A	
Intersection Capacity Utilization 35.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	188	0	33	186
Future Volume (vph)	10	50	188	0	33	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	11	53	198	0	35	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	53	198	0	35	196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.0%		ICU Level of Service A	
Analysis Period (min) 15			

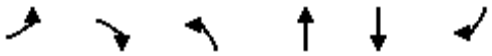
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	50	188	0	33	186
Future Vol, veh/h	10	50	188	0	33	186
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	11	53	198	0	35	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	466	200	0	-	199	0
Stage 1	199	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	604	860	-	0	1367	-
Stage 1	868	-	-	0	-	-
Stage 2	818	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	587	859	-	-	1366	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	587	859	1366	-
HCM Lane V/C Ratio	-	0.018	0.061	0.025	-
HCM Control Delay (s)	-	11.2	9.5	7.7	-
HCM Lane LOS	-	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	186	195	1
Future Volume (vph)	2	0	0	186	195	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.999	
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1749	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1749	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	0	0	198	207	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	198	208	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	186	195	1
Future Vol, veh/h	2	0	0	186	195	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	198	207	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	408	210	209	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	564	821	1374	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	820	1373	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

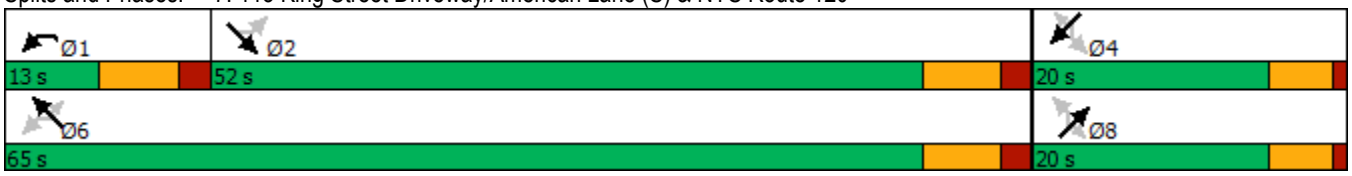
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	563	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	193	0	0	186	21	0	0	0	18	0	0
Future Volume (vph)	2	193	0	0	186	21	0	0	0	18	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00				0.99						
Frt						0.850						
Flt Protected											0.950	
Satd. Flow (prot)	0	1760	0	1827	1774	1553	0	1818	1818	0	1638	1827
Flt Permitted		0.998									0.757	
Satd. Flow (perm)	0	1757	0	1827	1774	1534	0	1818	1818	0	1305	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						26						
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	205	0	0	198	22	0	0	0	19	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	198	22	0	0	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm			Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

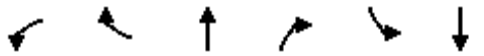
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		58.0			58.0	58.0					15.0	
Actuated g/C Ratio		0.68			0.68	0.68					0.18	
v/c Ratio		0.17			0.16	0.02					0.08	
Control Delay		5.3			5.2	1.7					30.4	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay		5.3			5.2	1.7					30.4	
LOS		A			A	A					C	
Approach Delay		5.3			4.9						30.4	
Approach LOS		A			A						C	
Queue Length 50th (ft)		34			33	0					9	
Queue Length 95th (ft)		58			56	6					28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)						200						
Base Capacity (vph)		1198			1210	1054					230	
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		0.17			0.16	0.02					0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.17			
Intersection Signal Delay: 6.1		Intersection LOS: A	
Intersection Capacity Utilization 30.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



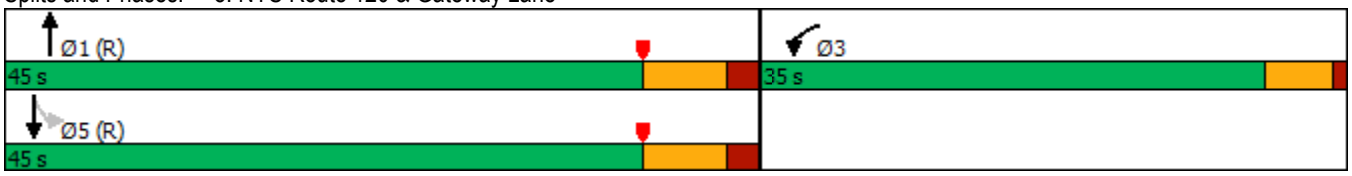
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	59	148	32	62	149
Future Volume (vph)	48	59	148	32	62	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.926		0.976			
Flt Protected	0.978					0.985
Satd. Flow (prot)	1649	0	1704	0	0	1703
Flt Permitted	0.978					0.871
Satd. Flow (perm)	1649	0	1704	0	0	1506
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	61		18			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	50	61	154	33	65	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	187	0	0	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.4		63.1			63.1
Actuated g/C Ratio	0.10		0.79			0.79
v/c Ratio	0.49		0.14			0.19
Control Delay	24.1		2.1			3.7
Queue Delay	0.0		0.0			0.0
Total Delay	24.1		2.1			3.7
LOS	C		A			A
Approach Delay	24.1		2.1			3.7
Approach LOS	C		A			A
Queue Length 50th (ft)	24		9			25
Queue Length 95th (ft)	67		31			58
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	656		1347			1187
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.14			0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 7.5		Intersection LOS: A	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: NYS Route 120 & Gateway Lane

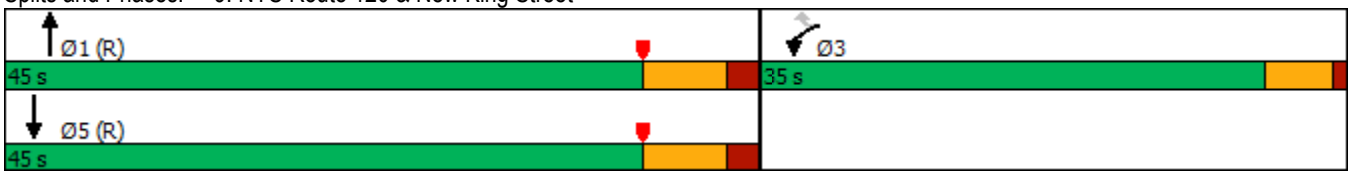


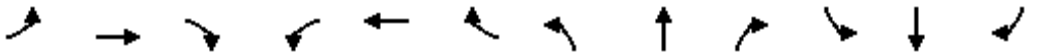
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	233	44	136	0	0	197
Future Volume (vph)	233	44	136	0	0	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		47				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	251	47	146	0	0	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	251	47	146	0	0	212
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	16.8	16.8	51.2			51.2
Actuated g/C Ratio	0.21	0.21	0.64			0.64
v/c Ratio	0.67	0.12	0.13			0.20
Control Delay	37.7	7.9	7.1			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.7	7.9	7.1			6.5
LOS	D	A	A			A
Approach Delay	33.0		7.1			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	116	0	25			25
Queue Length 95th (ft)	173	24	59			99
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	661	1113			1082
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	0.38	0.07	0.13			0.20

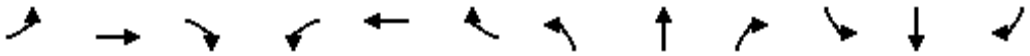
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 33.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: NYS Route 120 & New King Street





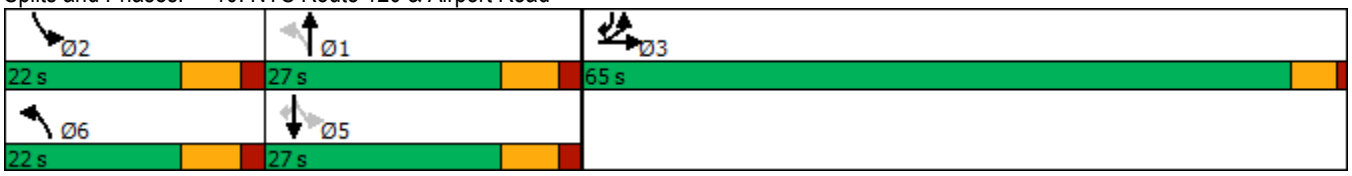
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	284	72	0	0	0	79	46	43	31	85	314
Future Volume (vph)	90	284	72	0	0	0	79	46	43	31	85	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.971						0.927				0.850
Flt Protected	0.950	0.999					0.950			0.950		
Satd. Flow (prot)	1595	1674	0	0	0	0	1711	3279	0	1694	1750	1545
Flt Permitted	0.950	0.999					0.595			0.691		
Satd. Flow (perm)	1595	1674	0	0	0	0	1072	3279	0	1232	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						47				341
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	98	309	78	0	0	0	86	50	47	34	92	341
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	88	397	0	0	0	0	86	97	0	34	92	341
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

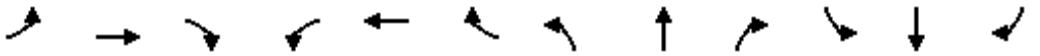


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	22.9	22.9					31.3	28.0		25.3	21.1	53.0
Actuated g/C Ratio	0.34	0.34					0.46	0.41		0.37	0.31	0.78
v/c Ratio	0.16	0.69					0.15	0.07		0.07	0.17	0.27
Control Delay	17.0	26.0					12.5	11.3		12.8	23.7	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.0	26.0					12.5	11.3		12.8	23.7	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.4						11.9			6.3	
Approach LOS		C						B			A	
Queue Length 50th (ft)	28	149					19	5		7	30	0
Queue Length 95th (ft)	61	253					54	28		27	81	19
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1384	1455					661	1377		685	542	1545
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.06	0.27					0.13	0.07		0.05	0.17	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 68.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	167	0	0	222	171	0	0	279	0	0	0
Future Volume (vph)	6	167	0	0	222	171	0	0	279	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.941				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1713	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1713	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	182	0	0	241	186	0	0	303	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	427	0	0	0	303	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization 33.1%		ICU Level of Service A	
Analysis Period (min) 15			

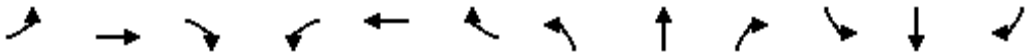
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	167	0	0	222	171	0	0	279	0	0	0
Future Vol, veh/h	6	167	0	0	222	171	0	0	279	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	182	0	0	241	186	0	0	303	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	427	0	-	-	-	0	-	-	182
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354
Pot Cap-1 Maneuver	1143	-	0	0	-	-	0	0	846
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1143	-	-	-	-	-	-	0	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	846	1143	-	-	-
HCM Lane V/C Ratio	0.358	0.006	-	-	-
HCM Control Delay (s)	11.6	8.2	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	222	0	0	0	0	0	173	0	0
Future Volume (vph)	0	0	0	222	0	0	0	0	0	173	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	231	0	0	0	0	0	180	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	231	0	0	0	0	0	180	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization 28.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

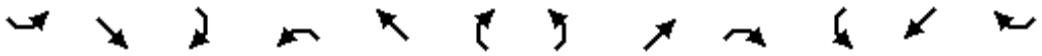
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑						↑	
Traffic Vol, veh/h	0	0	0	222	0	0	0	0	0	173	0	0
Future Vol, veh/h	0	0	0	222	0	0	0	0	0	173	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	231	0	0	0	0	0	180	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	462	462	-
Stage 1	-	-	-	462	462	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	538	487	0
Stage 1	-	-	0	612	554	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	538	0	-
Mov Cap-2 Maneuver	-	-	-	538	0	-
Stage 1	-	-	-	612	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		15
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	538
HCM Lane V/C Ratio	-	-	0.335
HCM Control Delay (s)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.5

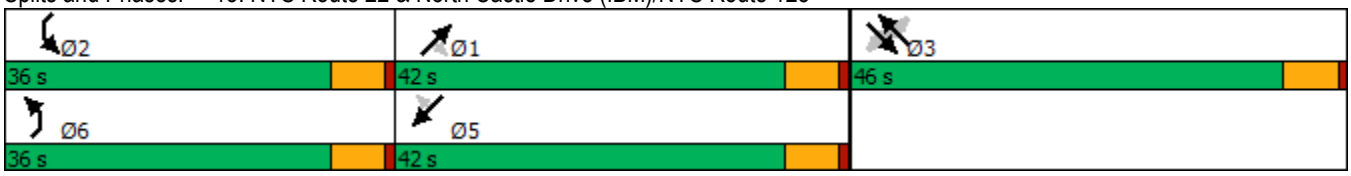
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	110	6	150	6	15	23	153	280	9	15	299	81
Future Volume (vph)	110	6	150	6	15	23	153	280	9	15	299	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1888	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.725		0.679			0.950			0.950		
Satd. Flow (perm)	0	1434	1563	1102	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156			79			79			84
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	115	6	156	6	16	24	159	292	9	16	311	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	156	6	16	24	159	292	9	16	311	84
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.7	15.7	15.7	15.7	15.7	12.3	52.5	52.5	5.5	36.3	36.3
Actuated g/C Ratio		0.19	0.19	0.19	0.19	0.19	0.15	0.64	0.64	0.07	0.44	0.44
v/c Ratio		0.44	0.37	0.03	0.04	0.06	0.63	0.14	0.01	0.13	0.21	0.12
Control Delay		35.6	7.8	28.0	28.0	0.3	45.5	7.7	0.0	42.0	16.2	4.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.6	7.8	28.0	28.0	0.3	45.5	7.7	0.0	42.0	16.2	4.9
LOS		D	A	C	C	A	D	A	A	D	B	A
Approach Delay		19.9			13.6			20.6			14.9	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		55	0	3	7	0	77	24	0	8	48	0
Queue Length 95th (ft)		113	48	13	24	0	150	73	0	29	97	29
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		701	844	538	929	830	615	2126	1056	662	1513	699
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.17	0.18	0.01	0.02	0.03	0.26	0.14	0.01	0.02	0.21	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 82.5			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

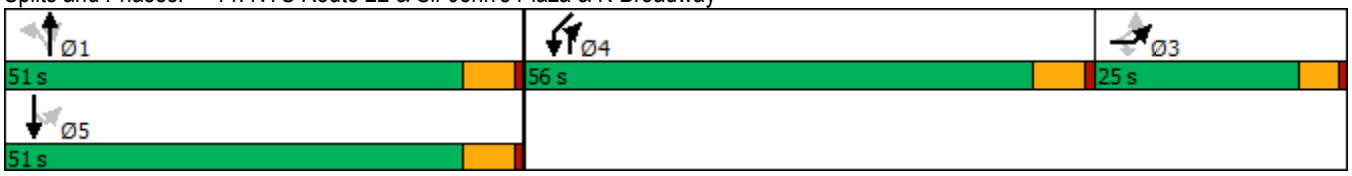


Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	381	153	0	357	2	153	0
Future Volume (vph)	3	0	6	4	381	153	0	357	2	153	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	12	12	12	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	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	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	1782	0	3164	0
Flt Permitted		0.950			0.997					0.950	
Satd. Flow (perm)	0	1685	1133	0	1739	1391	0	1782	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			159					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	3	0	6	4	397	159	0	372	2	159	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	401	159	0	374	0	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		7.8	7.8		45.4	65.4		45.4		8.9	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.13	
v/c Ratio		0.02	0.03		0.35	0.12		0.32		0.39	
Control Delay		30.3	0.3		7.3	0.5		7.0		31.1	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.3	0.3		7.3	0.5		7.0		31.1	
LOS		C	A		A	A		A		C	
Approach Delay		10.3			5.4			7.0		31.1	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		53	0		48		30	
Queue Length 95th (ft)		10	0		176	11		160		67	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		495	385		1150	1391		1178		2325	
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		0.01	0.02		0.35	0.11		0.32		0.07	

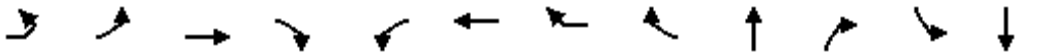
Intersection Summary			
Area Type:	Other		
Cycle Length: 132			
Actuated Cycle Length: 68.6			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	206	141	89	61	101	1	68	310	65	45	334
Future Volume (vph)	1	206	141	89	61	101	1	68	310	65	45	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			0.99		0.99				0.99
Frt			0.942			0.999		0.850		0.850		0.943
Flt Protected						0.982					0.950	
Satd. Flow (prot)	0	1639	1683	0	0	1834	0	1599	3353	1443	1859	3241
Flt Permitted						0.982					0.291	
Satd. Flow (perm)	0	1627	1683	0	0	1825	0	1576	3353	1443	569	3241
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Adj. Flow (vph)	1	219	150	95	65	107	1	72	330	69	48	355
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	245	0	0	173	0	72	330	69	48	574
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
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	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												

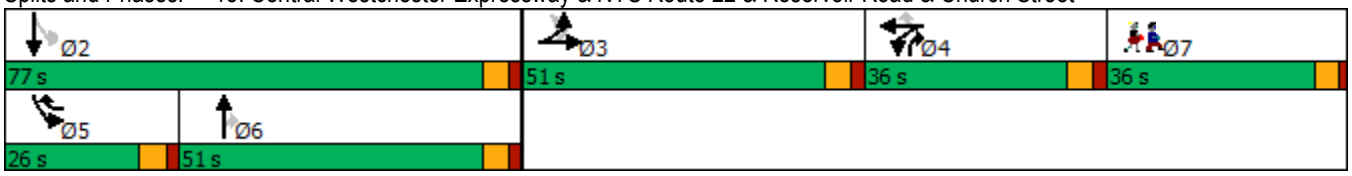
Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	206	
Future Volume (vph)	206	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	
Growth Factor	100%	
Heavy Vehicles (%)	14%	
Bus Blockages (#/hr)	0	
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)	219	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		26.1	26.1			19.0		27.7	19.6	38.5	34.5	34.5
Actuated g/C Ratio		0.19	0.19			0.14		0.21	0.15	0.29	0.26	0.26
v/c Ratio		0.70	0.75			0.67		0.19	0.68	0.15	0.21	0.69
Control Delay		64.4	67.7			70.5		6.1	63.9	3.9	43.7	51.5
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		64.4	67.7			70.5		6.1	63.9	3.9	43.7	51.5
LOS		E	E			E		A	E	A	D	D
Approach Delay			66.1			51.6			53.5			50.9
Approach LOS			E			D			D			D
Queue Length 50th (ft)		178	201			143		0	143	0	32	235
Queue Length 95th (ft)		311	346			263		26	235	17	77	363
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		555	574			417		518	1144	585	341	1746
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.40	0.43			0.41		0.14	0.29	0.12	0.14	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 134.8			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 55.7		Intersection LOS: E	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	SBR	Ø7
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Minimum Gap (s)		3.0
Time Before Reduce (s)		0.0
Time To Reduce (s)		0.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	611	581	589	563	249	217
Future Volume (vph)	611	581	589	563	249	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				599		231
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	650	618	627	599	265	231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	650	618	627	599	265	231
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	34.4	70.0	28.6	107.9	24.8	107.9
Actuated g/C Ratio	0.32	0.65	0.27	1.00	0.23	1.00
v/c Ratio	1.21	0.29	0.71	0.40	0.69	0.15
Control Delay	146.1	9.2	41.4	0.8	48.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.1	9.2	41.4	0.8	48.1	0.2
LOS	F	A	D	A	D	A
Approach Delay		79.4	21.6		25.8	
Approach LOS		E	C		C	
Queue Length 50th (ft)	~548	87	205	0	167	0
Queue Length 95th (ft)	#915	148	299	0	269	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	536	2343	1062	1507	552	1507
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	1.21	0.26	0.59	0.40	0.48	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 107.9			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay: 46.8		Intersection LOS: D	
Intersection Capacity Utilization 80.6%		ICU Level of Service D	
Analysis Period (min) 15			

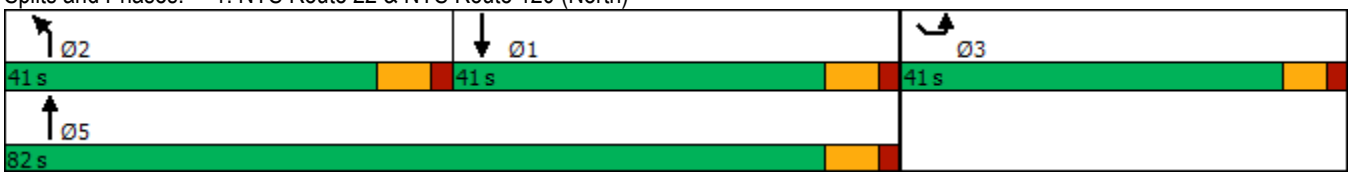
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

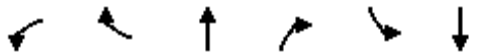
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



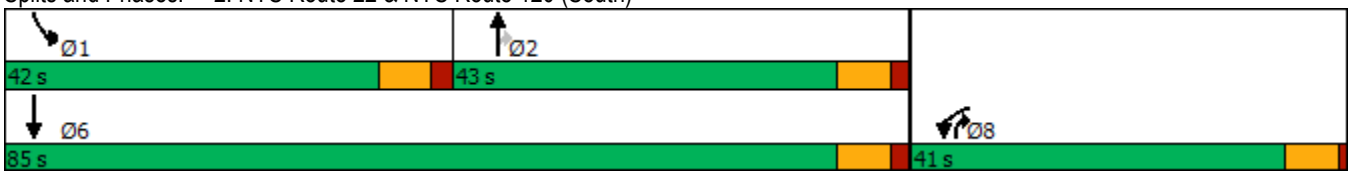
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	277	15	491	25	205	601
Future Volume (vph)	277	15	491	25	205	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			29		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	326	18	578	29	241	707
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	0	578	29	241	707
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

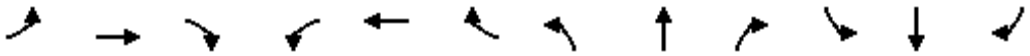


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	19.6		19.0	45.8	13.1	39.4
Actuated g/C Ratio	0.27		0.26	0.63	0.18	0.54
v/c Ratio	0.68		0.65	0.03	0.40	0.37
Control Delay	31.7		28.0	1.9	30.8	10.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.7		28.0	1.9	30.8	10.6
LOS	C		C	A	C	B
Approach Delay	31.7		26.7			15.8
Approach LOS	C		C			B
Queue Length 50th (ft)	132		115	0	48	85
Queue Length 95th (ft)	237		191	7	95	146
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	924		1742	1263	1659	3362
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.37		0.33	0.02	0.15	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 72.3			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	48	7	2	679	28	0	0	0
Future Volume (vph)	0	0	0	0	48	7	2	679	28	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.982			0.995				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1848	0	0	2000	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1848	0	0	2000	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	59	9	2	838	35	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	68	0	0	875	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

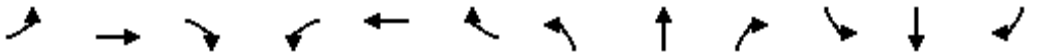
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	48	7	2	679	28	0	0	0
Future Vol, veh/h	0	0	0	0	48	7	2	679	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	59	9	2	838	35	0	0	0

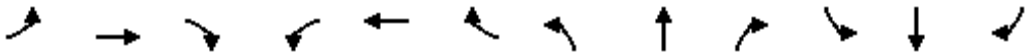
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	860	856	0	0	0
Stage 1	-	860	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	370	406	-	-	-
Stage 1	0	470	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	406	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.6	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	406
HCM Lane V/C Ratio	-	-	-	0.167
HCM Control Delay (s)	-	-	-	15.6
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	0	71	24	2	22	17	879	0	1	224	5
Future Volume (vph)	100	0	71	24	2	22	17	879	0	1	224	5
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1765	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.738			0.663		0.573			0.101		
Satd. Flow (perm)	0	1374	1479	0	1225	1623	890	1815	1834	196	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	115	0	82	28	2	25	20	1010	0	1	257	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	82	0	30	25	20	1010	0	1	257	6
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



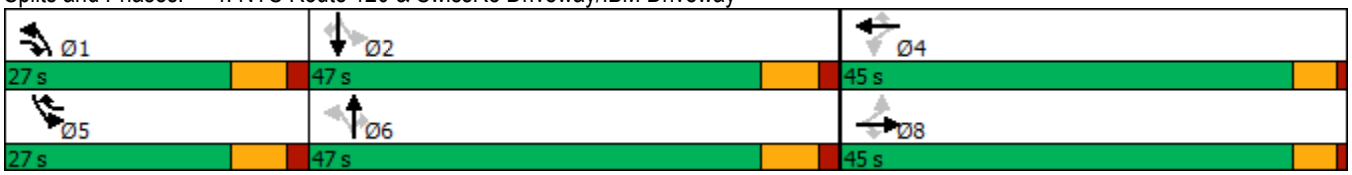
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		11.6	18.4		11.1	18.0	48.7	48.8		45.4	44.0	44.0
Actuated g/C Ratio		0.16	0.26		0.16	0.25	0.68	0.68		0.64	0.62	0.62
v/c Ratio		0.52	0.19		0.16	0.06	0.03	0.81		0.00	0.22	0.01
Control Delay		38.2	6.1		29.3	5.2	4.9	22.6		5.0	10.8	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		38.2	6.1		29.3	5.2	4.9	22.6		5.0	10.8	0.0
LOS		D	A		C	A	A	C		A	B	A
Approach Delay		24.8			18.4			22.2			10.5	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		51	0		12	0	2	281		0	61	0
Queue Length 95th (ft)		97	26		34	11	10	#776		2	115	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		795	745		709	790	804	1240		616	1159	1046
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.14	0.11		0.04	0.03	0.02	0.81		0.00	0.22	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 71.4			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 20.4		Intersection LOS: C	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	129	767	1	8	311
Future Volume (vph)	6	129	767	1	8	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	7	147	872	1	9	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	147	872	1	9	353
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.0%		ICU Level of Service B	
Analysis Period (min) 15			

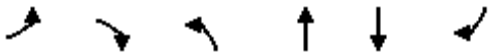
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	129	767	1	8	311
Future Vol, veh/h	6	129	767	1	8	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	147	872	1	9	353

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1243	872	0	-	872	0
Stage 1	872	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	239	376	-	0	733	-
Stage 1	477	-	-	0	-	-
Stage 2	747	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	236	376	-	-	733	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	236	376	733	-
HCM Lane V/C Ratio	-	0.029	0.39	0.012	-
HCM Control Delay (s)	-	20.7	20.6	10	-
HCM Lane LOS	-	C	C	A	-
HCM 95th %tile Q(veh)	-	0.1	1.8	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	767	317	0
Future Volume (vph)	1	0	0	767	317	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	0	0	924	382	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	924	382	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

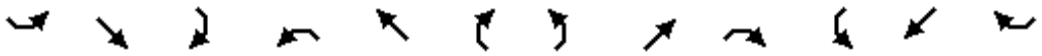
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	767	317	0
Future Vol, veh/h	1	0	0	767	317	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	924	382	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1306	382	382	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	143	649	1188	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	649	1188	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1188	-	143	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	30.4	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

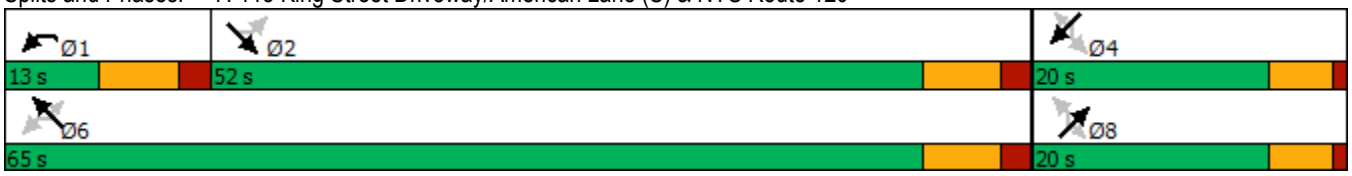
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	314	1	0	767	19	0	0	0	118	0	0
Future Volume (vph)	2	314	1	0	767	19	0	0	0	118	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00										
Frt						0.850						
Flt Protected											0.950	
Satd. Flow (prot)	0	1819	0	1827	1792	1412	0	1818	1818	0	1702	1827
Flt Permitted		0.997									0.757	
Satd. Flow (perm)	0	1814	0	1827	1792	1412	0	1818	1818	0	1356	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						26						
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	365	1	0	892	22	0	0	0	137	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	368	0	0	892	22	0	0	0	0	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm			Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		58.0			58.0	58.0					15.0	
Actuated g/C Ratio		0.68			0.68	0.68					0.18	
v/c Ratio		0.30			0.73	0.02					0.57	
Control Delay		6.1			13.0	1.6					42.6	
Queue Delay		0.0			0.0	0.0					0.0	
Total Delay		6.1			13.0	1.6					42.6	
LOS		A			B	A					D	
Approach Delay		6.1			12.8						42.6	
Approach LOS		A			B						D	
Queue Length 50th (ft)		67			259	0					68	
Queue Length 95th (ft)		99			364	5					120	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)						200						
Base Capacity (vph)		1237			1222	971					239	
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		0.30			0.73	0.02					0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



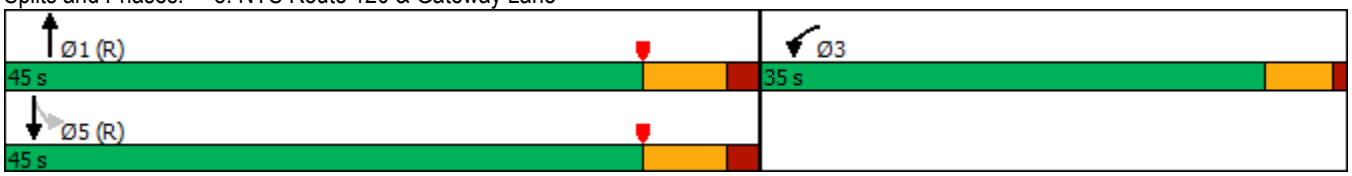
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	273	513	39	174	258
Future Volume (vph)	78	273	513	39	174	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.895		0.991			
Flt Protected	0.989					0.980
Satd. Flow (prot)	1709	0	1765	0	0	1751
Flt Permitted	0.989					0.521
Satd. Flow (perm)	1709	0	1765	0	0	931
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	219		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	89	310	583	44	198	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	399	0	627	0	0	491
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.1		52.9			52.9
Actuated g/C Ratio	0.19		0.66			0.66
v/c Ratio	0.80		0.54			0.80
Control Delay	25.0		5.3			25.3
Queue Delay	0.0		0.0			0.0
Total Delay	25.0		5.3			25.3
LOS	C		A			C
Approach Delay	25.0		5.3			25.3
Approach LOS	C		A			C
Queue Length 50th (ft)	84		43			152
Queue Length 95th (ft)	152		84			#416
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	777		1168			615
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.51		0.54			0.80

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 89.5%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



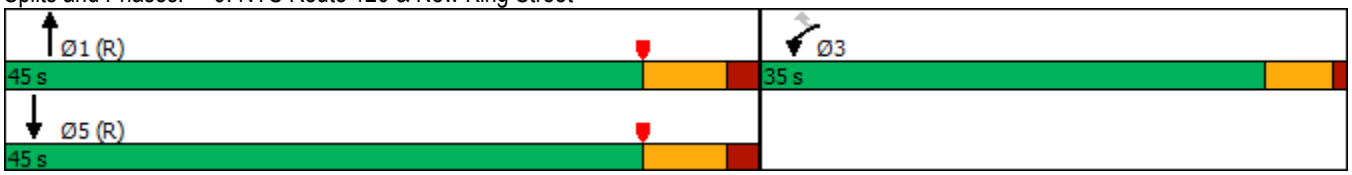
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	462	90	462	0	0	336
Future Volume (vph)	462	90	462	0	0	336
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		97				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	497	97	497	0	0	361
Shared Lane Traffic (%)						
Lane Group Flow (vph)	497	97	497	0	0	361
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	26.1	26.1	41.9			41.9
Actuated g/C Ratio	0.33	0.33	0.52			0.52
v/c Ratio	0.84	0.16	0.53			0.40
Control Delay	38.7	4.6	16.2			9.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.7	4.6	16.2			9.1
LOS	D	A	B			A
Approach Delay	33.2		16.2			9.1
Approach LOS	C		B			A
Queue Length 50th (ft)	222	0	159			65
Queue Length 95th (ft)	325	28	267			m79
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	686	938			910
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	0.74	0.14	0.53			0.40

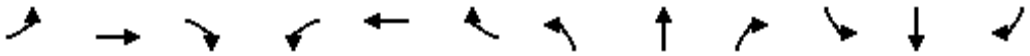
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

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

Splits and Phases: 9: NYS Route 120 & New King Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	255	124	0	0	0	283	124	22	31	228	539
Future Volume (vph)	338	255	124	0	0	0	283	124	22	31	228	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955						0.978				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3376	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.403			0.654		
Satd. Flow (perm)	1689	1686	0	0	0	0	762	3376	0	1124	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29						15				160
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	360	271	132	0	0	0	301	132	23	33	243	573
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	324	439	0	0	0	0	301	155	0	33	243	573
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



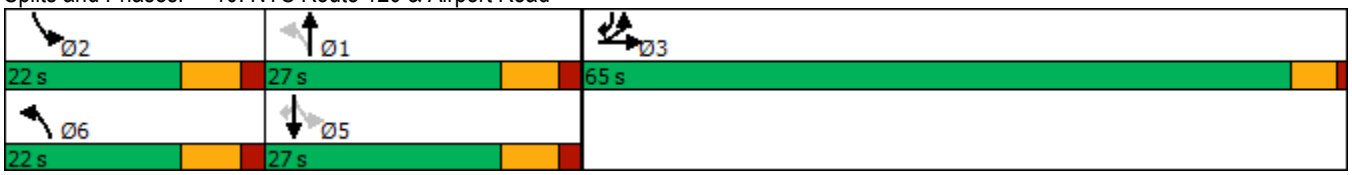
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.3	32.3					42.1	34.8		26.1	20.4	59.8
Actuated g/C Ratio	0.37	0.37					0.49	0.40		0.30	0.24	0.69
v/c Ratio	0.51	0.68					0.55	0.11		0.09	0.58	0.50
Control Delay	23.3	26.2					20.9	20.3		17.5	38.7	5.8
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.3	26.2					20.9	20.3		17.5	38.7	5.8
LOS	C	C					C	C		B	D	A
Approach Delay		25.0						20.7			15.7	
Approach LOS		C						C			B	
Queue Length 50th (ft)	141	192					96	26		9	117	84
Queue Length 95th (ft)	213	290					216	64		33	#255	140
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1190	1196					552	1362		551	422	1509
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.27	0.37					0.55	0.11		0.06	0.58	0.38

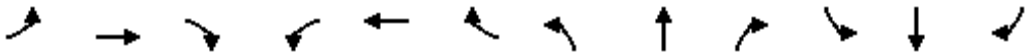
Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 86.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	243	0	0	263	559	0	0	474	0	0	0
Future Volume (vph)	3	243	0	0	263	559	0	0	474	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.908				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1695	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1695	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	259	0	0	280	595	0	0	504	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	875	0	0	0	504	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

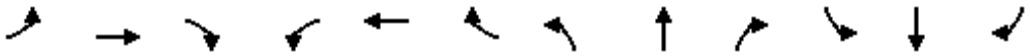
Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	243	0	0	263	559	0	0	474	0	0	0
Future Vol, veh/h	3	243	0	0	263	559	0	0	474	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	259	0	0	280	595	0	0	504	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	875	0	-	-	-	0	-	-	259
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	780	-	0	0	-	-	0	0	779
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	780	-	-	-	-	-	-	0	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	779	780	-	-	-
HCM Lane V/C Ratio	0.647	0.004	-	-	-
HCM Control Delay (s)	17.7	9.6	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	4.8	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	263	0	0	0	0	0	246	0	0
Future Volume (vph)	0	0	0	263	0	0	0	0	0	246	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	283	0	0	0	0	0	265	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	283	0	0	0	0	0	265	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

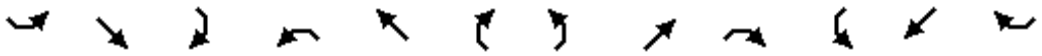
Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↟						↟	
Traffic Vol, veh/h	0	0	0	263	0	0	0	0	0	246	0	0
Future Vol, veh/h	0	0	0	263	0	0	0	0	0	246	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	283	0	0	0	0	0	265	0	0

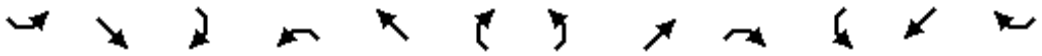
Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	566	566	-
Stage 1	-	-	-	566	566	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	471	423	0
Stage 1	-	-	0	551	495	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	471	0	-
Mov Cap-2 Maneuver	-	-	-	471	0	-
Stage 1	-	-	-	551	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		22
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	471
HCM Lane V/C Ratio	-	-	0.562
HCM Control Delay (s)	-	-	22
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	3.4



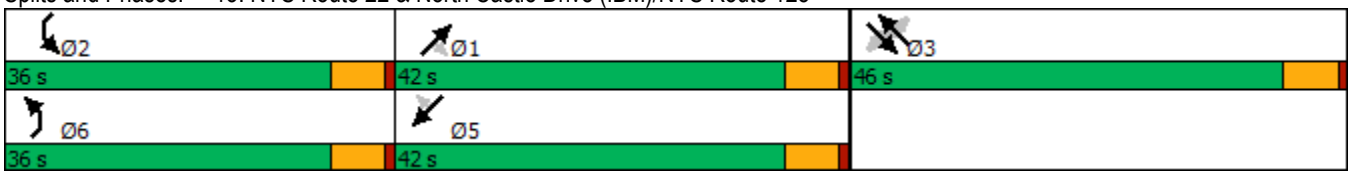
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	162	2	192	123	28	295	270	633	9	7	673	115
Future Volume (vph)	162	2	192	123	28	295	270	633	9	7	673	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.953		0.950			0.950			0.950		
Satd. Flow (prot)	0	1953	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.708		0.593			0.950			0.950		
Satd. Flow (perm)	0	1451	1594	1104	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194			298			79			116
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	164	2	194	124	28	298	273	639	9	7	680	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	166	194	124	28	298	273	639	9	7	680	116
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		23.3	23.3	23.3	23.3	23.3	20.1	60.8	60.8	5.1	36.7	36.7
Actuated g/C Ratio		0.24	0.24	0.24	0.24	0.24	0.20	0.62	0.62	0.05	0.37	0.37
v/c Ratio		0.48	0.37	0.48	0.06	0.49	0.78	0.29	0.01	0.07	0.52	0.17
Control Delay		38.1	6.8	39.7	30.2	6.7	53.9	10.6	0.0	52.0	28.0	5.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.1	6.8	39.7	30.2	6.7	53.9	10.6	0.0	52.0	28.0	5.9
LOS		D	A	D	C	A	D	B	A	D	C	A
Approach Delay		21.2			17.3			23.3			25.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		89	0	66	14	0	164	87	0	4	174	0
Queue Length 95th (ft)		169	55	135	39	66	271	180	0	20	288	42
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		601	773	457	786	843	531	2209	848	560	1319	669
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.28	0.25	0.27	0.04	0.35	0.51	0.29	0.01	0.01	0.52	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 98.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	15	5	1155	254	0	524	5	212	2
Future Volume (vph)	8	2	15	5	1155	254	0	524	5	212	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	12	12	12	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	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	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	1852	0	3294	0
Flt Permitted		0.950			0.998					0.953	
Satd. Flow (perm)	0	1685	1507	0	1779	1500	0	1852	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			267					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Confl. Bikes (#/hr)											
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	8	2	16	5	1216	267	0	552	5	223	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	16	0	1221	267	0	557	0	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

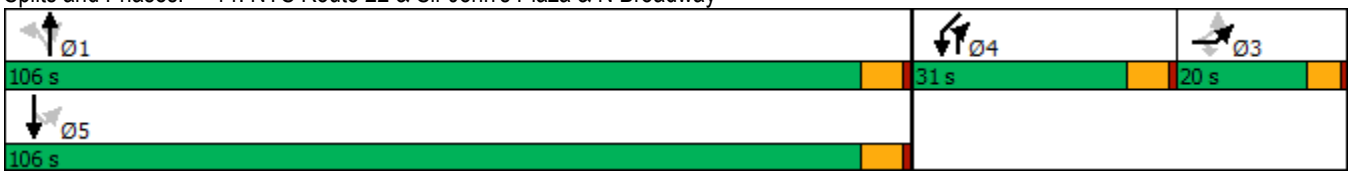
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		8.5	8.5		100.5	124.0		100.5		14.8	
Actuated g/C Ratio		0.06	0.06		0.74	0.92		0.74		0.11	
v/c Ratio		0.09	0.10		0.93	0.19		0.41		0.63	
Control Delay		65.7	1.3		30.0	0.5		8.8		66.5	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		65.7	1.3		30.0	0.5		8.8		66.5	
LOS		E	A		C	A		A		E	
Approach Delay		26.1			24.7			8.8		66.5	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		928	0		190		103	
Queue Length 95th (ft)		30	0		#1497	10		305		149	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		187	223		1320	1436		1375		611	
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		0.05	0.07		0.93	0.19		0.41		0.37	

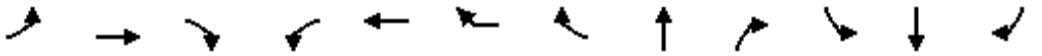
Intersection Summary			
Area Type:	Other		
Cycle Length: 157			
Actuated Cycle Length: 135.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 89.2%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

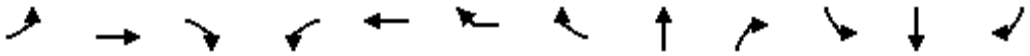
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	141	90	75	135	3	109	1107	123	71	522	197
Future Volume (vph)	300	141	90	75	135	3	109	1107	123	71	522	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.959	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3511	0
Flt Permitted					0.983					0.078		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	153	3511	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							101		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	309	145	93	77	139	3	112	1141	127	73	538	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	238	0	0	219	0	112	1141	127	73	741	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.0	37.0			25.9		37.2	45.3	71.2	62.7	62.7	
Actuated g/C Ratio	0.21	0.21			0.14		0.21	0.25	0.40	0.35	0.35	
v/c Ratio	0.87	0.69			0.84		0.27	1.33	0.20	0.46	0.61	
Control Delay	93.8	77.5			102.6		9.1	203.3	8.7	51.7	52.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	93.8	77.5			102.6		9.1	203.3	8.7	51.7	52.2	
LOS	F	E			F		A	F	A	D	D	
Approach Delay		86.7			71.0			183.8			52.1	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	363	267			259		7	~953	20	61	397	
Queue Length 95th (ft)	504	383			#406		50	#1185	47	110	496	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	436	425			304		484	861	680	244	1395	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.71	0.56			0.72		0.23	1.33	0.19	0.30	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 179.9			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 117.0		Intersection LOS: F	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

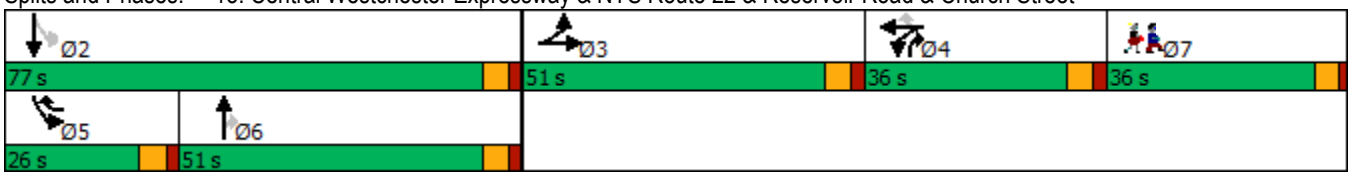
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	186	514	818	226	524	807
Future Volume (vph)	186	514	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	190	524	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	524	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	22.1	62.2	33.1	110.4	35.1	110.4
Actuated g/C Ratio	0.20	0.56	0.30	1.00	0.32	1.00
v/c Ratio	0.64	0.29	0.84	0.16	1.05	0.57
Control Delay	51.1	12.8	45.9	0.2	91.7	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	12.8	45.9	0.2	91.7	1.7
LOS	D	B	D	A	F	A
Approach Delay		23.0	36.0		37.1	
Approach LOS		C	D		D	
Queue Length 50th (ft)	126	96	290	0	~420	0
Queue Length 95th (ft)	202	127	#435	0	#698	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	456	2187	1020	1478	510	1436
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	0.24	0.82	0.16	1.05	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 110.4			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

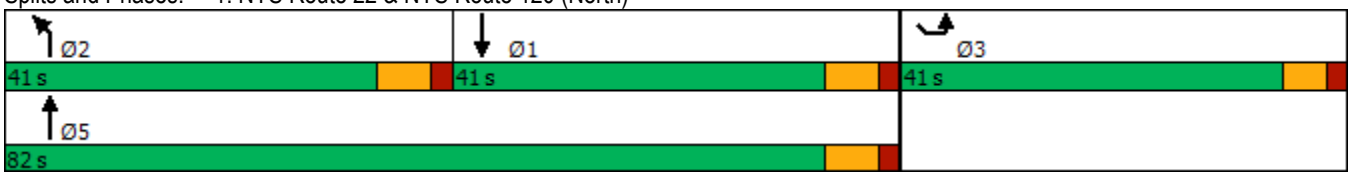
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

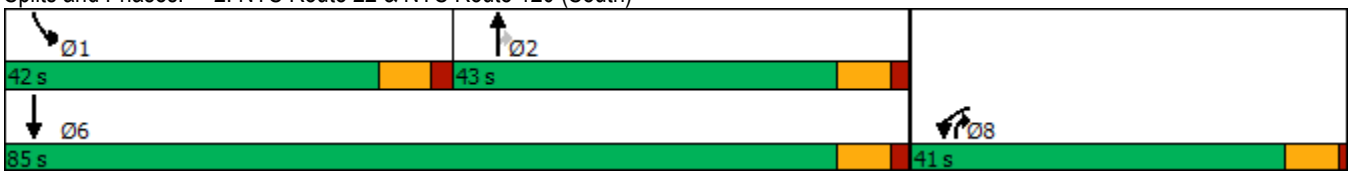


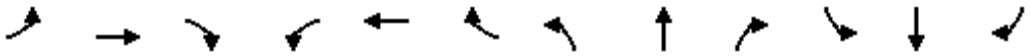
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	0	478	185	970	655
Future Volume (vph)	45	0	478	185	970	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				7		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	47	0	503	195	1021	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	503	195	1021	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.1		18.0	35.1	35.1	60.1
Actuated g/C Ratio	0.12		0.22	0.42	0.42	0.72
v/c Ratio	0.23		0.70	0.31	0.72	0.28
Control Delay	37.4		35.8	16.7	24.2	4.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	37.4		35.8	16.7	24.2	4.3
LOS	D		D	B	C	A
Approach Delay	37.4		30.5			16.2
Approach LOS	D		C			B
Queue Length 50th (ft)	22		127	63	218	53
Queue Length 95th (ft)	57		180	110	328	74
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	719		1432	1069	1419	3197
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.07		0.35	0.18	0.72	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 83.2			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	216	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	216	45	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.973			0.977				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1746	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1746	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	28	7	1	245	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	297	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.2%		ICU Level of Service A	
Analysis Period (min) 15			

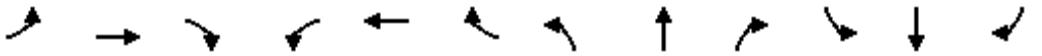
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	25	6	1	216	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	216	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	245	51	0	0	0

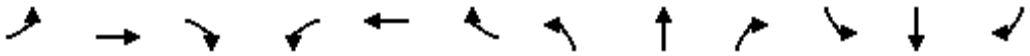
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	273	271	0	0	0
Stage 1	-	273	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	680	802	-	-	-
Stage 1	0	734	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	802	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	802
HCM Lane V/C Ratio	-	-	-	0.044
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	18	4	0	3	146	288	28	27	838	289
Future Volume (vph)	16	1	18	4	0	3	146	288	28	27	838	289
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.164			0.570		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	289	1667	1558	1105	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			188
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	17	1	20	4	0	3	159	313	30	29	911	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	313	30	29	911	314
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



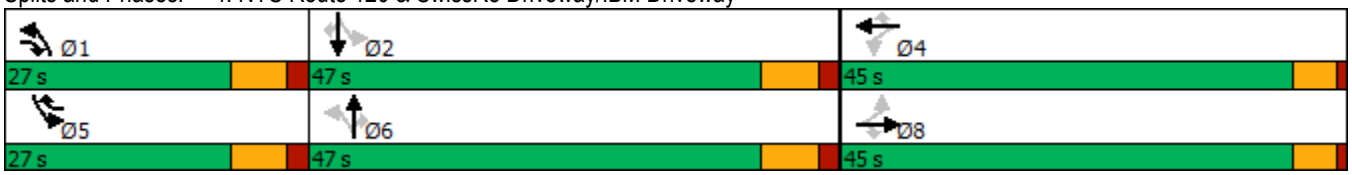
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	40.5
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	0.64
v/c Ratio		0.12	0.11		0.02	0.01	0.42	0.22	0.02	0.03	0.75	0.28
Control Delay		29.8	4.8		28.5	0.0	5.3	4.3	0.0	2.4	15.8	3.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	5.3	4.3	0.0	2.4	15.8	3.7
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			4.4			12.5	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	164	13
Queue Length 95th (ft)		27	9		10	0	33	121	0	9	#667	75
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	691	1420	1340	1178	1208	1114
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.23	0.22	0.02	0.02	0.75	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 63.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	451	5	167	694
Future Volume (vph)	11	11	451	5	167	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	12	480	5	178	738
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	480	5	178	738
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

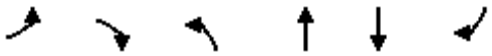
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	451	5	167	694
Future Vol, veh/h	11	11	451	5	167	694
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	480	5	178	738

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1574	480	0	-	480	0
Stage 1	480	-	-	-	-	-
Stage 2	1094	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	159	573	-	0	1088	-
Stage 1	679	-	-	0	-	-
Stage 2	389	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	133	573	-	-	1088	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	133	573	1088	-
HCM Lane V/C Ratio	-	0.088	0.02	0.163	-
HCM Control Delay (s)	-	34.7	11.4	9	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	0.3	0.1	0.6	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	455	701	3
Future Volume (vph)	1	1	0	455	701	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Flt Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	1	0	479	738	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	479	741	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	455	701	3
Future Vol, veh/h	1	1	0	455	701	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	479	738	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1219	740	741	0	-	0
Stage 1	740	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	105	395	875	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	395	875	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	0	0
HCM LOS	D		

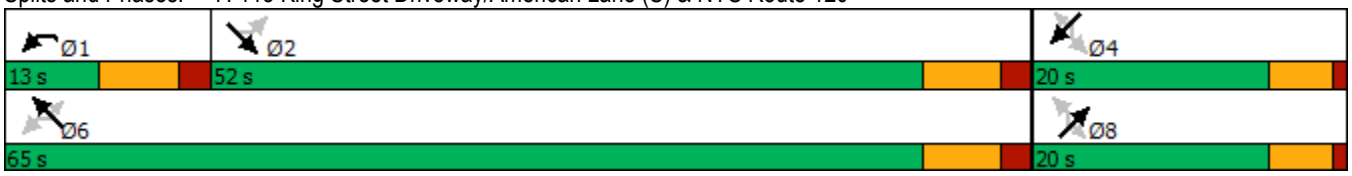
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	166	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	27	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	571	131	133	433	158	22	0	22	26	0	0
Future Volume (vph)	1	571	131	133	433	158	22	0	22	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor												
Frt		0.975				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1769	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.273				0.739			0.742	
Satd. Flow (perm)	0	1769	0	499	1677	1494	0	1343	1545	0	1200	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				170			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	614	141	143	466	170	24	0	24	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	756	0	143	466	170	0	24	24	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		45.2		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.53		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.80		0.34	0.41	0.16		0.10	0.06		0.13	
Control Delay		23.7		6.9	7.2	1.1		30.7	0.3		31.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		23.7		6.9	7.2	1.1		30.7	0.3		31.4	
LOS		C		A	A	A		C	A		C	
Approach Delay		23.7			5.8			15.5			31.4	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)		302		23	94	0		11	0		13	
Queue Length 95th (ft)		467		41	147	17		32	0		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		949		427	1144	1073		237	388		211	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.80		0.33	0.41	0.16		0.10	0.06		0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



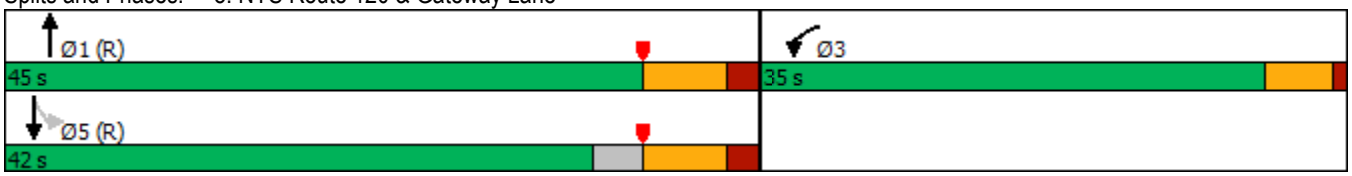
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	223	501	44	203	417
Future Volume (vph)	54	223	501	44	203	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.891		0.989			
Flt Protected	0.990					0.984
Satd. Flow (prot)	1692	0	1630	0	0	1743
Flt Permitted	0.990					0.634
Satd. Flow (perm)	1692	0	1630	0	0	1123
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	237		8			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	57	237	533	47	216	444
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	0	580	0	0	660
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		42.0	42.0
Total Split (%)	43.8%		56.3%		52.5%	52.5%
Maximum Green (s)	30.0		38.0		35.0	35.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	9.7		58.3			58.3
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.71		0.49			0.81
Control Delay	17.9		3.2			19.3
Queue Delay	0.0		0.0			0.0
Total Delay	17.9		3.2			19.3
LOS	B		A			B
Approach Delay	17.9		3.2			19.3
Approach LOS	B		A			B
Queue Length 50th (ft)	27		27			163
Queue Length 95th (ft)	93		45			#516
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	782		1190			818
Starvation Cap Reductn	0		2			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.38		0.49			0.81

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 94.8%	ICU Level of Service F
Analysis Period (min) 15	

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



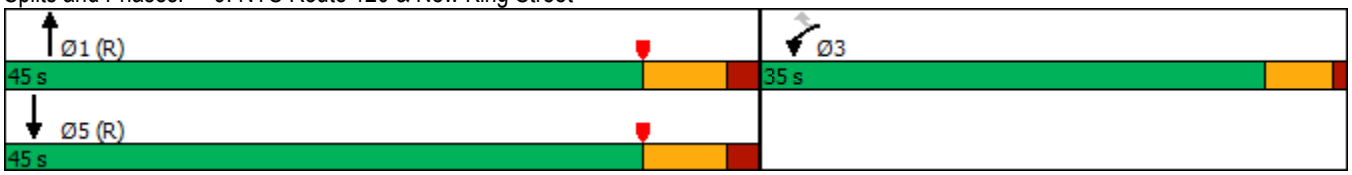
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	521	0	0	470
Future Volume (vph)	157	24	521	0	0	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	165	25	548	0	0	495
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	548	0	0	495
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

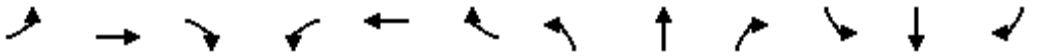
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.49			0.41
Control Delay	38.9	11.3	8.6			3.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.9	11.3	8.6			3.5
LOS	D	B	A			A
Approach Delay	35.2		8.6			3.5
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	111			33
Queue Length 95th (ft)	127	19	221			m64
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
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	0.26	0.04	0.49			0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

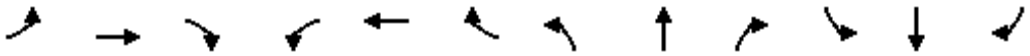
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.605			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1080	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33						59				456
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	157	456
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	157	456
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.2	40.2					34.8	27.4		30.2	25.1	73.6
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.33	0.28	0.82
v/c Ratio	0.53	1.10					0.20	0.19		0.12	0.33	0.34
Control Delay	23.0	89.0					16.6	17.3		16.2	29.8	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.0	89.0					16.6	17.3		16.2	29.8	1.0
LOS	C	F					B	B		B	C	A
Approach Delay		68.1						17.1			9.0	
Approach LOS		E						B			A	
Queue Length 50th (ft)	168	~574					32	30		17	74	0
Queue Length 95th (ft)	278	#855					62	58		39	135	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	737					556	1450		562	773	1332
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.53	1.10					0.17	0.13		0.09	0.20	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 90.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 42.8		Intersection LOS: D	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

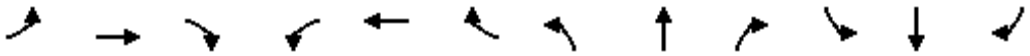
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	599	0	0	381	138	0	0	514	0	0	0
Future Volume (vph)	1	599	0	0	381	138	0	0	514	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.964				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1757	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1757	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	666	0	0	423	153	0	0	571	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	576	0	0	0	571	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	55.2

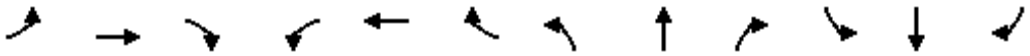
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	599	0	0	381	138	0	0	514	0	0	0
Future Vol, veh/h	1	599	0	0	381	138	0	0	514	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	423	153	0	0	571	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	576	0	-	-	-	0	-	-	666
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372
Pot Cap-1 Maneuver	1007	-	0	0	-	-	0	0	~ 441
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1007	-	-	-	-	-	-	0	~ 441
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	175.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	1007	-	-	-
HCM Lane V/C Ratio	1.295	0.001	-	-	-
HCM Control Delay (s)	175.3	8.6	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	24.9	0	-	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	381	0	0	0	0	0	600	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	438	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	438	0	0	0	0	0	690	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	61.0%	ICU Level of Service B	
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	372

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	381	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	381	0	0	0	0	0	600	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	438	0	0	0	0	0	690	0	0

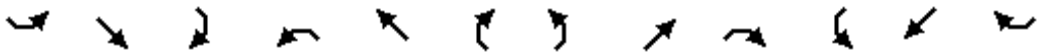
Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	876	876	-
Stage 1	-	-	-	876	876	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 304	276	0
Stage 1	-	-	0	~ 388	352	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	~ 304	0	-
Mov Cap-2 Maneuver	-	-	-	~ 304	0	-
Stage 1	-	-	-	~ 388	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		$ 608.2
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	304
HCM Lane V/C Ratio	-	-	2.269
HCM Control Delay (s)	-	-	$ 608.2
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	53.1

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	229	35	7	57	188	519	152	420	887	177
Future Volume (vph)	136	26	229	35	7	57	188	519	152	420	887	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			79			157			170
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	140	27	236	36	7	59	194	535	157	433	914	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	236	36	7	59	194	535	157	433	914	182
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



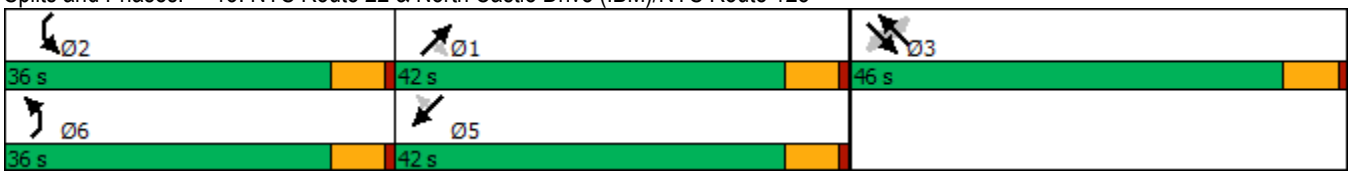
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.5	20.5	20.5	20.5	20.5	16.4	36.1	36.1	30.1	49.7	49.7
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.49	0.23	0.03	0.17	0.75	0.45	0.25	0.84	0.54	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.9	4.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.9	4.7
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		23.6			18.9			31.4			29.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	126	145	0	274	223	4
Queue Length 95th (ft)		169	62	50	16	22	201	212	46	#481	352	50
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	718	310	546	605	477	1195	638	513	1680	826
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.33	0.12	0.01	0.10	0.41	0.45	0.25	0.84	0.54	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.7			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 28.7		Intersection LOS: C	
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



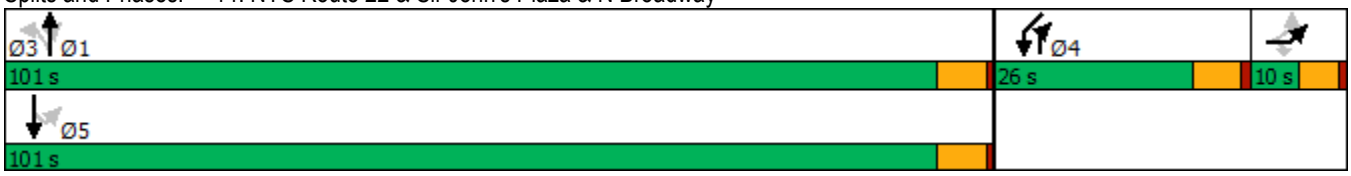
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	246	0	1216	2	304	2	1
Future Volume (vph)	2	4	3	495	246	0	1216	2	304	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Storage Length (ft)	0	0	0		0	0		0	0	0	
Storage Lanes	1	1	0		1	0		0	2	0	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			251						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Confl. Bikes (#/hr)											
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%		0%		
Adj. Flow (vph)	2	4	3	505	251	0	1241	2	310	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	251	0	1243	0	313	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	101.0	101.0	26.0	101.0	101.0		26.0		
Total Split (%)	7.3%	7.3%	73.7%	73.7%	19.0%	73.7%	73.7%		19.0%		
Maximum Green (s)	5.0	5.0	95.0	95.0	20.0	95.0	95.0		20.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Minimum Gap (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)	5.0	5.0		95.2	123.4		95.2		17.3		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.75		
Control Delay	62.5	0.5		7.4	0.4		12.5		64.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.4	0.4		12.5		64.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.1			12.5		64.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		123	0		337		126		
Queue Length 95th (ft)	12	0		254	7		652		191		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	128		1241	1306		1729		484		
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	0.03	0.03		0.41	0.19		0.72		0.65		

Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 126.4			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.890				0.850		0.850		0.975		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted					0.974				0.279			
Satd. Flow (perm)	1590	1555	0	0	1748	1487	3257	1500	530	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1289	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	305	0	0	146	36	552	52	36	1551	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	40.4	40.4			20.9	28.9	59.9	80.8	71.3	71.3		
Actuated g/C Ratio	0.22	0.22			0.11	0.15	0.32	0.43	0.38	0.38		
v/c Ratio	0.83	0.91			0.74	0.12	0.53	0.08	0.14	1.17		
Control Delay	90.1	101.8			103.4	0.9	56.8	1.2	41.3	134.2		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	90.1	101.8			103.4	0.9	56.8	1.2	41.3	134.2		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		96.1			83.1		52.0			132.1		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	336	370			181	0	311	0	29	~1240		
Queue Length 95th (ft)	#486	#566			267	0	407	6	62	#1462		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	385	376			283	388	1043	761	339	1325		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.74	0.81			0.52	0.09	0.53	0.07	0.11	1.17		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 186.8			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 105.6		Intersection LOS: F	
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

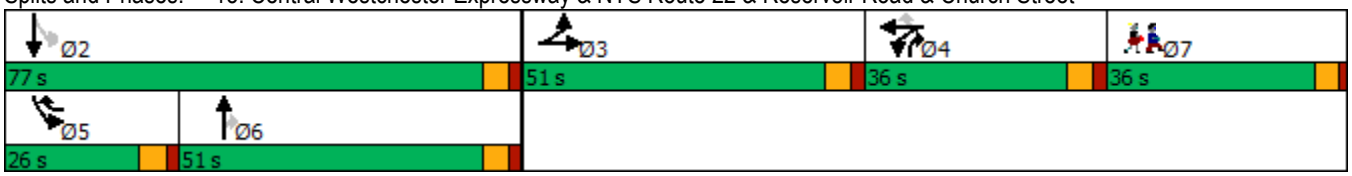
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



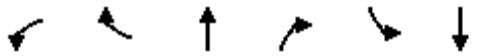
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	165	364	339	234	184	200
Future Volume (vph)	165	364	339	234	184	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		208
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	172	379	353	244	192	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	379	353	244	192	208
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	16.8	42.5	17.4	73.6	17.7	73.6
Actuated g/C Ratio	0.23	0.58	0.24	1.00	0.24	1.00
v/c Ratio	0.46	0.20	0.46	0.17	0.51	0.14
Control Delay	30.9	8.1	27.5	0.3	31.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	8.1	27.5	0.3	31.0	0.2
LOS	C	A	C	A	C	A
Approach Delay		15.2	16.3		15.0	
Approach LOS		B	B		B	
Queue Length 50th (ft)	66	38	70	0	74	0
Queue Length 95th (ft)	150	73	136	0	163	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	771	3050	1542	1436	742	1449
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	0.22	0.12	0.23	0.17	0.26	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 73.6			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)

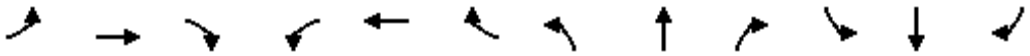
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	46	0	268	54	255	284
Future Volume (vph)	46	0	268	54	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				58		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	49	0	288	58	274	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	288	58	274	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.2		12.4	29.8	12.4	33.8
Actuated g/C Ratio	0.20		0.24	0.58	0.24	0.66
v/c Ratio	0.13		0.37	0.07	0.35	0.14
Control Delay	19.9		19.2	2.4	19.1	5.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.9		19.2	2.4	19.1	5.2
LOS	B		B	A	B	A
Approach Delay	19.9		16.4			11.8
Approach LOS	B		B			B
Queue Length 50th (ft)	13		41	0	38	21
Queue Length 95th (ft)	38		72	12	68	35
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1274		2309	1452	2243	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.12	0.04	0.12	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 51.1			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	260	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	260	6	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.992			0.997				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1962	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1962	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	16	1	1	289	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	297	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.1%		ICU Level of Service A	
Analysis Period (min) 15			

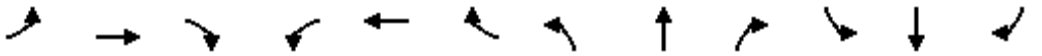
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	14	1	1	260	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	260	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	289	7	0	0	0

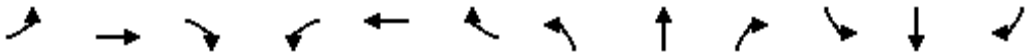
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	295	293	0	0	0
Stage 1	-	295	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	658	782	-	-	-
Stage 1	0	714	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	782	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	782
HCM Lane V/C Ratio	-	-	-	0.021
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



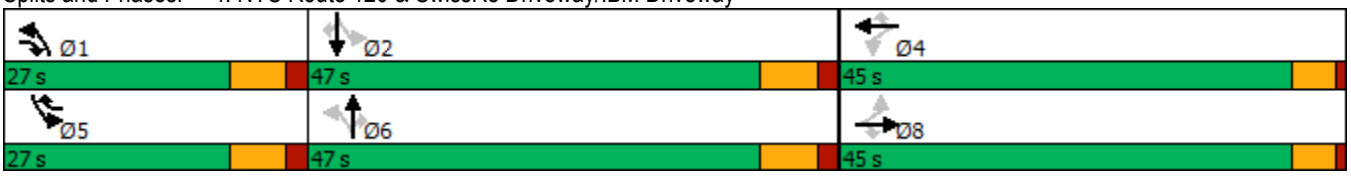
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	290	3	4	266	39
Future Volume (vph)	18	0	18	6	0	4	16	290	3	4	266	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor							1.00					0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.575			0.574		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1053	1798	1558	1112	1828	1622
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	0	19	6	0	4	17	305	3	4	280	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	305	3	4	280	41
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	51.1
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	0.85
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.19	0.00	0.00	0.18	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.6
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.0			3.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	110	0	2	102	4
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1123	1639	1428	1186	1548	1386
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.02	0.19	0.00	0.00	0.18	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 60.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.19			
Intersection Signal Delay: 4.2		Intersection LOS: A	
Intersection Capacity Utilization 38.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	257	0	35	256
Future Volume (vph)	11	53	257	0	35	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	56	271	0	37	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	271	0	37	269
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			

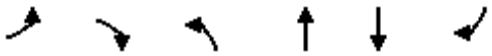
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	257	0	35	256
Future Vol, veh/h	11	53	257	0	35	256
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	271	0	37	269

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	616	273	0	-	272	0
Stage 1	272	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	507	788	-	0	1286	-
Stage 1	814	-	-	0	-	-
Stage 2	765	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	491	787	-	-	1285	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	491	787	1285	-
HCM Lane V/C Ratio	-	0.024	0.071	0.029	-
HCM Control Delay (s)	-	12.5	9.9	7.9	-
HCM Lane LOS	-	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	255	266	1
Future Volume (vph)	2	0	0	255	266	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1750	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1750	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	0	0	271	283	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	271	284	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	255	266	1
Future Vol, veh/h	2	0	0	255	266	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	271	283	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	557	286	285	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	451	740	1289	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	450	739	1288	-	-	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

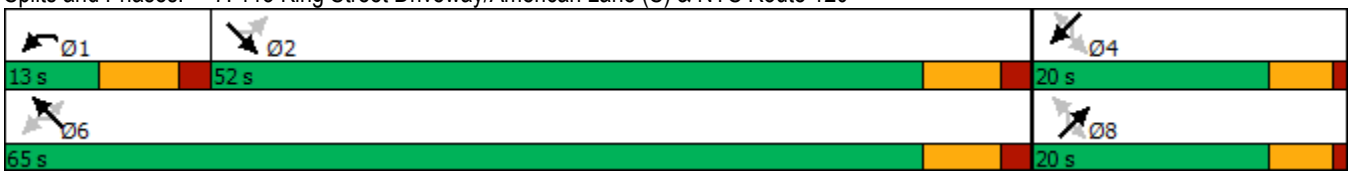
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	450	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	13	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	218	46	30	209	22	46	0	30	19	0	0
Future Volume (vph)	2	218	46	30	209	22	46	0	30	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00				0.99						
Frt		0.977				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1739	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.533				0.744			0.725	
Satd. Flow (perm)	0	1737	0	974	1774	1534	0	1352	1545	0	1250	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	232	49	32	222	23	49	0	32	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	32	222	23	0	49	32	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

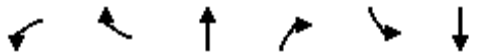
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		50.5		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.59		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.27		0.05	0.18	0.02		0.21	0.08		0.09	
Control Delay		9.8		4.5	5.3	1.7		32.5	0.4		30.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		9.8		4.5	5.3	1.7		32.5	0.4		30.6	
LOS		A		A	A	A		C	A		C	
Approach Delay		9.8			4.9			19.8			30.6	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		72		5	37	0		23	0		9	
Queue Length 95th (ft)		122		13	62	6		54	0		28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1040		718	1210	1054		238	388		220	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.27		0.04	0.18	0.02		0.21	0.08		0.09	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 41.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



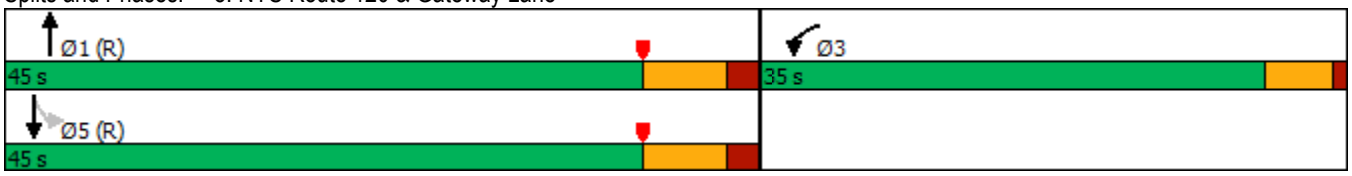
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	74	188	34	77	190
Future Volume (vph)	50	74	188	34	77	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.919		0.980			
Flt Protected	0.980					0.986
Satd. Flow (prot)	1641	0	1718	0	0	1704
Flt Permitted	0.980					0.853
Satd. Flow (perm)	1641	0	1718	0	0	1474
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	77		15			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	52	77	196	35	80	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	0	231	0	0	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						



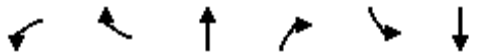
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.6		62.9			62.9
Actuated g/C Ratio	0.11		0.79			0.79
v/c Ratio	0.53		0.17			0.24
Control Delay	23.0		2.2			4.1
Queue Delay	0.0		0.0			0.0
Total Delay	23.0		2.2			4.1
LOS	C		A			A
Approach Delay	23.0		2.2			4.1
Approach LOS	C		A			A
Queue Length 50th (ft)	25		12			34
Queue Length 95th (ft)	71		34			77
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	663		1354			1158
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.17			0.24

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: NYS Route 120 & Gateway Lane



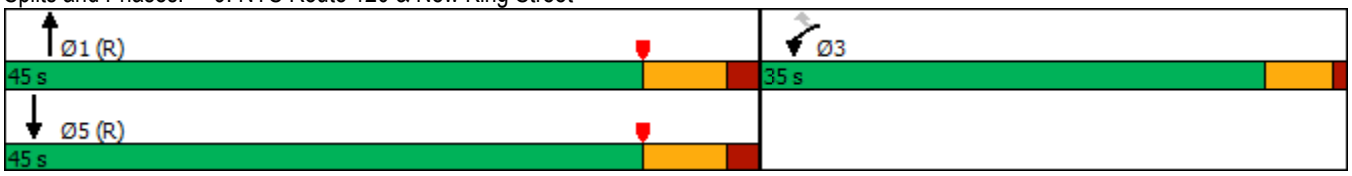
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	176	0	0	241
Future Volume (vph)	245	46	176	0	0	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	263	49	189	0	0	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	189	0	0	259
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

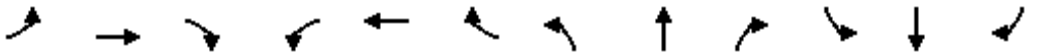


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.17			0.24
Control Delay	37.6	7.7	7.5			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.5			6.5
LOS	D	A	A			A
Approach Delay	32.9		7.5			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	34			28
Queue Length 95th (ft)	180	23	77			104
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
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	0.40	0.07	0.17			0.24

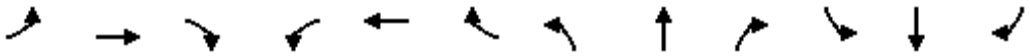
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 36.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: NYS Route 120 & New King Street





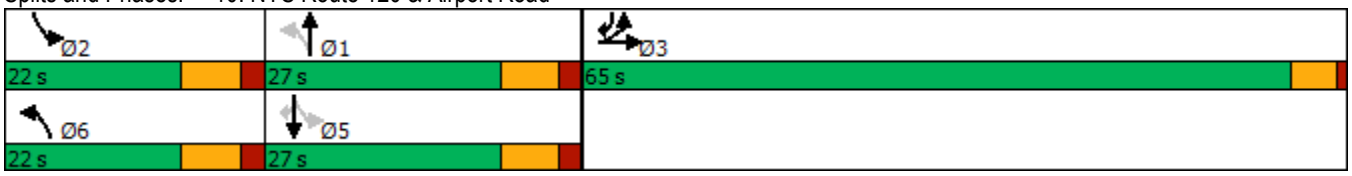
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	298	76	0	0	0	83	58	45	33	99	354
Future Volume (vph)	118	298	76	0	0	0	83	58	45	33	99	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.970						0.934				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1595	1670	0	0	0	0	1711	3296	0	1694	1750	1545
Flt Permitted	0.950	0.998					0.583			0.681		
Satd. Flow (perm)	1595	1670	0	0	0	0	1050	3296	0	1215	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				385
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	128	324	83	0	0	0	90	63	49	36	108	385
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	115	420	0	0	0	0	90	112	0	36	108	385
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	24.8	24.8					31.7	28.3		25.4	21.1	54.9
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.20	0.70					0.16	0.08		0.08	0.21	0.30
Control Delay	17.2	26.0					13.5	12.4		13.8	25.5	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.2	26.0					13.5	12.4		13.8	25.5	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.1						12.9			6.9	
Approach LOS		C						B			A	
Queue Length 50th (ft)	36	162					20	7		8	37	0
Queue Length 95th (ft)	76	272					59	34		29	97	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1330	1396					638	1354		661	525	1537
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.09	0.30					0.14	0.08		0.05	0.21	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 70.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	176	0	0	258	180	0	0	316	0	0	0
Future Volume (vph)	6	176	0	0	258	180	0	0	316	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.944				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	191	0	0	280	196	0	0	343	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	476	0	0	0	343	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization 35.8%		ICU Level of Service A	
Analysis Period (min) 15			

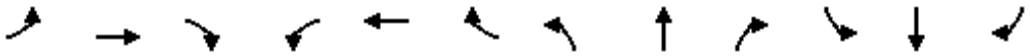
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	176	0	0	258	180	0	0	316	0	0	0
Future Vol, veh/h	6	176	0	0	258	180	0	0	316	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	280	196	0	0	343	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	476	0	-	-	-	0	-	-	191
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354
Pot Cap-1 Maneuver	1097	-	0	0	-	-	0	0	836
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1097	-	-	-	-	-	-	0	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1097	-	-	-
HCM Lane V/C Ratio	0.411	0.006	-	-	-
HCM Control Delay (s)	12.3	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	258	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	258	0	0	0	0	0	182	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	269	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	269	0	0	0	0	0	190	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	258	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	258	0	0	0	0	0	182	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	269	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	538	538	-
Stage 1	-	-	-	538	538	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	484	439	0
Stage 1	-	-	0	562	510	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	484	0	-
Mov Cap-2 Maneuver	-	-	-	484	0	-
Stage 1	-	-	-	562	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		17.1
HCM LOS		C

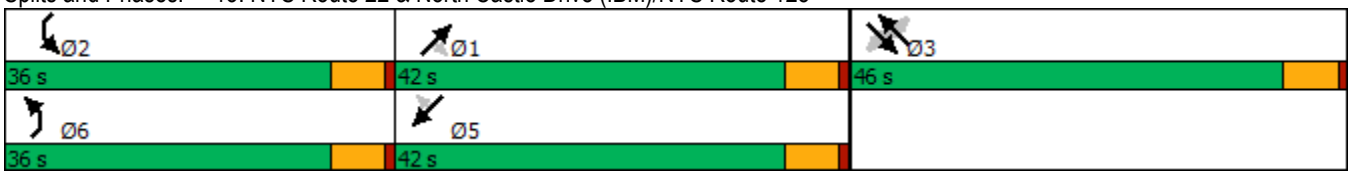
Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	484
HCM Lane V/C Ratio	-	-	0.392
HCM Control Delay (s)	-	-	17.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	173	26	19	68	177	320	29	58	347	87
Future Volume (vph)	118	9	173	26	19	68	177	320	29	58	347	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			180			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	123	9	180	27	20	71	184	333	30	60	361	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	180	27	20	71	184	333	30	60	361	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.2	17.2	17.2	17.2	17.2	14.0	45.5	45.5	7.5	36.5	36.5
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.53	0.53	0.09	0.42	0.42
v/c Ratio		0.46	0.39	0.12	0.05	0.18	0.68	0.19	0.03	0.38	0.25	0.13
Control Delay		36.1	7.4	30.0	28.4	7.3	47.6	13.0	0.1	46.5	18.3	5.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.1	7.4	30.0	28.4	7.3	47.6	13.0	0.1	46.5	18.3	5.3
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.6			16.1			23.9			19.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		62	0	12	9	0	93	48	0	31	62	0
Queue Length 95th (ft)		126	51	36	29	30	177	96	0	77	124	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		678	832	515	896	803	593	1768	891	638	1459	681
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19	0.22	0.05	0.02	0.09	0.31	0.19	0.03	0.09	0.25	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 85.9			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



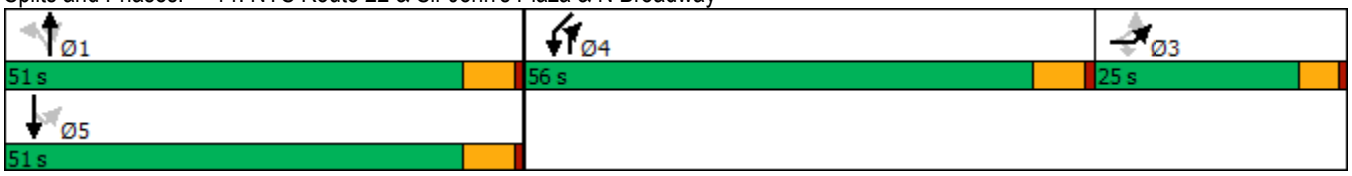
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Future Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			189					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	3	0	6	4	417	189	0	391	2	190	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	189	0	393	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

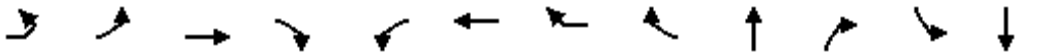
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		7.9	7.9		45.4	66.1		45.4		9.6	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.43	
Control Delay		31.0	0.3		7.9	0.5		6.7		31.4	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		31.0	0.3		7.9	0.5		6.7		31.4	
LOS		C	A		A	A		A		C	
Approach Delay		10.6			5.6			6.7		31.4	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		60	0		38		37	
Queue Length 95th (ft)		10	0		193	12		120		77	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		490	382		1137	1391		1459		2301	
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		0.01	0.02		0.37	0.14		0.27		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 132			
Actuated Cycle Length: 69.3			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

* User Entered Value

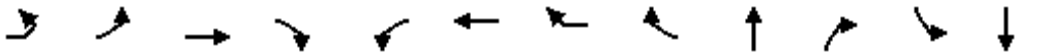
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	343	68	47	369
Future Volume (vph)	1	217	148	94	64	106	1	71	343	68	47	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.942			0.999		0.850		0.850		0.944
Flt Protected						0.982					0.950	
Satd. Flow (prot)	0	1639	1683	0	0	1834	0	1599	3353	1443	1859	3249
Flt Permitted						0.982					0.262	
Satd. Flow (perm)	0	1627	1683	0	0	1825	0	1576	3353	1443	513	3249
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	365	72	50	393
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	257	0	0	182	0	76	365	72	50	624
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
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	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												

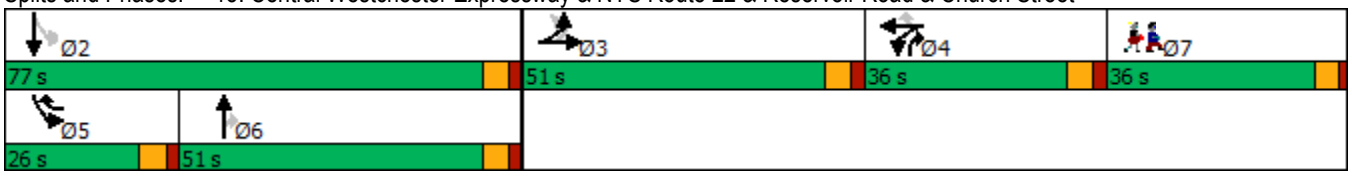
Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	
Growth Factor	100%	
Heavy Vehicles (%)	14%	
Bus Blockages (#/hr)	0	
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		27.8	27.8			20.1		29.0	21.5	41.6	36.5	36.5
Actuated g/C Ratio		0.20	0.20			0.14		0.21	0.15	0.30	0.26	0.26
v/c Ratio		0.72	0.77			0.69		0.20	0.71	0.15	0.23	0.74
Control Delay		66.7	70.0			73.2		6.7	66.0	4.2	45.0	54.2
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		66.7	70.0			73.2		6.7	66.0	4.2	45.0	54.2
LOS		E	E			E		A	E	A	D	D
Approach Delay			68.4			53.6			55.8			53.5
Approach LOS			E			D			E			D
Queue Length 50th (ft)		195	219			156		0	164	0	34	268
Queue Length 95th (ft)		336	371			282		30	265	18	81	410
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		536	554			403		515	1105	586	331	1690
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.43	0.46			0.45		0.15	0.33	0.12	0.15	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 139.8			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 58.0		Intersection LOS: E	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	SBR	Ø7
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Minimum Gap (s)		3.0
Time Before Reduce (s)		0.0
Time To Reduce (s)		0.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	649	603	281	239
Future Volume (vph)	733	749	649	603	281	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		254
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	780	797	690	641	299	254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	690	641	299	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	34.3	71.6	30.3	111.8	27.1	111.8
Actuated g/C Ratio	0.31	0.64	0.27	1.00	0.24	1.00
v/c Ratio	1.51	0.37	0.76	0.43	0.73	0.17
Control Delay	270.4	10.7	44.3	0.9	50.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	270.4	10.7	44.3	0.9	50.7	0.2
LOS	F	B	D	A	D	A
Approach Delay		139.1	23.4		27.5	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~814	133	241	0	203	0
Queue Length 95th (ft)	#1146	202	336	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	516	2255	1022	1507	531	1507
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	1.51	0.35	0.68	0.43	0.56	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 111.8			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.51			
Intersection Signal Delay: 76.8		Intersection LOS: E	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			

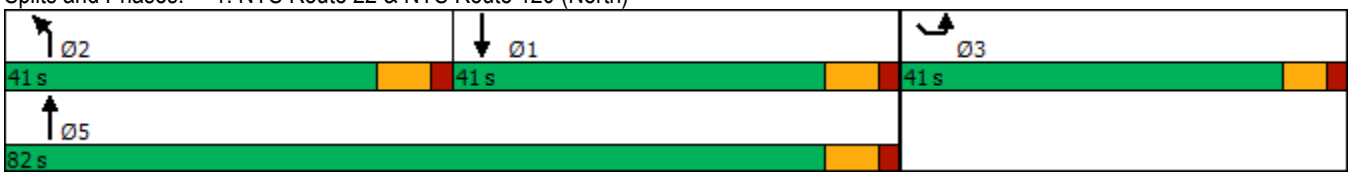
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

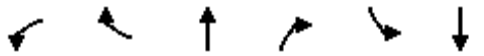
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



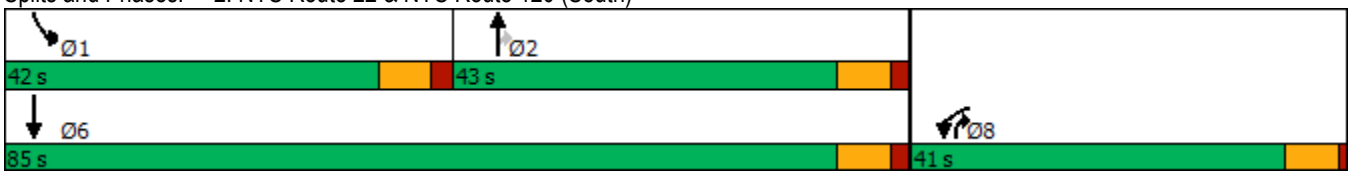
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	314	16	531	30	246	643
Future Volume (vph)	314	16	531	30	246	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			35		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	369	19	625	35	289	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	625	35	289	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

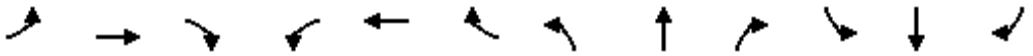


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	22.8		21.4	51.5	14.2	42.9
Actuated g/C Ratio	0.29		0.27	0.65	0.18	0.54
v/c Ratio	0.72		0.68	0.04	0.48	0.40
Control Delay	34.5		30.9	1.8	34.7	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.5		30.9	1.8	34.7	12.0
LOS	C		C	A	C	B
Approach Delay	34.5		29.3			18.3
Approach LOS	C		C			B
Queue Length 50th (ft)	164		138	0	65	104
Queue Length 95th (ft)	291		231	8	124	177
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	851		1604	1207	1528	3223
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.46		0.39	0.03	0.19	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 79.2			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.983			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2002	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2002	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	62	9	2	1144	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1182	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

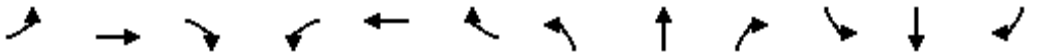
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1144	36	0	0	0

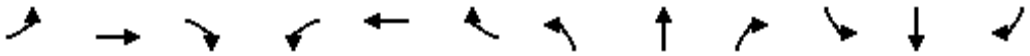
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1166	1162	0	0	0
Stage 1	-	1166	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	266	282	-	-	-
Stage 1	0	367	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	282	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	22	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	282
HCM Lane V/C Ratio	-	-	-	0.25
HCM Control Delay (s)	-	-	-	22
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.666		0.505			0.090		
Satd. Flow (perm)	0	1372	1479	0	1232	1623	785	1815	1834	174	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	303	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	303	11
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.7	30.4		19.7	29.4	51.1	48.6		44.9	40.2	40.2
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.53	0.47	0.47
v/c Ratio		0.74	0.26		0.11	0.04	0.08	1.17		0.01	0.34	0.01
Control Delay		44.6	4.0		25.7	4.3	8.1	108.8		8.0	16.7	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		44.6	4.0		25.7	4.3	8.1	108.8		8.0	16.7	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		27.7			16.0			105.6			16.0	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		116	0		13	0	7	~725		0	96	0
Queue Length 95th (ft)		190	33		34	11	23	#1214		2	182	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		651	862		584	876	654	1041		504	893	825
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.36	0.19		0.05	0.03	0.06	1.17		0.00	0.34	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 84.7			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 73.8		Intersection LOS: E	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

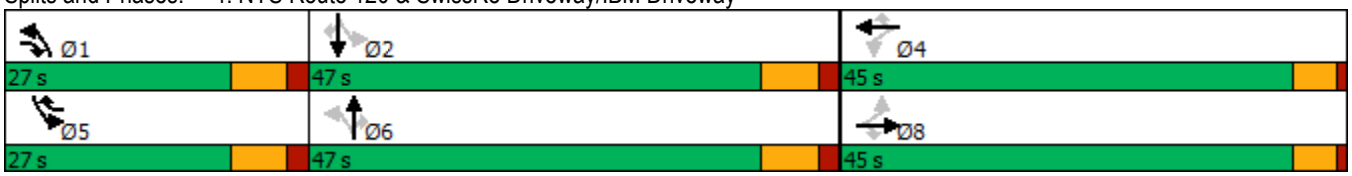
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	960	1	8	426
Future Volume (vph)	6	136	960	1	8	426
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	7	155	1091	1	9	484
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	1091	1	9	484
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

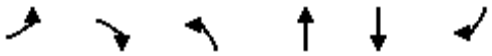
Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	136	960	1	8	426
Future Vol, veh/h	6	136	960	1	8	426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	1091	1	9	484

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1593	1091	0	-	1091	0
Stage 1	1091	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	155	286	-	0	604	-
Stage 1	390	-	-	0	-	-
Stage 2	666	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	153	286	-	-	604	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	153	286	604	-
HCM Lane V/C Ratio	-	0.045	0.54	0.015	-
HCM Control Delay (s)	-	29.6	31.5	11.1	-
HCM Lane LOS	-	D	D	B	-
HCM 95th %tile Q(veh)	-	0.1	3	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	960	433	0
Future Volume (vph)	1	0	0	960	433	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	0	0	1157	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	1157	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

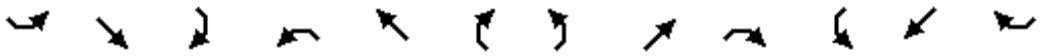
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	960	433	0
Future Vol, veh/h	1	0	0	960	433	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	1157	522	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1679	522	522	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	1157	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	80	535	1055	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	535	1055	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1055	-	80	-	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	0	-	50.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	406	25	24	833	20	127	0	127	124	0	0
Future Volume (vph)	2	406	25	24	833	20	127	0	127	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00		1.00								
Frt		0.992				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1805	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.997		0.409				0.601			0.590	
Satd. Flow (perm)	0	1800	0	747	1792	1412	0	1092	1545	0	1057	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				26			148			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	472	29	28	969	23	148	0	148	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	0	28	969	23	0	148	148	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												



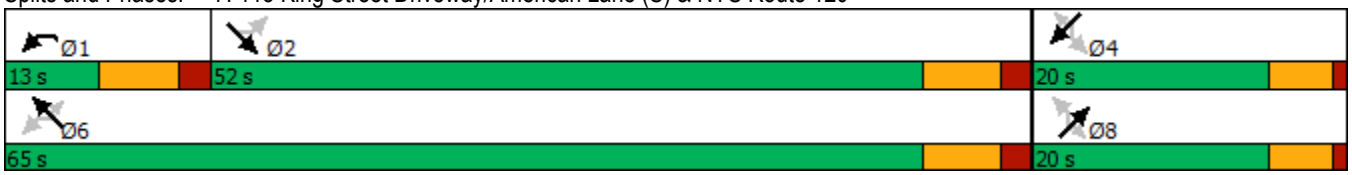
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		53.0		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.62		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.45		0.05	0.79	0.02		0.77	0.38		0.77	
Control Delay		11.1		4.6	15.6	1.7		61.1	8.6		62.3	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		11.1		4.6	15.6	1.7		61.1	8.6		62.3	
LOS		B		A	B	A		E	A		E	
Approach Delay		11.1			15.0			34.9			62.3	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)		100		4	308	0		76	0		74	
Queue Length 95th (ft)		230		11	438	6		#161	43		#158	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1124		579	1222	971		192	394		186	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.45		0.05	0.79	0.02		0.77	0.38		0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 67.5%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



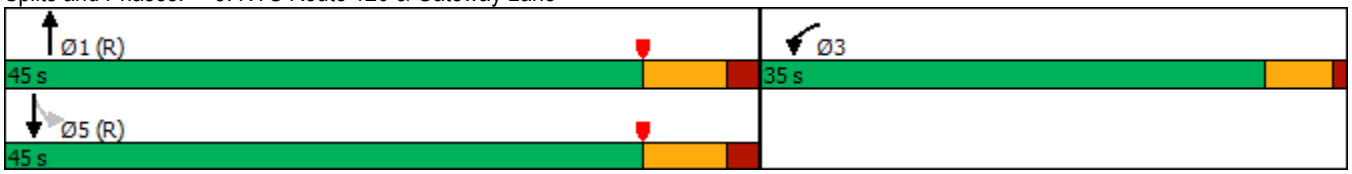
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	298	579	41	223	433
Future Volume (vph)	82	298	579	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.894		0.991			
Flt Protected	0.989					0.983
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.459
Satd. Flow (perm)	1708	0	1765	0	0	819
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	177		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	93	339	658	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	705	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	18.7		49.3			49.3
Actuated g/C Ratio	0.23		0.62			0.62
v/c Ratio	0.81		0.65			1.48
Control Delay	28.1		7.6			246.4
Queue Delay	0.0		0.0			0.0
Total Delay	28.1		7.6			246.4
LOS	C		A			F
Approach Delay	28.1		7.6			246.4
Approach LOS	C		A			F
Queue Length 50th (ft)	121		52			~521
Queue Length 95th (ft)	186		95			#562
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	751		1089			504
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.65			1.48

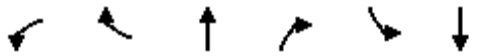
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.48			
Intersection Signal Delay: 106.8		Intersection LOS: F	
Intersection Capacity Utilization 106.8%		ICU Level of Service G	
Analysis Period (min) 15			

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	525	0	0	515
Future Volume (vph)	486	95	525	0	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	523	102	565	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	565	0	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

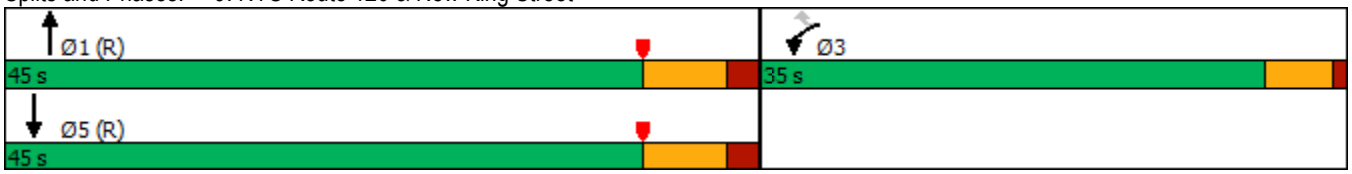


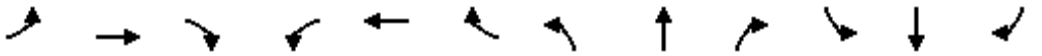
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.61			0.62
Control Delay	40.1	4.5	18.4			8.8
Queue Delay	0.0	0.0	0.0			0.3
Total Delay	40.1	4.5	18.4			9.1
LOS	D	A	B			A
Approach Delay	34.3		18.4			9.1
Approach LOS	C		B			A
Queue Length 50th (ft)	232	0	198			106
Queue Length 95th (ft)	#380	29	319			m65
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			55
Spillback Cap Reductn	0	0	11			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.62			0.66

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

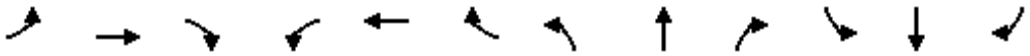
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	268	130	0	0	0	297	140	23	33	279	689
Future Volume (vph)	385	268	130	0	0	0	297	140	23	33	279	689
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955						0.979				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3377	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.310			0.643		
Satd. Flow (perm)	1689	1686	0	0	0	0	586	3377	0	1105	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						14				119
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	410	285	138	0	0	0	316	149	24	35	297	733
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	369	464	0	0	0	0	316	173	0	35	297	733
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



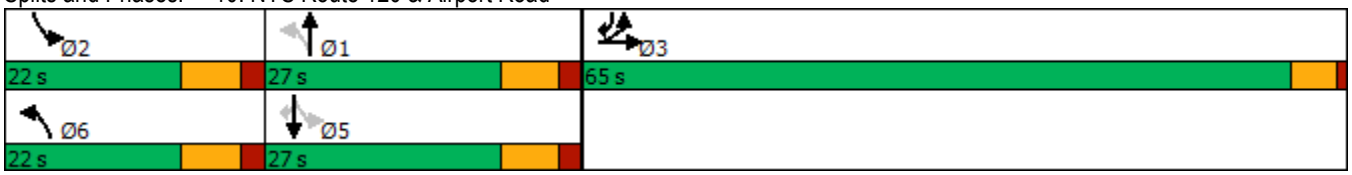
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	37.9	37.9					42.8	35.2		26.3	20.4	65.4
Actuated g/C Ratio	0.41	0.41					0.46	0.38		0.28	0.22	0.70
v/c Ratio	0.54	0.66					0.67	0.13		0.10	0.75	0.64
Control Delay	22.9	24.7					28.8	23.6		20.6	50.2	8.6
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	22.9	24.7					28.8	23.6		20.6	50.2	8.6
LOS	C	C					C	C		C	D	A
Approach Delay		23.9						26.9			20.6	
Approach LOS		C						C			C	
Queue Length 50th (ft)	166	209					114	33		11	160	159
Queue Length 95th (ft)	244	307					#266	81		39	#385	244
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1111	1119					469	1290		511	395	1456
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.33	0.41					0.67	0.13		0.07	0.75	0.50

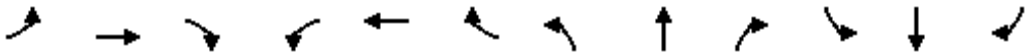
Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 92.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	255	0	0	399	588	0	0	528	0	0	0
Future Volume (vph)	3	255	0	0	399	588	0	0	528	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.920				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	271	0	0	424	626	0	0	562	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	1050	0	0	0	562	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

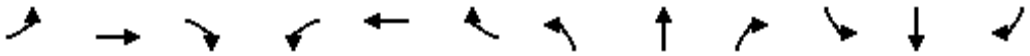
Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	255	0	0	399	588	0	0	528	0	0	0
Future Vol, veh/h	3	255	0	0	399	588	0	0	528	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	424	626	0	0	562	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1050	0	-	-	-	0	-	-	271
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	671	-	0	0	-	-	0	0	767
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	671	-	-	-	-	-	-	0	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	671	-	-	-
HCM Lane V/C Ratio	0.732	0.005	-	-	-
HCM Control Delay (s)	21.4	10.4	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	6.5	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	429	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	429	0	0	0	0	0	278	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	25.4

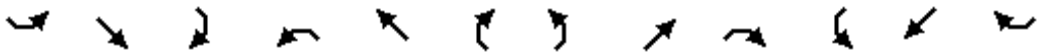
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↟						↟	
Traffic Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	429	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	858	858	-
Stage 1	-	-	-	858	858	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	312	283	0
Stage 1	-	-	0	396	359	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	312	0	-
Mov Cap-2 Maneuver	-	-	-	312	0	-
Stage 1	-	-	-	396	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		64.6
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	312
HCM Lane V/C Ratio	-	-	0.893
HCM Control Delay (s)	-	-	64.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.3

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	207	147	32	350	313	767	35	62	725	124
Future Volume (vph)	171	6	207	147	32	350	313	767	35	62	725	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.577			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1074	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	173	6	209	148	32	354	316	775	35	63	732	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	209	148	32	354	316	775	35	63	732	125
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



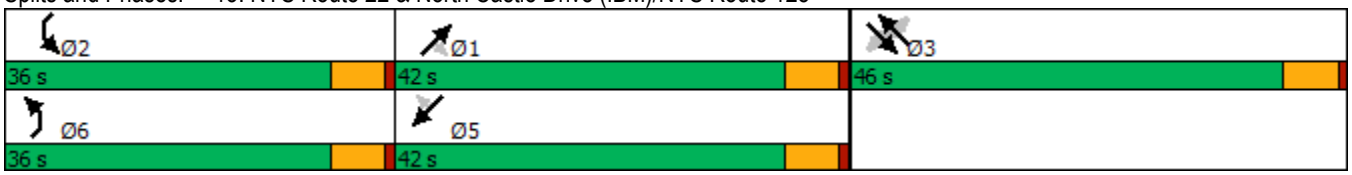
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		26.1	26.1	26.1	26.1	26.1	23.1	54.2	54.2	8.3	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.38	0.55	0.07	0.53	0.83	0.42	0.05	0.44	0.59	0.19
Control Delay		38.6	6.4	42.8	30.5	6.5	58.9	18.5	0.1	58.8	32.3	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.6	6.4	42.8	30.5	6.5	58.9	18.5	0.1	58.8	32.3	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		21.3			18.0			29.3			30.6	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		103	0	87	16	0	206	176	0	42	218	0
Queue Length 95th (ft)		179	55	160	42	69	#337	276	0	92	335	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		569	750	419	742	846	501	1860	726	529	1245	643
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.31	0.28	0.35	0.04	0.42	0.63	0.42	0.05	0.12	0.59	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.1			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	285	0	551	5	255	2
Future Volume (vph)	8	2	16	5	1214	285	0	551	5	255	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			300					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Confl. Bikes (#/hr)											
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	8	2	17	5	1278	300	0	580	5	268	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	300	0	585	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		8.6	8.6		100.6	126.3		100.6		17.0	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.99	0.21		0.35		0.67	
Control Delay		67.1	1.5		42.8	0.5		8.6		66.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		67.1	1.5		42.8	0.5		8.6		66.7	
LOS		E	A		D	A		A		E	
Approach Delay		25.8			34.8			8.6		66.7	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1267	0		147		125	
Queue Length 95th (ft)		30	0		#1671	11		229		176	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		184	221		1298	1425		1692		601	
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		0.05	0.08		0.99	0.21		0.35		0.45	

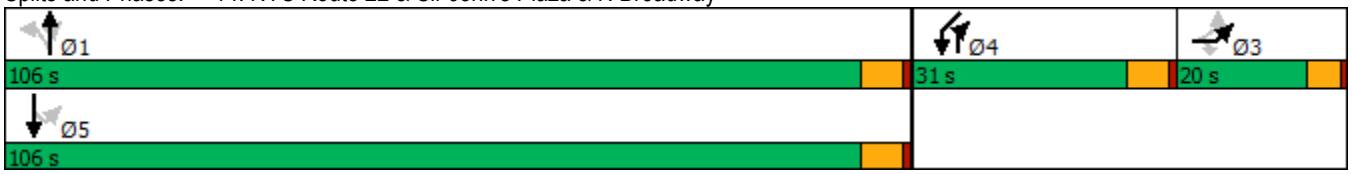
Intersection Summary			
Area Type:	Other		
Cycle Length: 157			
Actuated Cycle Length: 137.7			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 32.0		Intersection LOS: C	
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

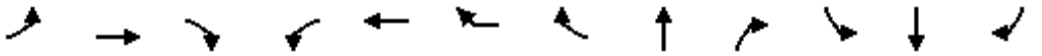
* User Entered Value

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

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

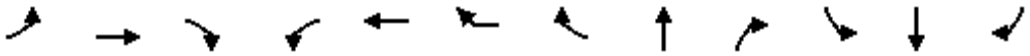
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.961	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted					0.983					0.078		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	153	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	325	153	98	81	146	3	119	1219	133	77	599	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	251	0	0	230	0	119	1219	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	38.6	38.6			27.0		38.5	45.2	72.2	62.8	62.8	
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.34	0.34	
v/c Ratio	0.89	0.70			0.86		0.29	1.44	0.21	0.48	0.67	
Control Delay	96.0	78.6			105.2		10.0	250.7	9.1	53.5	55.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	96.0	78.6			105.2		10.0	250.7	9.1	53.5	55.5	
LOS	F	E			F		A	F	A	D	E	
Approach Delay		88.4			72.8			226.9			55.3	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	391	288			280		12	~1097	22	67	463	
Queue Length 95th (ft)	#552	407			#436		55	#1294	51	114	553	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	428	417			298		488	846	669	240	1375	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.76	0.60			0.77		0.24	1.44	0.20	0.32	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 182.7			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.44			
Intersection Signal Delay: 136.5		Intersection LOS: F	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

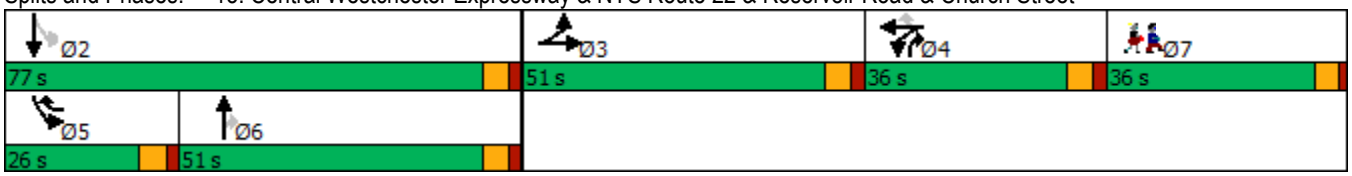
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



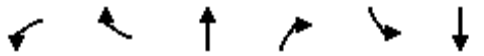
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	164	361	337	234	184	198
Future Volume (vph)	164	361	337	234	184	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		206
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	171	376	351	244	192	206
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	376	351	244	192	206
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	16.8	42.4	17.3	73.5	17.7	73.5
Actuated g/C Ratio	0.23	0.58	0.24	1.00	0.24	1.00
v/c Ratio	0.46	0.20	0.46	0.17	0.51	0.14
Control Delay	30.8	8.1	27.4	0.3	30.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	8.1	27.4	0.3	30.9	0.2
LOS	C	A	C	A	C	A
Approach Delay		15.2	16.3		15.0	
Approach LOS		B	B		B	
Queue Length 50th (ft)	66	37	70	0	74	0
Queue Length 95th (ft)	149	73	135	0	163	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	772	3053	1545	1436	744	1449
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	0.22	0.12	0.23	0.17	0.26	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 73.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	0	268	54	251	284
Future Volume (vph)	45	0	268	54	251	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				58		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	48	0	288	58	270	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	288	58	270	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.2		12.4	29.8	12.4	33.8
Actuated g/C Ratio	0.20		0.24	0.58	0.24	0.66
v/c Ratio	0.13		0.37	0.07	0.35	0.14
Control Delay	19.9		19.2	2.4	19.1	5.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.9		19.2	2.4	19.1	5.2
LOS	B		B	A	B	A
Approach Delay	19.9		16.4			11.7
Approach LOS	B		B			B
Queue Length 50th (ft)	13		41	0	38	21
Queue Length 95th (ft)	37		72	12	67	35
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1275		2310	1453	2245	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.12	0.04	0.12	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 51.1			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 13.8		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	255	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	255	6	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.992			0.997				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1962	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1962	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	16	1	1	283	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	291	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.8%		ICU Level of Service A	
Analysis Period (min) 15			

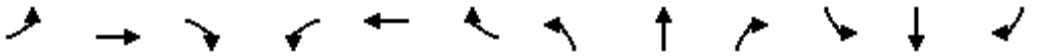
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	14	1	1	255	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	255	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	283	7	0	0	0

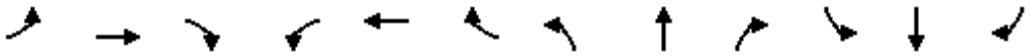
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	289	287	0	0	0
Stage 1	-	289	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	662	788	-	-	-
Stage 1	0	718	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	788	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	788
HCM Lane V/C Ratio	-	-	-	0.021
HCM Control Delay (s)	-	-	-	9.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



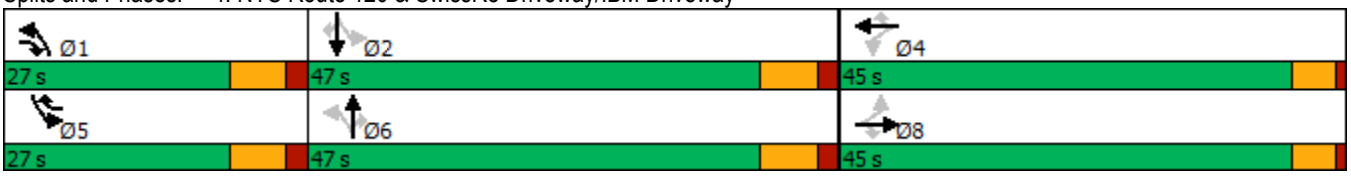
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	285	3	4	261	39
Future Volume (vph)	18	0	18	6	0	4	16	285	3	4	261	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor							1.00					0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.577			0.577		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1056	1798	1558	1118	1828	1622
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	0	19	6	0	4	17	300	3	4	275	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	300	3	4	275	41
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	51.1
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	0.85
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.18	0.00	0.00	0.18	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.6
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.0			3.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	108	0	2	99	4
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1124	1639	1428	1189	1548	1386
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.02	0.18	0.00	0.00	0.18	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 60.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.18			
Intersection Signal Delay: 4.2		Intersection LOS: A	
Intersection Capacity Utilization 38.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	252	0	35	251
Future Volume (vph)	11	53	252	0	35	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	56	265	0	37	264
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	265	0	37	264
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.3%		ICU Level of Service A	
Analysis Period (min) 15			

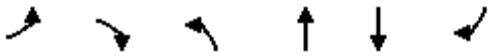
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	252	0	35	251
Future Vol, veh/h	11	53	252	0	35	251
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	265	0	37	264

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	605	267	0	-	266	0
Stage 1	266	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	513	794	-	0	1292	-
Stage 1	819	-	-	0	-	-
Stage 2	768	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	497	793	-	-	1291	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	497	793	1291	-
HCM Lane V/C Ratio	-	0.023	0.07	0.029	-
HCM Control Delay (s)	-	12.4	9.9	7.9	-
HCM Lane LOS	-	B	A	A	-
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	1	1	248	259	3
Future Volume (vph)	4	1	1	248	259	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973				0.999	
Flt Protected	0.962					
Satd. Flow (prot)	1752	0	0	1722	1749	0
Flt Permitted	0.962					
Satd. Flow (perm)	1752	0	0	1722	1749	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	4	1	1	264	276	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	265	279	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1	1	248	259	3
Future Vol, veh/h	4	1	1	248	259	3
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	4	1	1	264	276	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	546	280	280	0	-	0
Stage 1	279	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	459	746	1294	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	458	745	1293	-	-	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

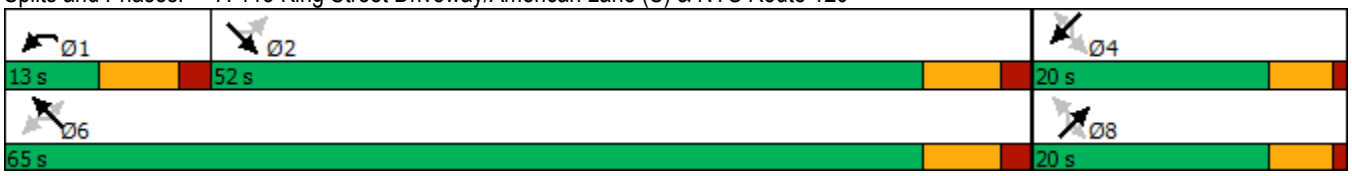
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	496	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Control Delay (s)	7.8	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	219	39	26	211	22	39	0	26	19	0	0
Future Volume (vph)	2	219	39	26	211	22	39	0	26	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00				0.99						
Frt		0.980				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1741	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.543				0.744			0.730	
Satd. Flow (perm)	0	1740	0	992	1774	1534	0	1352	1545	0	1259	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	233	41	28	224	23	41	0	28	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	276	0	28	224	23	0	41	28	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

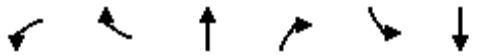
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		53.0		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.62		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.25		0.04	0.19	0.02		0.17	0.07		0.09	
Control Delay		8.7		4.5	5.4	1.7		31.9	0.3		30.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		8.7		4.5	5.4	1.7		31.9	0.3		30.6	
LOS		A		A	A	A		C	A		C	
Approach Delay		8.7			5.0			19.1			30.6	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		45		4	37	0		19	0		9	
Queue Length 95th (ft)		120		12	63	6		48	0		28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1090		729	1210	1054		238	388		222	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.25		0.04	0.19	0.02		0.17	0.07		0.09	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.25			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



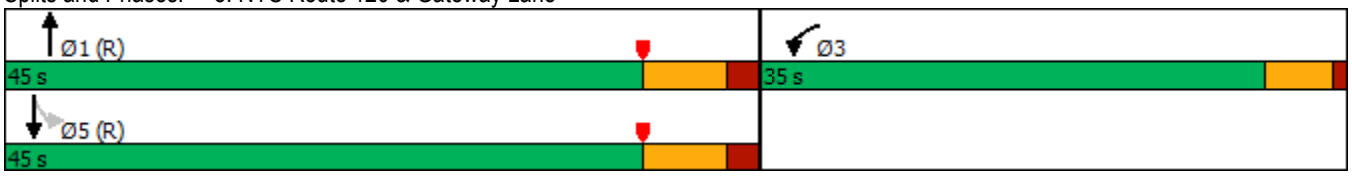
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	73	186	34	76	188
Future Volume (vph)	50	73	186	34	76	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.920		0.979			
Flt Protected	0.980					0.986
Satd. Flow (prot)	1643	0	1716	0	0	1704
Flt Permitted	0.980					0.854
Satd. Flow (perm)	1643	0	1716	0	0	1476
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	76		15			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	52	76	194	35	79	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	0	229	0	0	275
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						



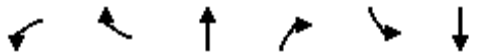
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.6		62.9			62.9
Actuated g/C Ratio	0.11		0.79			0.79
v/c Ratio	0.52		0.17			0.24
Control Delay	23.1		2.2			4.1
Queue Delay	0.0		0.0			0.0
Total Delay	23.1		2.2			4.1
LOS	C		A			A
Approach Delay	23.1		2.2			4.1
Approach LOS	C		A			A
Queue Length 50th (ft)	25		12			33
Queue Length 95th (ft)	71		34			76
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	663		1353			1161
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.17			0.24

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: NYS Route 120 & Gateway Lane



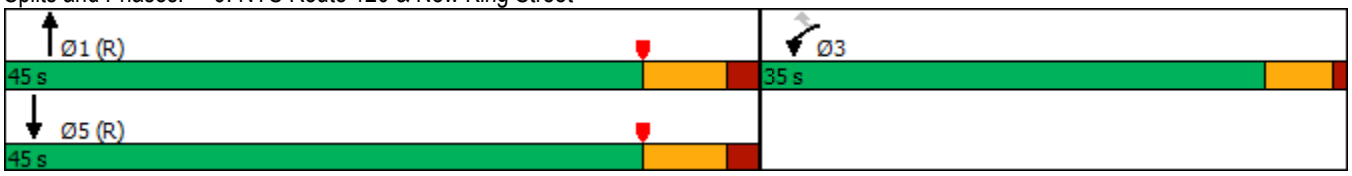
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	173	0	0	238
Future Volume (vph)	245	46	173	0	0	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	263	49	186	0	0	256
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	186	0	0	256
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

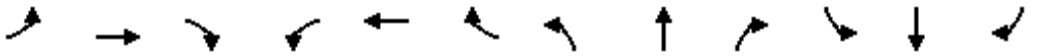


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.17			0.24
Control Delay	37.6	7.7	7.5			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.5			6.5
LOS	D	A	A			A
Approach Delay	32.9		7.5			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	34			27
Queue Length 95th (ft)	180	23	75			103
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
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	0.40	0.07	0.17			0.24

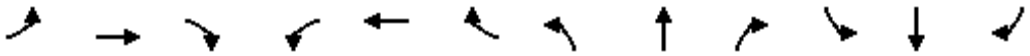
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 36.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: NYS Route 120 & New King Street





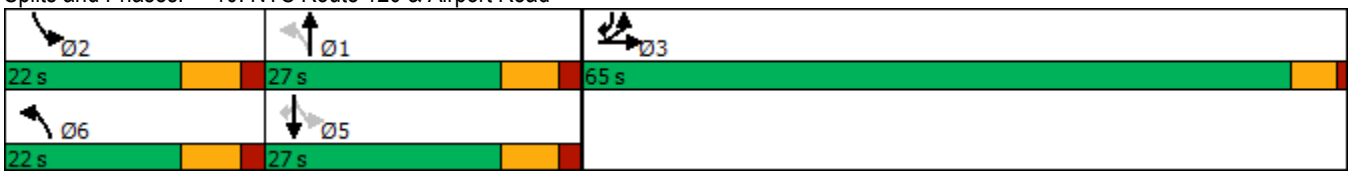
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	298	76	0	0	0	83	57	45	33	98	353
Future Volume (vph)	116	298	76	0	0	0	83	57	45	33	98	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.970						0.934				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1595	1670	0	0	0	0	1711	3297	0	1694	1750	1545
Flt Permitted	0.950	0.998					0.583			0.682		
Satd. Flow (perm)	1595	1670	0	0	0	0	1050	3297	0	1216	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				384
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	126	324	83	0	0	0	90	62	49	36	107	384
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	113	420	0	0	0	0	90	111	0	36	107	384
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

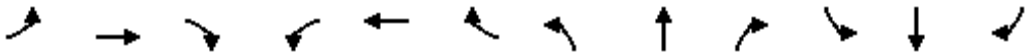


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	24.8	24.8					31.7	28.3		25.4	21.1	54.9
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.20	0.70					0.16	0.08		0.08	0.20	0.30
Control Delay	17.2	26.0					13.5	12.4		13.8	25.4	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.2	26.0					13.5	12.4		13.8	25.4	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.1						12.9			6.8	
Approach LOS		C						B			A	
Queue Length 50th (ft)	36	162					20	7		8	36	0
Queue Length 95th (ft)	75	272					59	34		29	97	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1330	1396					638	1355		661	525	1537
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.08	0.30					0.14	0.08		0.05	0.20	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 70.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	176	0	0	256	180	0	0	315	0	0	0
Future Volume (vph)	6	176	0	0	256	180	0	0	315	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.944				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	191	0	0	278	196	0	0	342	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	474	0	0	0	342	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

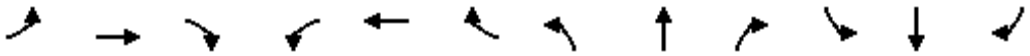
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	176	0	0	256	180	0	0	315	0	0	0
Future Vol, veh/h	6	176	0	0	256	180	0	0	315	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	278	196	0	0	342	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	474	0	-	-	-	0	-	-	191
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354
Pot Cap-1 Maneuver	1099	-	0	0	-	-	0	0	836
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1099	-	-	-	-	-	-	0	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1099	-	-	-
HCM Lane V/C Ratio	0.41	0.006	-	-	-
HCM Control Delay (s)	12.3	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	256	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	256	0	0	0	0	0	182	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	267	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	267	0	0	0	0	0	190	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization 30.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	256	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	256	0	0	0	0	0	182	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	267	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	534	534	-
Stage 1	-	-	-	534	534	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	487	442	0
Stage 1	-	-	0	565	512	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	487	0	-
Mov Cap-2 Maneuver	-	-	-	487	0	-
Stage 1	-	-	-	565	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		17
HCM LOS		C

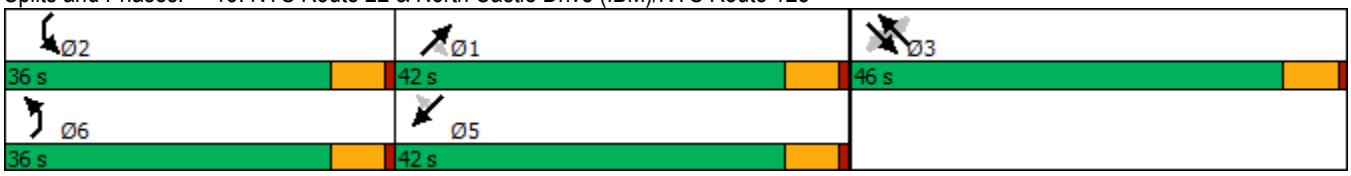
Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	487
HCM Lane V/C Ratio	-	-	0.389
HCM Control Delay (s)	-	-	17
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.8

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	172	26	19	68	176	319	29	58	346	87
Future Volume (vph)	118	9	172	26	19	68	176	319	29	58	346	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	123	9	179	27	20	71	183	332	30	60	360	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	179	27	20	71	183	332	30	60	360	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.2	17.2	17.2	17.2	17.2	13.9	45.3	45.3	7.5	36.4	36.4
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.53	0.53	0.09	0.42	0.42
v/c Ratio		0.46	0.39	0.12	0.05	0.18	0.68	0.19	0.03	0.38	0.25	0.13
Control Delay		36.1	7.4	30.0	28.3	7.3	47.6	13.0	0.1	46.3	18.2	5.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.1	7.4	30.0	28.3	7.3	47.6	13.0	0.1	46.3	18.2	5.3
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.6			16.1			23.9			19.2	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		62	0	12	9	0	92	48	0	31	62	0
Queue Length 95th (ft)		125	51	36	29	30	176	96	0	77	123	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		678	832	515	897	804	594	1767	891	639	1461	682
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19	0.22	0.05	0.02	0.09	0.31	0.19	0.03	0.09	0.25	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 85.7			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 48.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



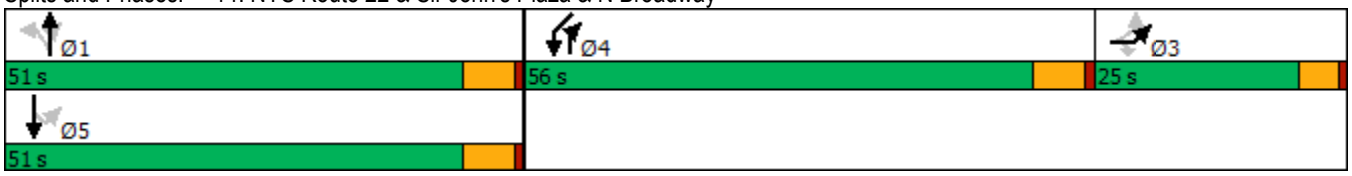
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	177	0	375	2	178	0
Future Volume (vph)	3	0	6	4	400	177	0	375	2	178	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			184					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	3	0	6	4	417	184	0	391	2	185	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	184	0	393	0	185	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

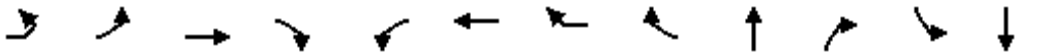
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		7.9	7.9		45.4	66.0		45.4		9.5	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.43	
Control Delay		30.7	0.3		7.8	0.5		6.7		31.4	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.7	0.3		7.8	0.5		6.7		31.4	
LOS		C	A		A	A		A		C	
Approach Delay		10.4			5.6			6.7		31.4	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		59	0		37		36	
Queue Length 95th (ft)		10	0		192	12		119		76	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		491	382		1139	1391		1462		2306	
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		0.01	0.02		0.37	0.13		0.27		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 132			
Actuated Cycle Length: 69.2			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

* User Entered Value

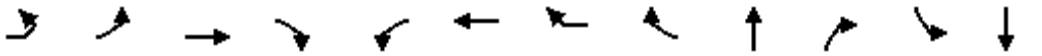
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	342	68	47	368
Future Volume (vph)	1	217	148	94	64	106	1	71	342	68	47	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.942			0.999		0.850		0.850		0.944
Flt Protected						0.982					0.950	
Satd. Flow (prot)	0	1639	1683	0	0	1834	0	1599	3353	1443	1859	3249
Flt Permitted						0.982					0.264	
Satd. Flow (perm)	0	1627	1683	0	0	1825	0	1576	3353	1443	517	3249
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	364	72	50	391
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	257	0	0	182	0	76	364	72	50	622
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
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	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												

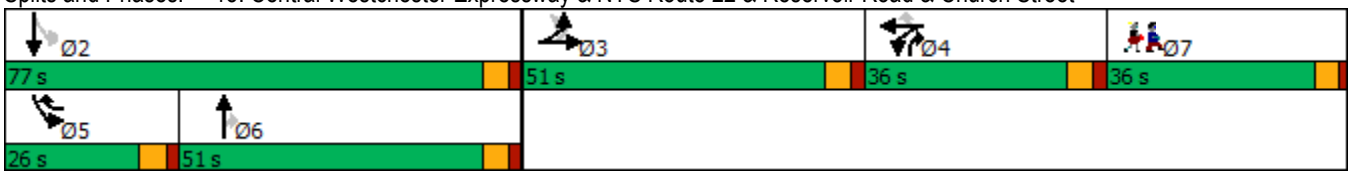
Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	
Growth Factor	100%	
Heavy Vehicles (%)	14%	
Bus Blockages (#/hr)	0	
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		27.8	27.8			20.1		29.0	21.4	41.6	36.5	36.5
Actuated g/C Ratio		0.20	0.20			0.14		0.21	0.15	0.30	0.26	0.26
v/c Ratio		0.72	0.77			0.69		0.20	0.71	0.15	0.23	0.73
Control Delay		66.7	70.0			73.2		6.7	66.0	4.2	45.0	54.1
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		66.7	70.0			73.2		6.7	66.0	4.2	45.0	54.1
LOS		E	E			E		A	E	A	D	D
Approach Delay			68.4			53.6			55.8			53.5
Approach LOS			E			D			E			D
Queue Length 50th (ft)		195	219			156		0	164	0	34	267
Queue Length 95th (ft)		335	370			282		30	264	18	81	408
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		536	555			403		515	1106	586	331	1691
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.43	0.46			0.45		0.15	0.33	0.12	0.15	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 139.7			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 58.0		Intersection LOS: E	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	SBR	Ø7
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Minimum Gap (s)		3.0
Time Before Reduce (s)		0.0
Time To Reduce (s)		0.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	189	520	786	226	524	780
Future Volume (vph)	189	520	786	226	524	780
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		479
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	193	531	802	231	535	796
Shared Lane Traffic (%)						
Lane Group Flow (vph)	193	531	802	231	535	796
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	22.3	62.1	32.7	110.3	35.2	110.3
Actuated g/C Ratio	0.20	0.56	0.30	1.00	0.32	1.00
v/c Ratio	0.65	0.29	0.82	0.16	1.05	0.55
Control Delay	51.0	12.9	44.6	0.2	91.0	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.0	12.9	44.6	0.2	91.0	1.5
LOS	D	B	D	A	F	A
Approach Delay		23.1	34.7		37.5	
Approach LOS		C	C		D	
Queue Length 50th (ft)	128	97	275	0	~422	0
Queue Length 95th (ft)	204	128	#397	0	#701	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	457	2192	1023	1478	511	1436
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	0.24	0.78	0.16	1.05	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 110.3			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

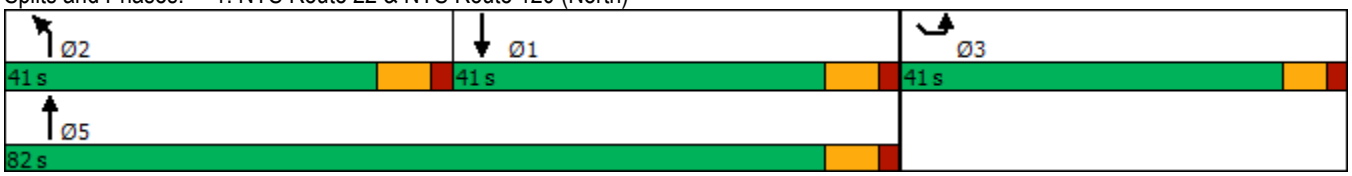
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

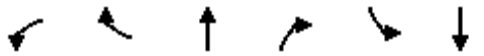
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



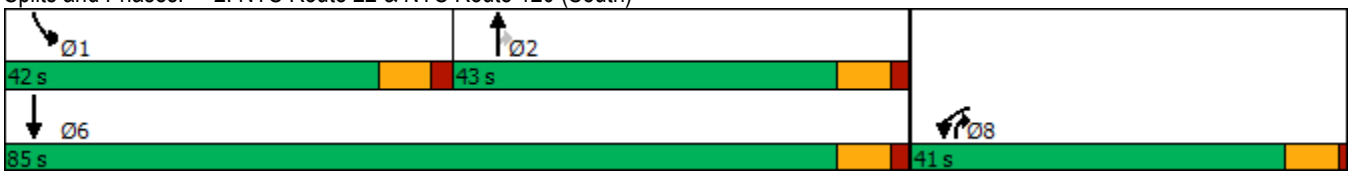
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	0	478	179	911	655
Future Volume (vph)	48	0	478	179	911	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				9		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	51	0	503	188	959	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	503	188	959	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

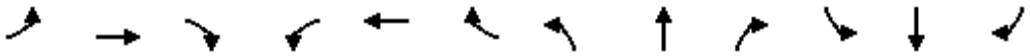


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.2		18.0	35.2	34.6	59.6
Actuated g/C Ratio	0.12		0.22	0.43	0.42	0.72
v/c Ratio	0.24		0.70	0.30	0.68	0.28
Control Delay	37.5		35.6	16.2	23.3	4.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	37.5		35.6	16.2	23.3	4.4
LOS	D		D	B	C	A
Approach Delay	37.5		30.3			15.4
Approach LOS	D		C			B
Queue Length 50th (ft)	24		126	58	199	53
Queue Length 95th (ft)	61		181	105	304	76
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	723		1439	1075	1427	3211
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.07		0.35	0.17	0.67	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 82.8			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	225	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	225	45	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.973			0.978				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1746	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1746	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	28	7	1	256	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	308	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

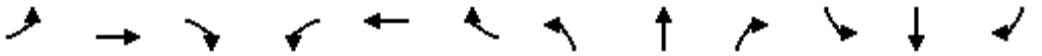
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	25	6	1	225	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	225	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	256	51	0	0	0

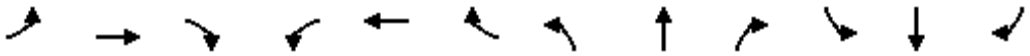
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	284	282	0	0	0
Stage 1	-	284	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	673	792	-	-	-
Stage 1	0	728	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	792	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.8	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	792
HCM Lane V/C Ratio	-	-	-	0.044
HCM Control Delay (s)	-	-	-	9.8
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	18	4	0	3	146	300	28	27	774	289
Future Volume (vph)	16	1	18	4	0	3	146	300	28	27	774	289
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.203			0.563		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	358	1667	1558	1091	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			204
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	17	1	20	4	0	3	159	326	30	29	841	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	326	30	29	841	314
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



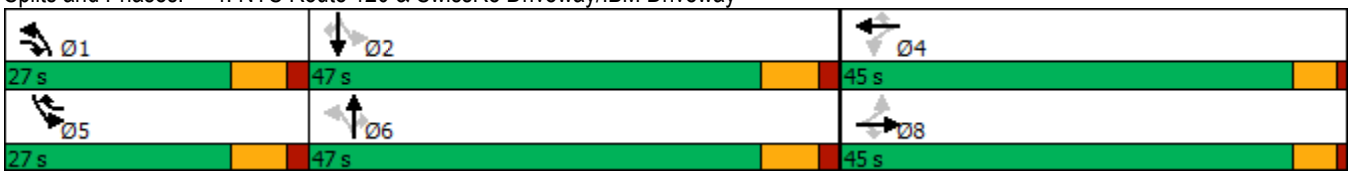
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	40.5
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	0.64
v/c Ratio		0.12	0.11		0.02	0.01	0.37	0.23	0.02	0.03	0.70	0.28
Control Delay		29.8	4.8		28.5	0.0	4.1	4.4	0.0	2.4	13.9	3.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	4.1	4.4	0.0	2.4	13.9	3.4
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			4.0			10.8	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	140	11
Queue Length 95th (ft)		27	9		10	0	33	127	0	9	#590	69
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	727	1420	1340	1170	1208	1120
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.22	0.23	0.02	0.02	0.70	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 63.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	463	5	167	629
Future Volume (vph)	11	11	463	5	167	629
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	12	493	5	178	669
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	493	5	178	669
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

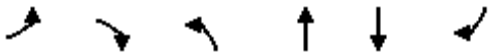
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	463	5	167	629
Future Vol, veh/h	11	11	463	5	167	629
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	493	5	178	669

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1518	493	0	-	493	0
Stage 1	493	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	171	564	-	0	1076	-
Stage 1	671	-	-	0	-	-
Stage 2	414	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	143	564	-	-	1076	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	143	564	1076	-
HCM Lane V/C Ratio	-	0.082	0.021	0.165	-
HCM Control Delay (s)	-	32.4	11.5	9	-
HCM Lane LOS	-	D	B	A	-
HCM 95th %tile Q(veh)	-	0.3	0.1	0.6	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	7	1	465	636	4
Future Volume (vph)	3	7	1	465	636	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.905				0.999	
Flt Protected	0.985					
Satd. Flow (prot)	1283	0	0	1643	1782	0
Flt Permitted	0.985					
Satd. Flow (perm)	1283	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	3	7	1	489	669	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	490	673	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	1	465	636	4
Future Vol, veh/h	3	7	1	465	636	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	3	7	1	489	669	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1162	671	673	0	-	0
Stage 1	671	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	116	435	927	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	116	435	927	-	-	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0	0
HCM LOS	C		

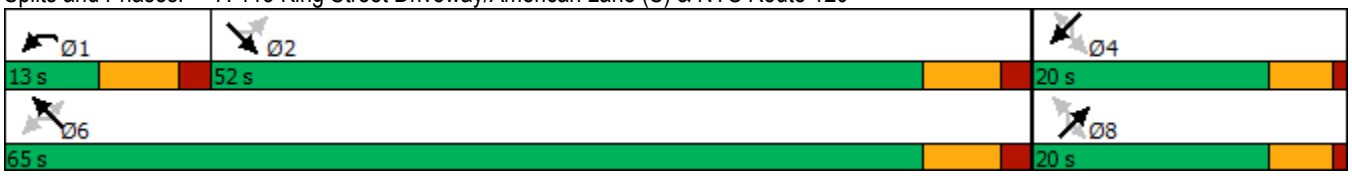
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	927	-	238	-	-
HCM Lane V/C Ratio	0.001	-	0.044	-	-
HCM Control Delay (s)	8.9	0	20.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	576	65	88	435	158	32	0	62	26	0	0
Future Volume (vph)	1	576	65	88	435	158	32	0	62	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor												
Frt		0.986				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1783	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.308				0.739			0.735	
Satd. Flow (perm)	0	1783	0	563	1677	1494	0	1343	1545	0	1189	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				170			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	619	70	95	468	170	34	0	67	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	690	0	95	468	170	0	34	67	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		47.7		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.56		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.69		0.21	0.41	0.16		0.14	0.17		0.13	
Control Delay		18.7		5.6	7.2	1.1		31.4	1.0		31.5	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		18.7		5.6	7.2	1.1		31.4	1.0		31.5	
LOS		B		A	A	A		C	A		C	
Approach Delay		18.7			5.6			11.2			31.5	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		262		15	95	0		16	0		13	
Queue Length 95th (ft)		400		29	147	17		41	0		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1004		466	1144	1073		237	388		209	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.69		0.20	0.41	0.16		0.14	0.17		0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



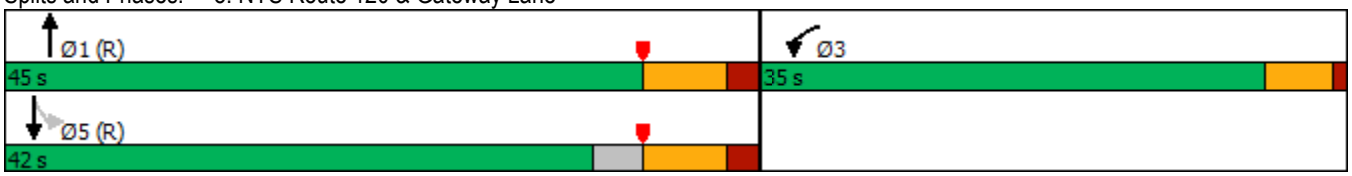
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	215	465	44	213	452
Future Volume (vph)	54	215	465	44	213	452
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892		0.988			
Flt Protected	0.990					0.984
Satd. Flow (prot)	1694	0	1628	0	0	1743
Flt Permitted	0.990					0.663
Satd. Flow (perm)	1694	0	1628	0	0	1174
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	229		8			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	57	229	495	47	227	481
Shared Lane Traffic (%)						
Lane Group Flow (vph)	286	0	542	0	0	708
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		42.0	42.0
Total Split (%)	43.8%		56.3%		52.5%	52.5%
Maximum Green (s)	30.0		38.0		35.0	35.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	9.6		58.4			58.4
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.71		0.46			0.83
Control Delay	18.0		3.1			20.1
Queue Delay	0.0		0.0			0.0
Total Delay	18.0		3.1			20.1
LOS	B		A			C
Approach Delay	18.0		3.1			20.1
Approach LOS	B		A			C
Queue Length 50th (ft)	27		26			181
Queue Length 95th (ft)	92		43			#554
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	778		1190			856
Starvation Cap Reductn	0		22			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.37		0.46			0.83

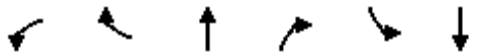
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	
Analysis Period (min) 15			

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	485	0	0	506
Future Volume (vph)	157	24	485	0	0	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	165	25	511	0	0	533
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	511	0	0	533
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

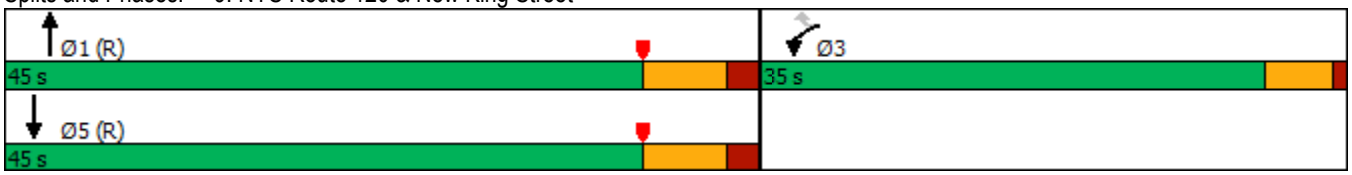


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.45			0.44
Control Delay	38.9	11.3	8.1			3.6
Queue Delay	0.0	0.0	0.0			0.3
Total Delay	38.9	11.3	8.1			3.9
LOS	D	B	A			A
Approach Delay	35.2		8.1			3.9
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	99			34
Queue Length 95th (ft)	127	19	199			m66
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			208
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.45			0.54

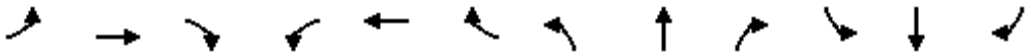
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

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

Splits and Phases: 9: NYS Route 120 & New King Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	366	413	307	0	0	0	89	119	55	49	158	455
Future Volume (vph)	366	413	307	0	0	0	89	119	55	49	158	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939						0.952				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1615	0	0	0	0	1695	3175	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.599			0.635		
Satd. Flow (perm)	1580	1615	0	0	0	0	1069	3175	0	1154	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33						59				484
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	389	439	327	0	0	0	95	127	59	52	168	484
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	350	805	0	0	0	0	95	186	0	52	168	484
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.2	40.2					34.8	27.4		30.2	25.1	73.6
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.33	0.28	0.82
v/c Ratio	0.50	1.09					0.20	0.18		0.12	0.35	0.36
Control Delay	22.2	87.0					16.6	16.9		16.2	30.1	1.1
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	22.2	87.0					16.6	16.9		16.2	30.1	1.1
LOS	C	F					B	B		B	C	A
Approach Delay		67.4						16.8			9.1	
Approach LOS		E						B			A	
Queue Length 50th (ft)	153	~570					32	28		17	80	0
Queue Length 95th (ft)	255	#850					62	55		39	144	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	738					553	1448		564	773	1337
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.50	1.09					0.17	0.13		0.09	0.22	0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 90.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 41.6		Intersection LOS: D	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

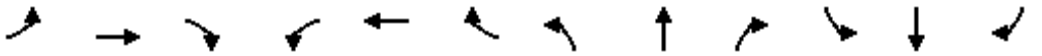
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	599	0	0	407	138	0	0	487	0	0	0
Future Volume (vph)	1	599	0	0	407	138	0	0	487	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.966				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1761	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1761	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	666	0	0	452	153	0	0	541	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	605	0	0	0	541	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	44.3

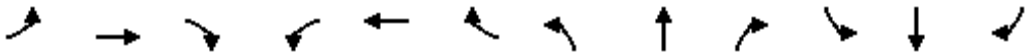
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	599	0	0	407	138	0	0	487	0	0	0
Future Vol, veh/h	1	599	0	0	407	138	0	0	487	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	452	153	0	0	541	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	605	0	-	-	-	0	-	-	666
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372
Pot Cap-1 Maneuver	983	-	0	0	-	-	0	0	~ 441
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	983	-	-	-	-	-	-	0	~ 441
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	148.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	983	-	-	-
HCM Lane V/C Ratio	1.227	0.001	-	-	-
HCM Control Delay (s)	148.6	8.7	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	21.8	0	-	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	407	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	407	0	0	0	0	0	600	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	468	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	468	0	0	0	0	0	690	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	417.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	407	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	407	0	0	0	0	0	600	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	468	0	0	0	0	0	690	0	0

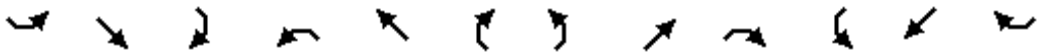
Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	936	936	-
Stage 1	-	-	-	936	936	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 279	254	0
Stage 1	-	-	0	~ 362	329	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	~ 279	0	-
Mov Cap-2 Maneuver	-	-	-	~ 279	0	-
Stage 1	-	-	-	~ 362	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		$ 701.3
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	279
HCM Lane V/C Ratio	-	-	2.472
HCM Control Delay (s)	-	-	$ 701.3
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	56

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	223	35	7	57	191	522	152	420	860	177
Future Volume (vph)	136	26	223	35	7	57	191	522	152	420	860	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230			79			157			175
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	140	27	230	36	7	59	197	538	157	433	887	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	230	36	7	59	197	538	157	433	887	182
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



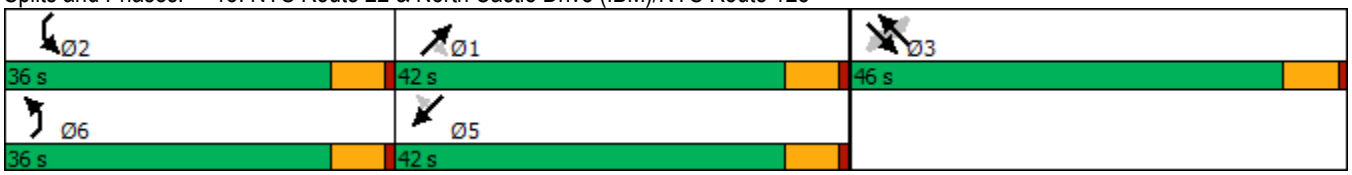
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.5	20.5	20.5	20.5	20.5	16.6	36.1	36.1	30.1	49.5	49.5
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.48	0.23	0.03	0.17	0.75	0.45	0.25	0.84	0.53	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.6	28.8	5.3	52.6	22.7	4.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.6	28.8	5.3	52.6	22.7	4.4
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		23.8			18.9			31.5			29.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	128	146	0	274	215	2
Queue Length 95th (ft)		169	61	50	16	22	203	213	46	#481	340	47
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	714	310	546	605	477	1195	638	513	1674	826
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.32	0.12	0.01	0.10	0.41	0.45	0.25	0.84	0.53	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.7			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 28.8		Intersection LOS: C	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



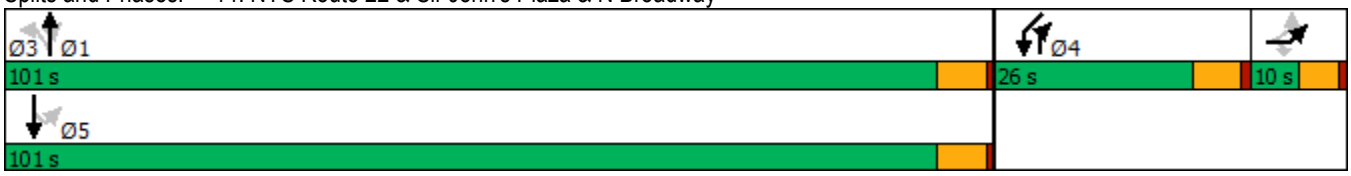
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	241	0	1216	2	307	2	1
Future Volume (vph)	2	4	3	495	241	0	1216	2	307	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Storage Length (ft)	0	0	0		0	0		0	0	0	
Storage Lanes	1	1	0		1	0		0	2	0	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			246						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Confl. Bikes (#/hr)											
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%		0%		
Adj. Flow (vph)	2	4	3	505	246	0	1241	2	313	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	246	0	1243	0	316	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	101.0	101.0	26.0	101.0	101.0		26.0		
Total Split (%)	7.3%	7.3%	73.7%	73.7%	19.0%	73.7%	73.7%		19.0%		
Maximum Green (s)	5.0	5.0	95.0	95.0	20.0	95.0	95.0		20.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Minimum Gap (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)	5.0	5.0		95.2	123.5		95.2		17.4		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.75		
Control Delay	62.5	0.5		7.5	0.4		12.5		64.6		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.5	0.4		12.5		64.6		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.2			12.5		64.6		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		124	0		339		127		
Queue Length 95th (ft)	12	0		254	7		652		192		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	128		1240	1305		1727		484		
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	0.03	0.03		0.41	0.19		0.72		0.65		

Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 126.5			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	519	49	34	1228	248	1
Future Volume (vph)	270	77	213	73	66	34	519	49	34	1228	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.890				0.850		0.850		0.975		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1755	1508	3257	1500	1805	3475	0	0
Flt Permitted					0.974				0.282			
Satd. Flow (perm)	1590	1555	0	0	1748	1487	3257	1500	536	3475	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	284	81	224	77	69	36	546	52	36	1293	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	305	0	0	146	36	546	52	36	1555	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	40.4	40.4			20.9	28.9	59.9	80.8	71.3	71.3		
Actuated g/C Ratio	0.22	0.22			0.11	0.15	0.32	0.43	0.38	0.38		
v/c Ratio	0.83	0.91			0.74	0.12	0.52	0.08	0.14	1.17		
Control Delay	90.1	101.8			103.4	0.9	56.7	1.2	41.3	135.3		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	90.1	101.8			103.4	0.9	56.7	1.2	41.3	135.3		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		96.1			83.1		51.9			133.2		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	336	370			181	0	307	0	29	~1245		
Queue Length 95th (ft)	#486	#566			267	0	402	6	62	#1469		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	385	376			283	388	1043	761	340	1325		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.74	0.81			0.52	0.09	0.52	0.07	0.11	1.17		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 186.8			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 106.3		Intersection LOS: F	
Intersection Capacity Utilization 92.3%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

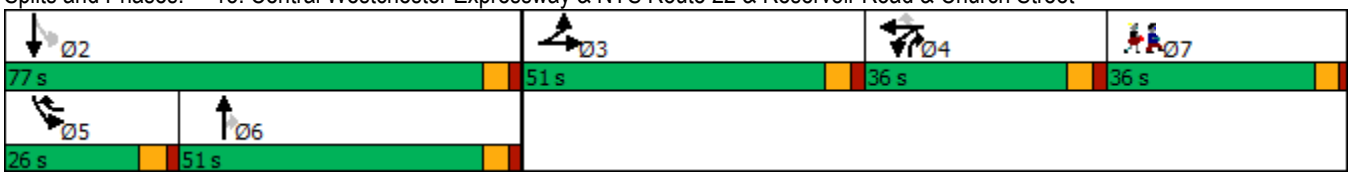
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	709	721	656	603	281	244
Future Volume (vph)	709	721	656	603	281	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		260
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	754	767	698	641	299	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	754	767	698	641	299	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	34.3	71.8	30.5	112.0	27.1	112.0
Actuated g/C Ratio	0.31	0.64	0.27	1.00	0.24	1.00
v/c Ratio	1.46	0.36	0.77	0.43	0.73	0.17
Control Delay	250.4	10.5	44.5	0.9	50.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	250.4	10.5	44.5	0.9	50.9	0.2
LOS	F	B	D	A	D	A
Approach Delay		129.4	23.6		27.3	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~777	127	245	0	204	0
Queue Length 95th (ft)	#1100	192	340	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	515	2251	1020	1507	530	1507
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	1.46	0.34	0.68	0.43	0.56	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 112			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 71.3		Intersection LOS: E	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

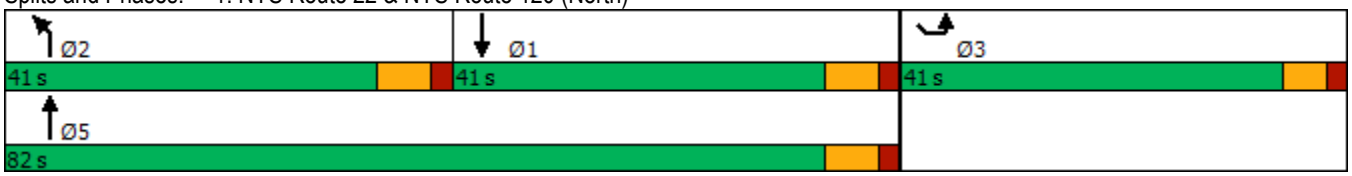
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

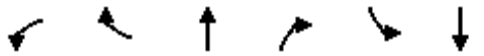
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



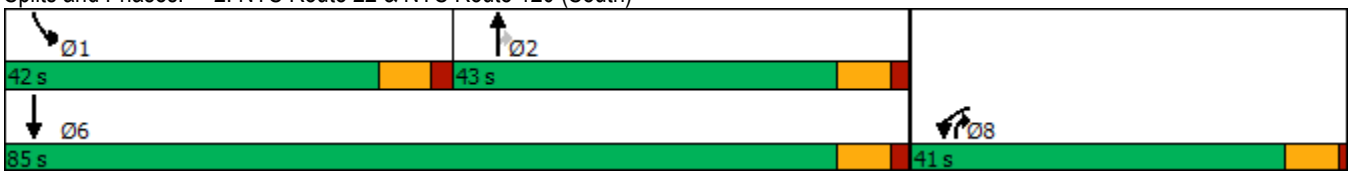
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	310	16	531	33	257	643
Future Volume (vph)	310	16	531	33	257	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			39		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	365	19	625	39	302	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	384	0	625	39	302	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

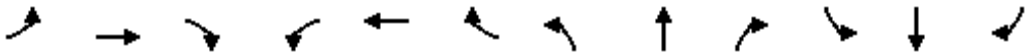


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	22.6		21.4	51.3	14.5	43.2
Actuated g/C Ratio	0.28		0.27	0.65	0.18	0.54
v/c Ratio	0.72		0.68	0.04	0.50	0.40
Control Delay	34.8		31.0	1.8	34.7	11.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.8		31.0	1.8	34.7	11.9
LOS	C		C	A	C	B
Approach Delay	34.8		29.3			18.4
Approach LOS	C		C			B
Queue Length 50th (ft)	164		138	0	68	103
Queue Length 95th (ft)	291		233	8	129	177
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	852		1605	1207	1529	3218
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.45		0.39	0.03	0.20	0.23

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 79.3			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	875	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	875	29	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.983			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2002	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2002	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	62	9	2	1080	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1118	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

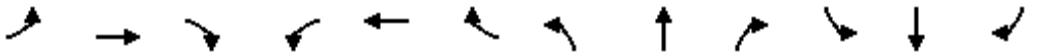
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	50	7	2	875	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	875	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1080	36	0	0	0

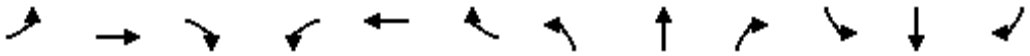
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1102	1098	0	0	0
Stage 1	-	1102	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	285	304	-	-	-
Stage 1	0	387	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	304	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	20.4	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	304
HCM Lane V/C Ratio	-	-	-	0.231
HCM Control Delay (s)	-	-	-	20.4
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.9



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1004	0	1	279	10
Future Volume (vph)	205	0	146	25	2	23	35	1004	0	1	279	10
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.666		0.489			0.090		
Satd. Flow (perm)	0	1372	1479	0	1232	1623	760	1815	1834	174	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	0	168	29	2	26	40	1154	0	1	321	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1154	0	1	321	11
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.7	30.4		19.7	29.4	51.1	48.6		44.9	40.2	40.2
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.53	0.47	0.47
v/c Ratio		0.74	0.26		0.11	0.04	0.08	1.11		0.01	0.36	0.01
Control Delay		44.6	4.0		25.7	4.3	8.1	84.7		8.0	16.9	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		44.6	4.0		25.7	4.3	8.1	84.7		8.0	16.9	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		27.7			16.0			82.1			16.3	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		116	0		13	0	7	~594		0	102	0
Queue Length 95th (ft)		190	33		34	11	23	#1133		2	194	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		651	862		584	876	644	1041		504	893	825
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.36	0.19		0.05	0.03	0.06	1.11		0.00	0.36	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 84.7			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 58.1		Intersection LOS: E	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

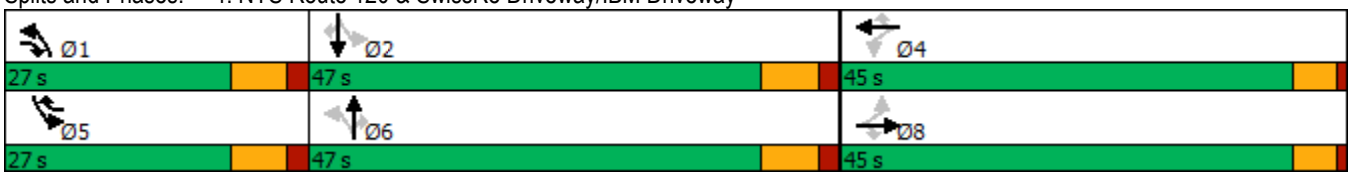
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	903	1	8	442
Future Volume (vph)	6	136	903	1	8	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	7	155	1026	1	9	502
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	1026	1	9	502
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.6%		ICU Level of Service B	
Analysis Period (min) 15			

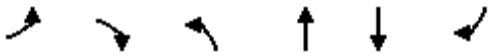
Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	136	903	1	8	442
Future Vol, veh/h	6	136	903	1	8	442
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	1026	1	9	502

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1546	1026	0	-	1026	0
Stage 1	1026	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	165	310	-	0	639	-
Stage 1	414	-	-	0	-	-
Stage 2	655	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	163	310	-	-	639	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.6	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	163	310	639	-
HCM Lane V/C Ratio	-	0.042	0.499	0.014	-
HCM Control Delay (s)	-	28	27.6	10.7	-
HCM Lane LOS	-	D	D	B	-
HCM 95th %tile Q(veh)	-	0.1	2.6	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	3	6	902	445	2
Future Volume (vph)	2	3	6	902	445	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.910				0.999	
Flt Protected	0.984					
Satd. Flow (prot)	1676	0	0	1756	1799	0
Flt Permitted	0.984					
Satd. Flow (perm)	1676	0	0	1756	1799	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	4	7	1087	536	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	1094	538	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	6	902	445	2
Future Vol, veh/h	2	3	6	902	445	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	2	4	7	1087	536	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1638	537	538	0	-	0
Stage 1	537	-	-	-	-	-
Stage 2	1101	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	85	524	1040	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	84	524	1040	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	267	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1040	-	169	-	-
HCM Lane V/C Ratio	0.007	-	0.036	-	-
HCM Control Delay (s)	8.5	0	27.1	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	409	37	73	839	20	69	0	95	124	0	0
Future Volume (vph)	2	409	37	73	839	20	69	0	95	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00		1.00								
Frt		0.989				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1800	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.997		0.384				0.612			0.705	
Satd. Flow (perm)	0	1795	0	702	1792	1412	0	1112	1545	0	1263	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	476	43	85	976	23	80	0	110	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	521	0	85	976	23	0	80	110	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

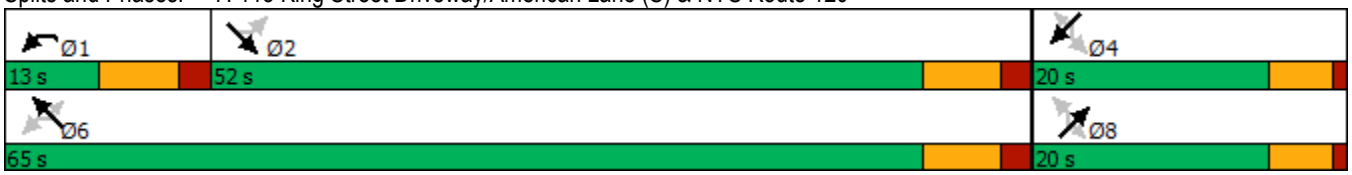
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		47.7		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.56		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.52		0.16	0.80	0.02		0.41	0.28		0.65	
Control Delay		14.5		5.2	15.9	1.7		38.3	5.2		47.9	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		14.5		5.2	15.9	1.7		38.3	5.2		47.9	
LOS		B		A	B	A		D	A		D	
Approach Delay		14.5			14.7			19.1			47.9	
Approach LOS		B			B			B			D	
Queue Length 50th (ft)		170		13	314	0		38	0		72	
Queue Length 95th (ft)		242		25	444	6		78	23		#138	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1011		552	1222	971		196	388		222	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.52		0.15	0.80	0.02		0.41	0.28		0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

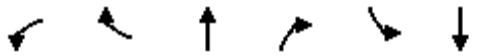
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	310	622	41	218	410
Future Volume (vph)	82	310	622	41	218	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.893		0.992			
Flt Protected	0.990					0.983
Satd. Flow (prot)	1709	0	1767	0	0	1754
Flt Permitted	0.990					0.393
Satd. Flow (perm)	1709	0	1767	0	0	701
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	154		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	93	352	707	47	248	466
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	754	0	0	714
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

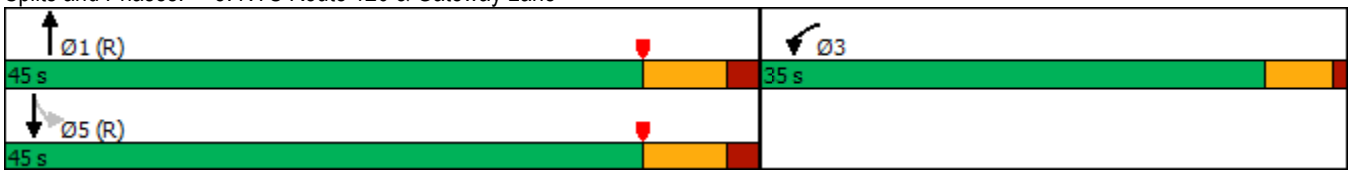


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	20.3		47.7			47.7
Actuated g/C Ratio	0.25		0.60			0.60
v/c Ratio	0.81		0.71			1.71
Control Delay	29.5		10.5			349.8
Queue Delay	0.0		0.0			0.0
Total Delay	29.5		10.5			349.8
LOS	C		B			F
Approach Delay	29.5		10.5			349.8
Approach LOS	C		B			F
Queue Length 50th (ft)	137		57			~331
Queue Length 95th (ft)	202		#506			#603
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	737		1056			417
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.60		0.71			1.71

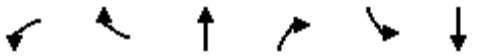
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.71	
Intersection Signal Delay: 141.6	Intersection LOS: F
Intersection Capacity Utilization 108.3%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	568	0	0	492
Future Volume (vph)	486	95	568	0	0	492
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	523	102	611	0	0	529
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	611	0	0	529
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

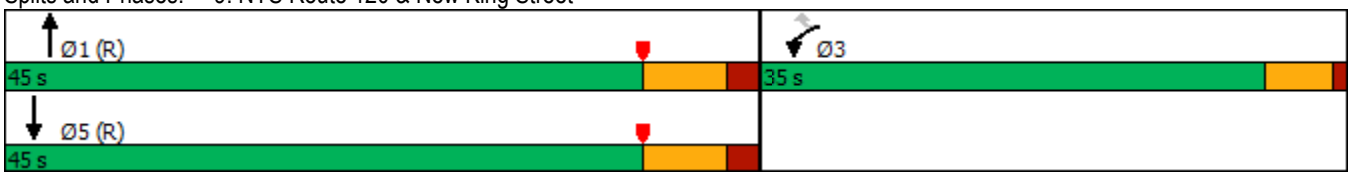


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.66			0.59
Control Delay	40.1	4.5	19.7			8.7
Queue Delay	0.0	0.0	0.2			0.2
Total Delay	40.1	4.5	19.9			8.9
LOS	D	A	B			A
Approach Delay	34.3		19.9			8.9
Approach LOS	C		B			A
Queue Length 50th (ft)	232	0	223			91
Queue Length 95th (ft)	#380	29	359			m59
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			59
Spillback Cap Reductn	0	2	38			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.69			0.63

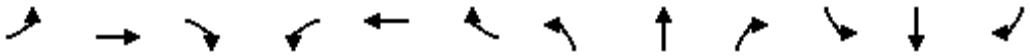
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 9: NYS Route 120 & New King Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	416	268	130	0	0	0	297	152	23	33	274	671
Future Volume (vph)	416	268	130	0	0	0	297	152	23	33	274	671
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.956						0.981				0.850
Flt Protected	0.950	0.995					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3382	0	1633	1800	1575
Flt Permitted	0.950	0.995					0.317			0.635		
Satd. Flow (perm)	1689	1686	0	0	0	0	599	3382	0	1091	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						12				121
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	443	285	138	0	0	0	316	162	24	35	291	714
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	399	467	0	0	0	0	316	186	0	35	291	714
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



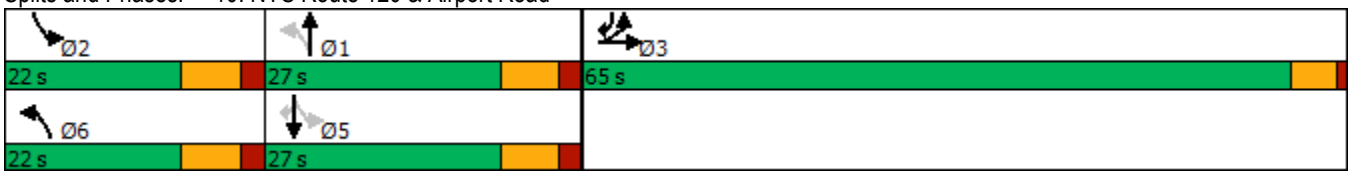
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	38.2	38.2					42.8	35.3		26.3	20.4	65.8
Actuated g/C Ratio	0.41	0.41					0.46	0.38		0.28	0.22	0.71
v/c Ratio	0.58	0.66					0.67	0.14		0.10	0.74	0.62
Control Delay	23.8	24.7					28.8	24.0		20.7	49.7	8.1
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.8	24.7					28.8	24.0		20.7	49.7	8.1
LOS	C	C					C	C		C	D	A
Approach Delay		24.3						27.1			20.2	
Approach LOS		C						C			C	
Queue Length 50th (ft)	183	211					117	37		11	159	149
Queue Length 95th (ft)	268	309					#262	86		39	#376	230
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1107	1115					471	1285		506	393	1452
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.36	0.42					0.67	0.14		0.07	0.74	0.49

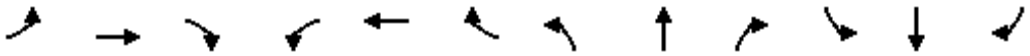
Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 93.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 23.1		Intersection LOS: C	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	255	0	0	381	588	0	0	559	0	0	0
Future Volume (vph)	3	255	0	0	381	588	0	0	559	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.918				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1712	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1712	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	271	0	0	405	626	0	0	595	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	1031	0	0	0	595	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

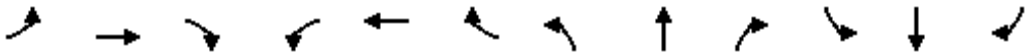
Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	255	0	0	381	588	0	0	559	0	0	0
Future Vol, veh/h	3	255	0	0	381	588	0	0	559	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	405	626	0	0	595	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1031	0	-	-	-	0	-	-	271
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	682	-	0	0	-	-	0	0	767
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	682	-	-	-	-	-	-	0	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	23.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	682	-	-	-
HCM Lane V/C Ratio	0.775	0.005	-	-	-
HCM Control Delay (s)	23.9	10.3	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	7.6	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	381	0	0	0	0	0	259	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	410	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	410	0	0	0	0	0	278	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	22.1

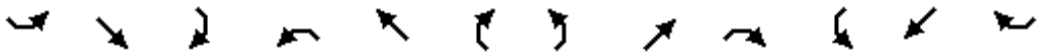
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	381	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	381	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	410	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	820	820	-
Stage 1	-	-	-	820	820	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	329	298	0
Stage 1	-	-	0	414	374	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	329	0	-
Mov Cap-2 Maneuver	-	-	-	329	0	-
Stage 1	-	-	-	414	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		54.6
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	329
HCM Lane V/C Ratio	-	-	0.846
HCM Control Delay (s)	-	-	54.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	7.5

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	211	147	32	350	313	743	35	62	729	124
Future Volume (vph)	171	6	211	147	32	350	313	743	35	62	729	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.577			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1074	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			213			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	173	6	213	148	32	354	316	751	35	63	736	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	213	148	32	354	316	751	35	63	736	125
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



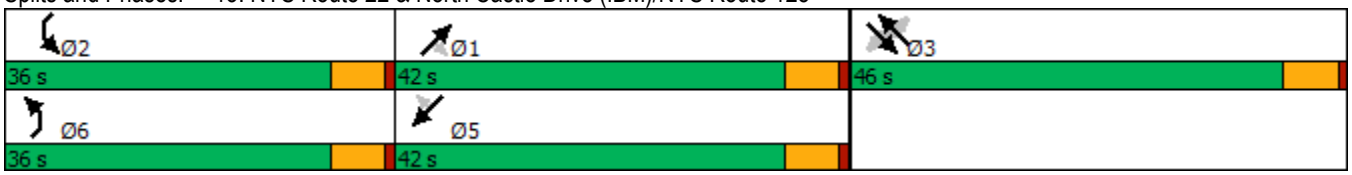
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		26.5	26.5	26.5	26.5	26.5	23.2	54.3	54.3	8.3	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.38	0.55	0.07	0.53	0.83	0.41	0.05	0.44	0.59	0.20
Control Delay		38.4	6.3	42.5	30.4	6.4	59.2	18.5	0.1	59.0	32.7	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.4	6.3	42.5	30.4	6.4	59.2	18.5	0.1	59.0	32.7	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		21.0			17.8			29.6			30.9	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		103	0	87	16	0	208	173	0	43	224	0
Queue Length 95th (ft)		179	56	160	42	69	#337	266	0	92	336	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		566	750	417	739	844	499	1853	724	526	1239	641
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.32	0.28	0.35	0.04	0.42	0.63	0.41	0.05	0.12	0.59	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.6			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	289	0	551	5	251	2
Future Volume (vph)	8	2	16	5	1214	289	0	551	5	251	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			304					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Confl. Bikes (#/hr)											
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	8	2	17	5	1278	304	0	580	5	264	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	304	0	585	0	266	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		8.6	8.6		100.6	126.1		100.6		16.8	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.99	0.22		0.35		0.66	
Control Delay		67.0	1.5		42.4	0.5		8.6		66.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		67.0	1.5		42.4	0.5		8.6		66.7	
LOS		E	A		D	A		A		E	
Approach Delay		25.8			34.4			8.6		66.7	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1264	0		147		123	
Queue Length 95th (ft)		30	0		#1667	11		229		173	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		184	221		1300	1426		1694		602	
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		0.05	0.08		0.99	0.21		0.35		0.44	

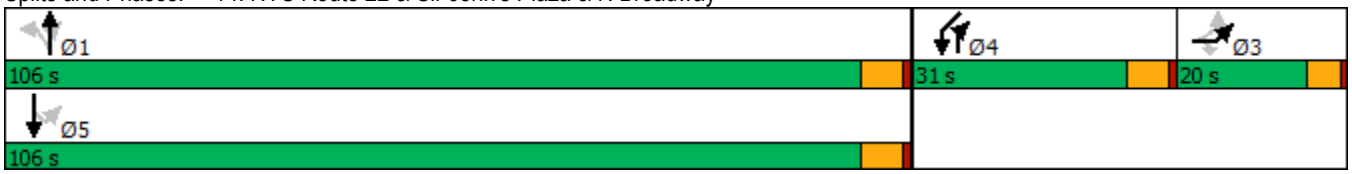
Intersection Summary			
Area Type:	Other		
Cycle Length: 157			
Actuated Cycle Length: 137.5			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			

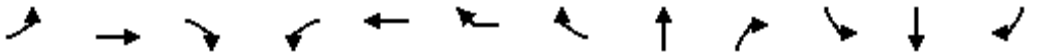
* User Entered Value

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

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

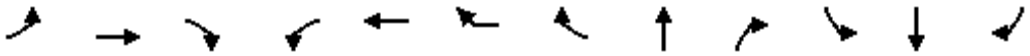
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1185	129	75	577	207
Future Volume (vph)	315	148	95	79	142	3	115	1185	129	75	577	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.960	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3516	0
Flt Permitted					0.983					0.078		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	153	3516	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	325	153	98	81	146	3	119	1222	133	77	595	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	251	0	0	230	0	119	1222	133	77	808	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	38.7	38.7			27.0		38.5	45.3	72.3	62.8	62.8	
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.34	0.34	
v/c Ratio	0.89	0.70			0.86		0.29	1.44	0.21	0.48	0.67	
Control Delay	96.0	78.6			105.3		10.0	252.2	9.1	53.4	55.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	96.0	78.6			105.3		10.0	252.2	9.1	53.4	55.4	
LOS	F	E			F		A	F	A	D	E	
Approach Delay		88.5			72.8			228.4			55.2	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	391	288			280		12	~1101	22	67	460	
Queue Length 95th (ft)	#552	407			#436		55	#1298	51	114	550	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	428	417			298		488	846	669	240	1373	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.76	0.60			0.77		0.24	1.44	0.20	0.32	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 182.8			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.44			
Intersection Signal Delay: 137.3		Intersection LOS: F	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

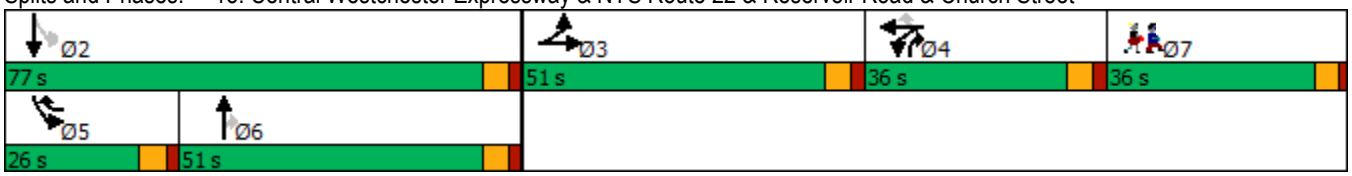
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



WITH IMPROVEMENTS

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	186	514	818	226	524	807
Future Volume (vph)	186	514	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	190	524	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	524	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

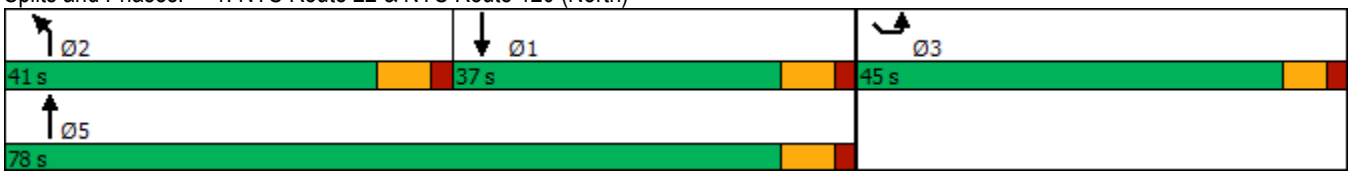
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	78.0	37.0		45.0	
Total Split (%)	33.3%	63.4%	30.1%		36.6%	
Maximum Green (s)	34.0	71.0	30.0		39.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	22.1	59.2	30.1	111.3	39.1	111.3
Actuated g/C Ratio	0.20	0.53	0.27	1.00	0.35	1.00
v/c Ratio	0.65	0.31	0.94	0.16	0.95	0.57
Control Delay	51.5	15.0	58.9	0.2	64.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	15.0	58.9	0.2	64.3	1.7
LOS	D	B	E	A	E	A
Approach Delay		24.7	46.2		26.4	
Approach LOS		C	D		C	
Queue Length 50th (ft)	126	105	306	0	368	0
Queue Length 95th (ft)	202	139	#482	0	#655	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	452	2051	892	1478	563	1436
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	0.26	0.94	0.16	0.95	0.57

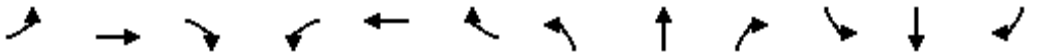
Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 111.3			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 32.7		Intersection LOS: C	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

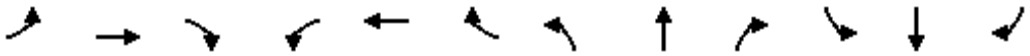
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.600			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1071	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35						59				456
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	157	456
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	157	456
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	45.3	45.3					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.50	1.03					0.21	0.20		0.13	0.34	0.34
Control Delay	21.6	67.7					18.8	19.0		18.3	32.8	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.6	67.7					18.8	19.0		18.3	32.8	1.0
LOS	C	E					B	B		B	C	A
Approach Delay		53.1						19.0			9.9	
Approach LOS		D						B			A	
Queue Length 50th (ft)	169	~576					36	33		19	80	0
Queue Length 95th (ft)	277	#862					67	62		42	144	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	782					526	1208		531	639	1340
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.50	1.03					0.18	0.16		0.10	0.25	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 95.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 35.0		Intersection LOS: D	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

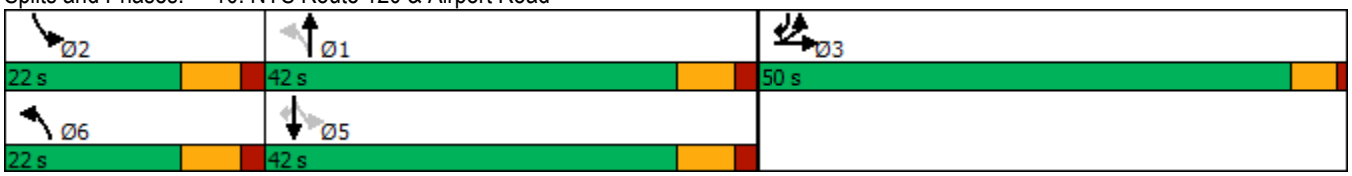
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.890				0.850		0.850		0.975		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted					0.974				0.330			
Satd. Flow (perm)	1590	1555	0	0	1748	1482	3257	1500	627	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1289	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	305	0	0	146	36	552	52	36	1551	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	45.0	45.0		22.0	22.0	11.0	86.0	22.0	11.0	97.0		
Total Split (%)	22.5%	22.5%		11.0%	11.0%	5.5%	43.0%	11.0%	5.5%	48.5%		
Maximum Green (s)	39.0	39.0		16.0	16.0	5.0	80.0	16.0	5.0	91.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	39.0	39.0			16.0	21.0	82.2	98.2	91.0	91.0		
Actuated g/C Ratio	0.20	0.20			0.08	0.10	0.41	0.49	0.46	0.46		
v/c Ratio	0.91	1.01			1.04	0.16	0.41	0.07	0.11	0.98		
Control Delay	110.4	130.3			170.9	1.5	43.4	1.0	31.3	71.5		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	110.4	130.3			170.9	1.5	43.4	1.0	31.3	71.5		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		120.7			137.4		39.8			70.6		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	372	~411			~206	0	276	0	26	1055		
Queue Length 95th (ft)	#562	#633			#372	0	334	5	52	#1222		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	311	303			140	224	1338	775	314	1580		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.91	1.01			1.04	0.16	0.41	0.07	0.11	0.98		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 78.4		Intersection LOS: E	
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

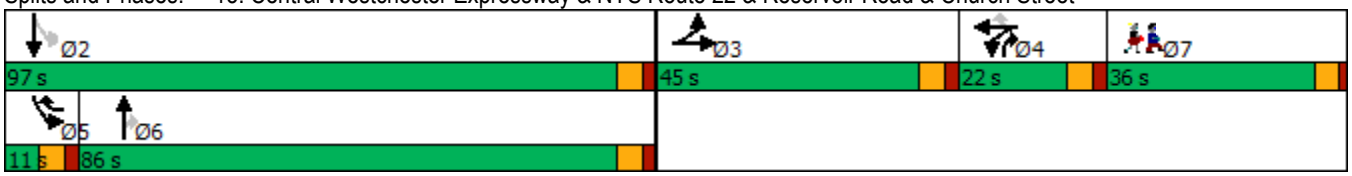
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	649	603	281	239
Future Volume (vph)	733	749	649	603	281	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		254
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	780	797	690	641	299	254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	690	641	299	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	41.1	76.6	28.5	117.0	27.4	117.0
Actuated g/C Ratio	0.35	0.65	0.24	1.00	0.23	1.00
v/c Ratio	1.32	0.36	0.85	0.43	0.76	0.17
Control Delay	188.0	10.3	54.0	0.9	54.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.0	10.3	54.0	0.9	54.9	0.2
LOS	F	B	D	A	D	A
Approach Delay		98.2	28.4		29.8	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~776	135	265	0	212	0
Queue Length 95th (ft)	#1067	192	#381	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	591	2201	829	1507	476	1507
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	1.32	0.36	0.83	0.43	0.63	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 117			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 60.4		Intersection LOS: E	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			

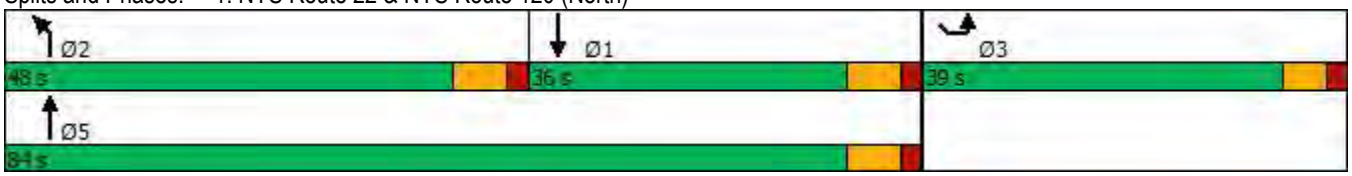
~ Volume exceeds capacity, queue is theoretically infinite.

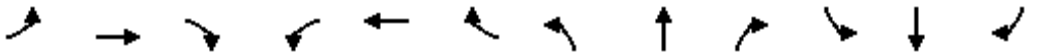
Queue shown is maximum after two cycles.

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

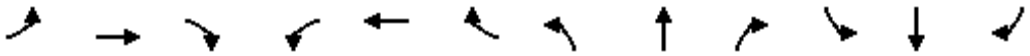
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.509			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	791	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	303	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	303	11
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	52.0
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	43.7%
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	45.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	45.3
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	0.50
v/c Ratio		0.75	0.27		0.11	0.05	0.08	1.14		0.01	0.32	0.01
Control Delay		48.2	4.3		27.9	4.7	8.1	95.1		9.0	16.2	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.1	95.1		9.0	16.2	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		29.9			17.3			92.3			15.6	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		126	0		14	0	8	~764		0	98	0
Queue Length 95th (ft)		202	35		36	11	24	#1265		3	185	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	641	1072		435	938	862
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.06	1.14		0.00	0.32	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 90.8			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 65.9		Intersection LOS: E	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

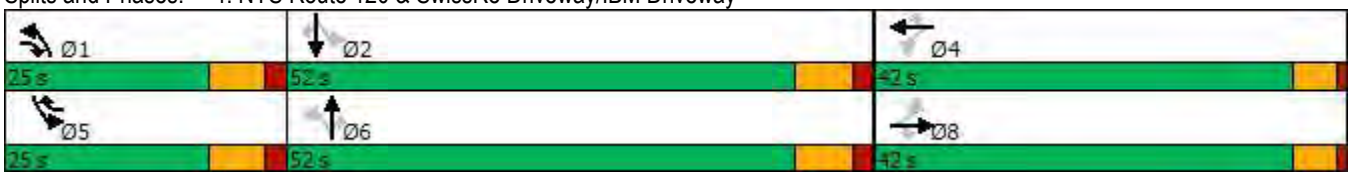
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



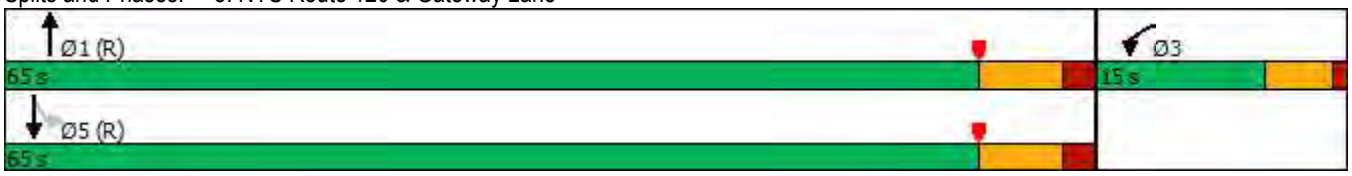
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	298	579	41	223	433
Future Volume (vph)	82	298	579	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.894		0.991			
Flt Protected	0.989					0.983
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.543
Satd. Flow (perm)	1708	0	1765	0	0	968
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*254		12			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	93	339	658	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	705	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

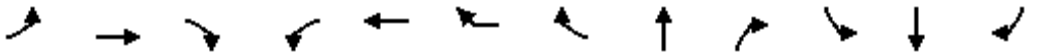
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	15.0		65.0		65.0	65.0
Total Split (%)	18.8%		81.3%		81.3%	81.3%
Maximum Green (s)	10.0		58.0		58.0	58.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.0		58.0			58.0
Actuated g/C Ratio	0.12		0.72			0.72
v/c Ratio	0.99		0.55			1.06
Control Delay	58.6		8.7			67.1
Queue Delay	0.0		0.1			0.0
Total Delay	58.6		8.9			67.1
LOS	E		A			E
Approach Delay	58.6		8.9			67.1
Approach LOS	E		A			E
Queue Length 50th (ft)	92		111			~416
Queue Length 95th (ft)	#265		229			#601
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	435		1282			701
Starvation Cap Reductn	0		80			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.99		0.59			1.06

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 43.3	Intersection LOS: D
Intersection Capacity Utilization 106.8%	ICU Level of Service G
Analysis Period (min) 15	

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

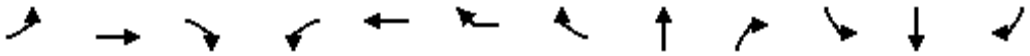
Splits and Phases: 8: NYS Route 120 & Gateway Lane





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.961	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted					0.983					0.051		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	100	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	325	153	98	81	146	3	119	1219	133	77	599	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	251	0	0	230	0	119	1219	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	43.0	43.0		31.0	31.0		11.0	79.0	31.0	11.0	90.0	
Total Split (%)	21.5%	21.5%		15.5%	15.5%		5.5%	39.5%	15.5%	5.5%	45.0%	
Maximum Green (s)	37.0	37.0		25.0	25.0		5.0	73.0	25.0	5.0	84.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.0	37.0			25.0		30.0	72.8	97.8	83.8	83.8	
Actuated g/C Ratio	0.19	0.19			0.13		0.15	0.36	0.49	0.42	0.42	
v/c Ratio	1.02	0.80			1.02		0.38	0.98	0.17	0.91	0.55	
Control Delay	131.2	97.3			146.4		17.4	82.6	6.5	113.4	45.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	131.2	97.3			146.4		17.4	82.6	6.5	113.4	45.5	
LOS	F	F			F		B	F	A	F	D	
Approach Delay		116.4			102.4			75.1			51.4	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	~449	322			~318		25	837	19	61	424	
Queue Length 95th (ft)	#669	#463			#514		78	#993	41	#167	493	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	320	312			226		316	1249	780	85	1480	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	1.02	0.80			1.02		0.38	0.98	0.17	0.91	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 199.8			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 79.0		Intersection LOS: E	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

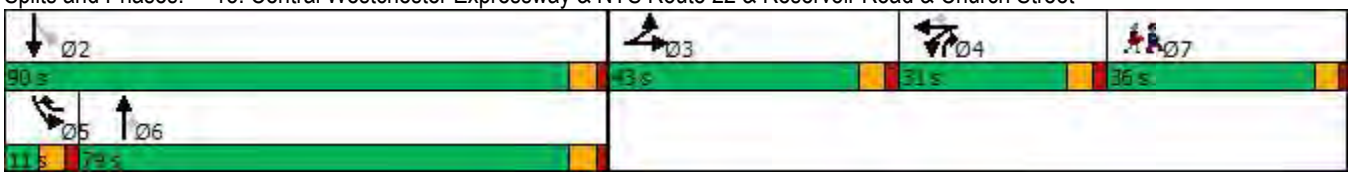
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	189	520	786	226	524	780
Future Volume (vph)	189	520	786	226	524	780
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		479
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	193	531	802	231	535	796
Shared Lane Traffic (%)						
Lane Group Flow (vph)	193	531	802	231	535	796
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

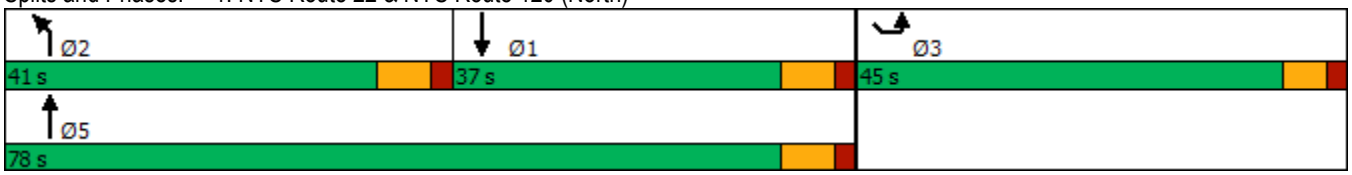
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	78.0	37.0		45.0	
Total Split (%)	33.3%	63.4%	30.1%		36.6%	
Maximum Green (s)	34.0	71.0	30.0		39.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	22.4	59.5	30.1	111.6	39.1	111.6
Actuated g/C Ratio	0.20	0.53	0.27	1.00	0.35	1.00
v/c Ratio	0.65	0.31	0.90	0.16	0.95	0.55
Control Delay	51.6	15.0	54.5	0.2	64.9	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	15.0	54.5	0.2	64.9	1.5
LOS	D	B	D	A	E	A
Approach Delay		24.8	42.4		27.0	
Approach LOS		C	D		C	
Queue Length 50th (ft)	128	106	291	0	370	0
Queue Length 95th (ft)	204	141	#455	0	#658	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	451	2046	890	1478	562	1436
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	0.26	0.90	0.16	0.95	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 111.6			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 31.6		Intersection LOS: C	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

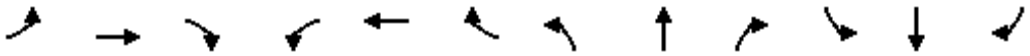
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	366	413	307	0	0	0	89	119	55	49	158	455
Future Volume (vph)	366	413	307	0	0	0	89	119	55	49	158	455
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939						0.952				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1615	0	0	0	0	1695	3175	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.585			0.635		
Satd. Flow (perm)	1580	1615	0	0	0	0	1044	3175	0	1154	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36						59				484
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	389	439	327	0	0	0	95	127	59	52	168	484
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	350	805	0	0	0	0	95	186	0	52	168	484
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	45.3	45.3					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.47	1.03					0.21	0.19		0.13	0.37	0.36
Control Delay	20.9	65.9					18.9	18.6		18.3	33.2	1.1
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	20.9	65.9					18.9	18.6		18.3	33.2	1.1
LOS	C	E					B	B		B	C	A
Approach Delay		52.3						18.7			10.0	
Approach LOS		D						B			B	
Queue Length 50th (ft)	154	~570					36	31		19	87	0
Queue Length 95th (ft)	254	#857					67	60		42	154	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	784					519	1207		533	639	1344
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.47	1.03					0.18	0.15		0.10	0.26	0.36

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 95.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

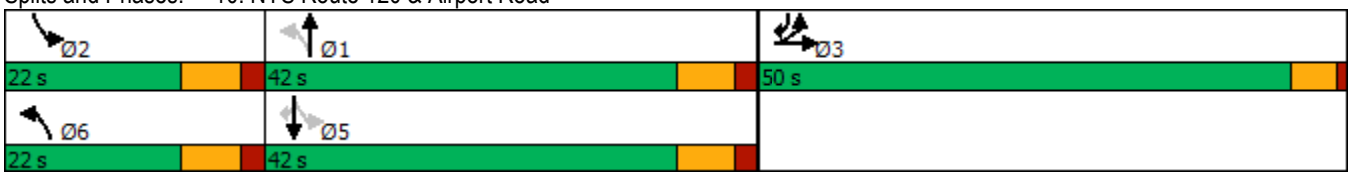
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	519	49	34	1228	248	1
Future Volume (vph)	270	77	213	73	66	34	519	49	34	1228	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.890				0.850		0.850		0.975		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1755	1508	3257	1500	1805	3475	0	0
Flt Permitted					0.974				0.333			
Satd. Flow (perm)	1590	1555	0	0	1748	1482	3257	1500	633	3475	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	284	81	224	77	69	36	546	52	36	1293	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	305	0	0	146	36	546	52	36	1555	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	45.0	45.0		22.0	22.0	11.0	86.0	22.0	11.0	97.0		
Total Split (%)	22.5%	22.5%		11.0%	11.0%	5.5%	43.0%	11.0%	5.5%	48.5%		
Maximum Green (s)	39.0	39.0		16.0	16.0	5.0	80.0	16.0	5.0	91.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	39.0	39.0			16.0	21.0	82.2	98.2	91.0	91.0		
Actuated g/C Ratio	0.20	0.20			0.08	0.10	0.41	0.49	0.46	0.46		
v/c Ratio	0.91	1.01			1.04	0.16	0.41	0.07	0.11	0.98		
Control Delay	110.4	130.3			170.9	1.5	43.3	1.0	31.3	71.9		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	110.4	130.3			170.9	1.5	43.3	1.0	31.3	71.9		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		120.7			137.4		39.6			71.0		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	372	~411			~206	0	273	0	26	1059		
Queue Length 95th (ft)	#562	#633			#372	0	331	5	52	#1227		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	311	303			140	224	1338	775	317	1581		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.91	1.01			1.04	0.16	0.41	0.07	0.11	0.98		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 78.6		Intersection LOS: E	
Intersection Capacity Utilization 92.3%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

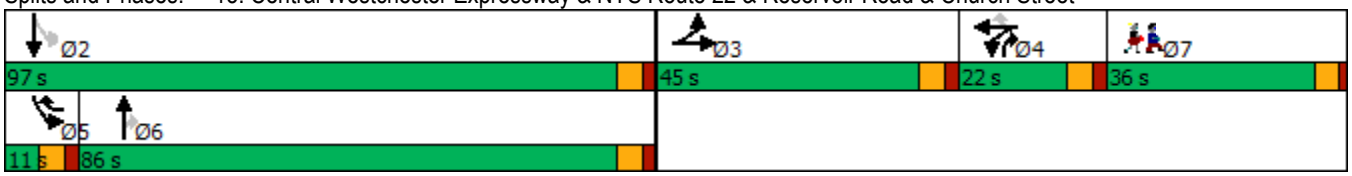
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	709	721	656	603	281	244
Future Volume (vph)	709	721	656	603	281	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		260
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	754	767	698	641	299	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	754	767	698	641	299	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	41.1	76.7	28.6	117.1	27.4	117.1
Actuated g/C Ratio	0.35	0.65	0.24	1.00	0.23	1.00
v/c Ratio	1.28	0.35	0.86	0.43	0.76	0.17
Control Delay	170.8	10.1	54.6	0.9	54.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	170.8	10.1	54.6	0.9	54.9	0.2
LOS	F	B	D	A	D	A
Approach Delay		89.8	28.9		29.5	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~735	128	268	0	212	0
Queue Length 95th (ft)	#1021	183	#388	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	591	2198	828	1507	475	1507
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	1.28	0.35	0.84	0.43	0.63	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 117.1			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 56.1		Intersection LOS: E	
Intersection Capacity Utilization 89.6%		ICU Level of Service E	
Analysis Period (min) 15			

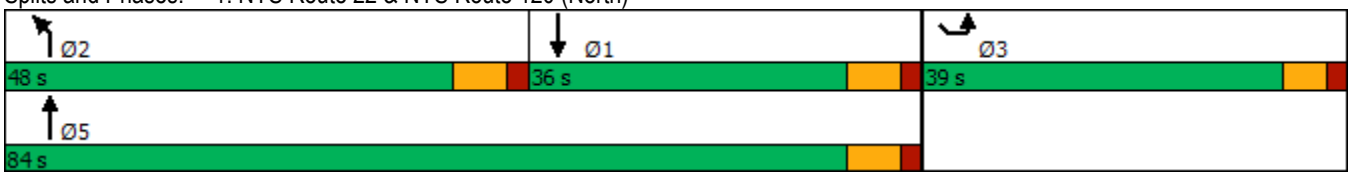
~ Volume exceeds capacity, queue is theoretically infinite.

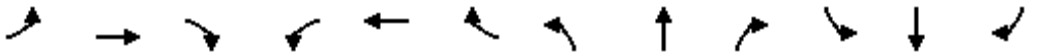
Queue shown is maximum after two cycles.

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

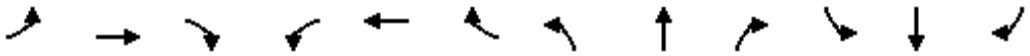
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1004	0	1	279	10
Future Volume (vph)	205	0	146	25	2	23	35	1004	0	1	279	10
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.494			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	768	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	0	168	29	2	26	40	1154	0	1	321	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1154	0	1	321	11
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



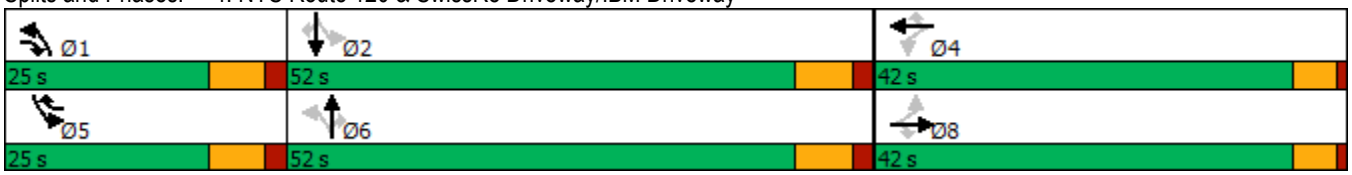
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	52.0
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	43.7%
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	45.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	45.3
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	0.50
v/c Ratio		0.75	0.27		0.11	0.05	0.08	1.08		0.01	0.34	0.01
Control Delay		48.2	4.3		27.9	4.7	8.1	72.7		9.0	16.5	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.1	72.7		9.0	16.5	0.0
LOS		D	A		C	A	A	E		A	B	A
Approach Delay		29.9			17.3			70.5			15.9	
Approach LOS		C			B			E			B	
Queue Length 50th (ft)		126	0		14	0	8	586		0	105	0
Queue Length 95th (ft)		202	35		36	11	24	#1180		3	197	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	631	1072		435	938	862
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.06	1.08		0.00	0.34	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 90.8			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 51.6		Intersection LOS: D	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



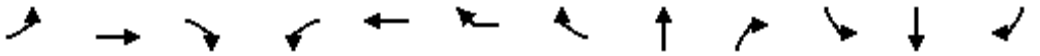
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	310	622	41	218	410
Future Volume (vph)	82	310	622	41	218	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.893		0.992			
Flt Protected	0.990					0.983
Satd. Flow (prot)	1709	0	1767	0	0	1754
Flt Permitted	0.990					0.505
Satd. Flow (perm)	1709	0	1767	0	0	901
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*265		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	93	352	707	47	248	466
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	754	0	0	714
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	15.0		65.0		65.0	65.0
Total Split (%)	18.8%		81.3%		81.3%	81.3%
Maximum Green (s)	10.0		58.0		58.0	58.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.0		58.0			58.0
Actuated g/C Ratio	0.12		0.72			0.72
v/c Ratio	1.00		0.59			1.09
Control Delay	59.6		9.8			79.1
Queue Delay	0.0		0.2			0.0
Total Delay	59.6		10.0			79.1
LOS	E		A			E
Approach Delay	59.6		10.0			79.1
Approach LOS	E		A			E
Queue Length 50th (ft)	93		140			~409
Queue Length 95th (ft)	#271		261			#593
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	445		1284			653
Starvation Cap Reductn	0		81			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	1.00		0.63			1.09

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 47.3	Intersection LOS: D
Intersection Capacity Utilization 108.3%	ICU Level of Service G
Analysis Period (min) 15	

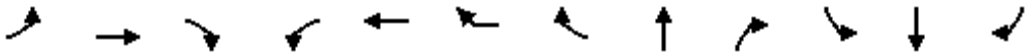
* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1185	129	75	577	207
Future Volume (vph)	315	148	95	79	142	3	115	1185	129	75	577	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.960	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3516	0
Flt Permitted					0.983					0.051		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	100	3516	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	325	153	98	81	146	3	119	1222	133	77	595	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	251	0	0	230	0	119	1222	133	77	808	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	43.0	43.0		31.0	31.0		11.0	79.0	31.0	11.0	90.0	
Total Split (%)	21.5%	21.5%		15.5%	15.5%		5.5%	39.5%	15.5%	5.5%	45.0%	
Maximum Green (s)	37.0	37.0		25.0	25.0		5.0	73.0	25.0	5.0	84.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.0	37.0			25.0		30.0	72.9	97.9	83.9	83.9	
Actuated g/C Ratio	0.19	0.19			0.13		0.15	0.36	0.49	0.42	0.42	
v/c Ratio	1.02	0.80			1.02		0.38	0.98	0.17	0.91	0.55	
Control Delay	131.3	97.4			146.6		17.3	82.9	6.5	113.4	45.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	131.3	97.4			146.6		17.3	82.9	6.5	113.4	45.4	
LOS	F	F			F		B	F	A	F	D	
Approach Delay		116.5			102.5			75.4			51.3	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	~449	322			~318		25	841	19	61	422	
Queue Length 95th (ft)	#669	#463			#514		78	#995	41	#167	490	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	320	312			226		316	1249	780	85	1477	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	1.02	0.80			1.02		0.38	0.98	0.17	0.91	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 199.9			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 79.2		Intersection LOS: E	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

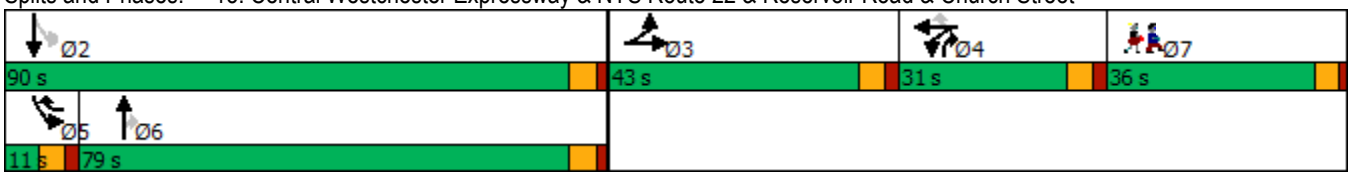
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



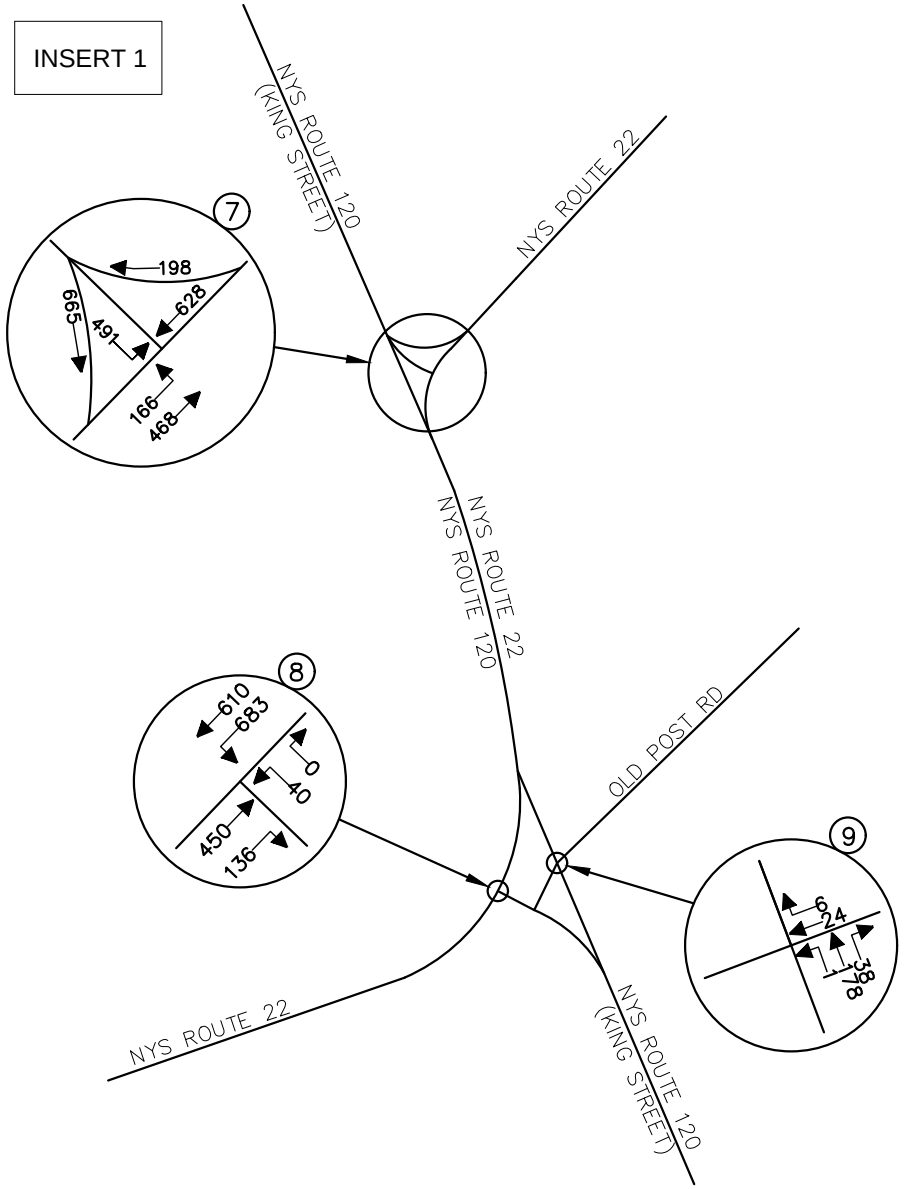
AIRPORT CAMPUS (113 KING STREET)

APPENDIX E

TRAFFIC COUNT DATA

Station	FC	County Order	End Mile Point	Section Length	Road Name	Beginning Description	End Description	2018 Estimate AADT	% Trucks	<<< Previous Counts YEAR	AADT	YEAR	AADT	>>> YEAR	AADT	YEAR	AADT
87_0428	16	01	0346	0116		WESTCHESTER AVE	RT 907W OVER HUTCHINSON RIVE	2998	3.7	2014	3071	2011	3848	2008	5721	2005	5998
87_0429	16	01	0449	0103		RT 907W OVER HUTCHINSON RIVE	CR 18 ANDERSON HILL RD	7227	3.1	2014	7403	2011	9942	2008	8773	2005	10008
87_0430	16	01	0659	0210		CR 18 ANDERSON HILL RD	LAKE ST	3681	3.7	2016	3725	2007	4547	2004	4378	2001	7135
87_0086	16	01	0759	0100		LAKE ST	ACC RT 684I	6554	3.7	2017	6593	2008	7772	2002	7576		
87_0431	16	01	0797	0038		ACC RT 684I	RT 120A	10670	3.7	2016	10799	2013	11220	2005	10386		
87_0155	16	01	0957	0160		RT 120A	START 22/120 OLAP	8003	3.1	2017	8051	2013	8627	2009	7171	2006	8169
87_0154	14	01	0982	0025		START 22/120 OLAP	END 22/120 OLAP	15473	4.6	2008	15995	2002	16339				
87_0432	16	01	1398	0416		END 22/120 OLAP	START 117/120 OLAP	9324	3.7	2017	9380	2011	4138	2008	8494	2005	13442
87_0146	14	01	1404	0006		START 117/120 OLAP	END 117/120 OLAP	13994	2.8	2018	13994	2014	9878	2011	11531	2007	10385
87_0433	16	01	1471	0067		END 117/120 OLAP	RT 987D UNDER SAW MILL RIVER	8844	3.5	2014	9060	2011	8698	2006	14164	2003	13583
87_0434	16	01	1663	0192		RT 987D UNDER SAW MILL RIVER	CR 21 SEVEN BRIDGE RD	5983	3.7	2015	6092	2013	7154	2009	7784	2006	6968
87_0435	16	01	1728	0065		CR 21 SEVEN BRIDGE RD	END 120/133 OLAP	5577	3.9	2016	5644	2013	6081	2009	6214	2006	7134
87_0092	16	01	1789	0061		END 120/133 OLAP	END 120/133 OLAP	9901	4.3	2014	10143	2011	9239	2008	11292	2005	12775
87_0094	16	01	1807	0018	MILLWOOD RD NY	END 120/133 OLAP	RT 100 END RT 120	1850	6.6	2017	1861	2011	2360	2008	2322	2003	2742
Route NY120 A		**County 119 Westchester**				**Region 08**											
87_0427	16	01	0012	0012		NY 120	END 120/120A OLAP	19463	3.7	2014	19938	2011	13441				
87_0696	16	01	0045	0033		END 120/120A OLAP	CR 64B LINCOLN AVE	19627	3.4	2017	19745	2011	15174	2006	15329	2005	14522
87_0687	16	01	0205	0160	WESTCHESTER AVE	CR 64B LINCOLN AVE	KING ST PORT CHESTER	18013	4.3	2015	18341	2011	18450				
87_0697	16	01	0282	0077	KING ST	KING ST PORT CHESTER	PUTNAM AVE	6636	3.7	2014	6798	2011	7255	2008	8572	2005	12512
87_0698	16	01	0448	0166	KING ST	PUTNAM AVE	RT 907W HUTCHINSON RIVER PKW	12910	3.7	2017	12987	2009	12255				
87_0073	16	01	0496	0048	KING ST	RT 907W HUTCHINSON RIVER PKW	NY STATE LINE/CONN STATE LIN	13214	2.6	2016	13373	2009	16932	2006	15666	2005	17364
87_0074	16	01	0641	0071	KING ST	CONNECTICUT STATE LINE	NY STATE LINE/CONN STATE LIN	12244	3.7	2015	12467	2009	12158	2006	10059	2005	16537
87_0699	16	01	0863	0002	KING ST	CONNECTICUT STATE LINE	RT 120 END RT 120A	4186	3.7	2017	4211	2011	4159	2008	3827	2005	3865
Route NY121		**County 119 Westchester**				**Region 08**											
87_0436	16	01	0174	0174		RT 22 N OF BEDFORD VIL	RT 137	4834	5.7	2017	4863	2008	4378	2005	4648	2002	3972
87_0438	16	01	0469	0295		RT 137	START 35/121 OLAP	2540	5.8	2014	2602	2008	2672	2005	3025	2002	2764
87_0266	16	01	0534	0065		START 35/121 OLAP	END 35/121 OLAP	14960	3.6	2018	14960	2014	15994	2011	15783	2008	16216
87_0446	16	01	0785	0251		END 35/121 OLAP	RT 138 - WACCABUC RD	3665	7.2	2015	3732	2008	5348	2005	5991	2002	5829
87_0440	16	01	0982	0197		RT 138 - WACCABUC RD	JUNE RD	3644	5.7	2014	3733	2008	4640	2005	4990	2002	4204
87_0441	16	01	1064	0082		JUNE RD	START 116/121 OLAP	3663	3.7	2017	3685	2012	4089	2008	3349	2005	3727

INSERT 1



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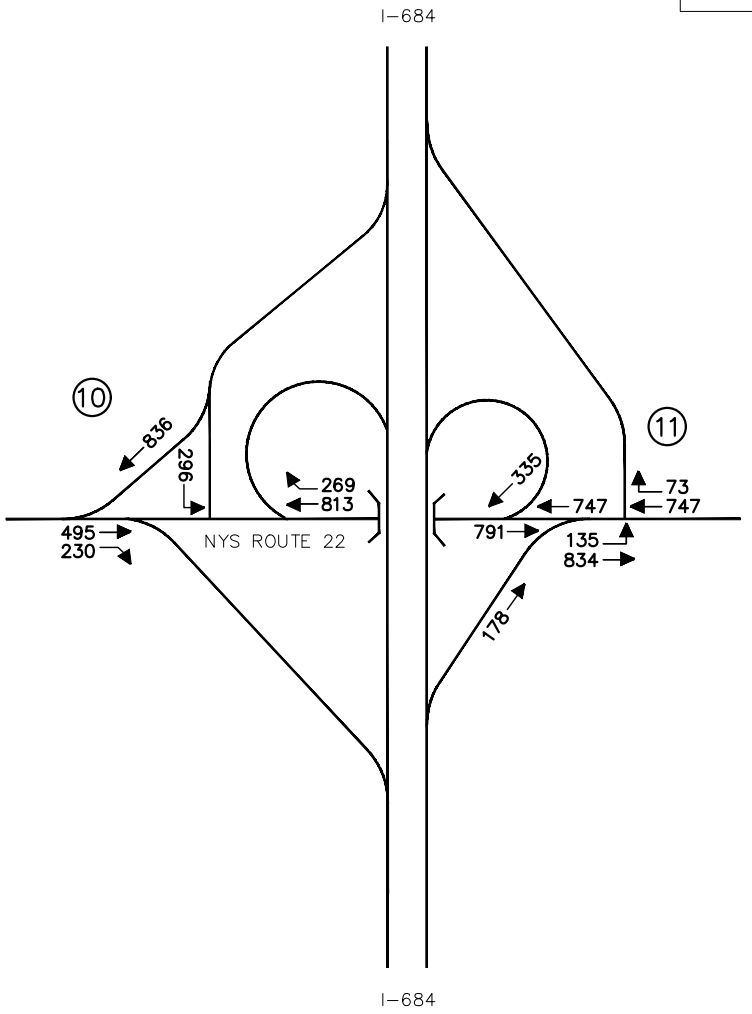

NOTE: LINE DIAGRAM NOT TO SCALE

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TRAFFIC IMPACT STUDY

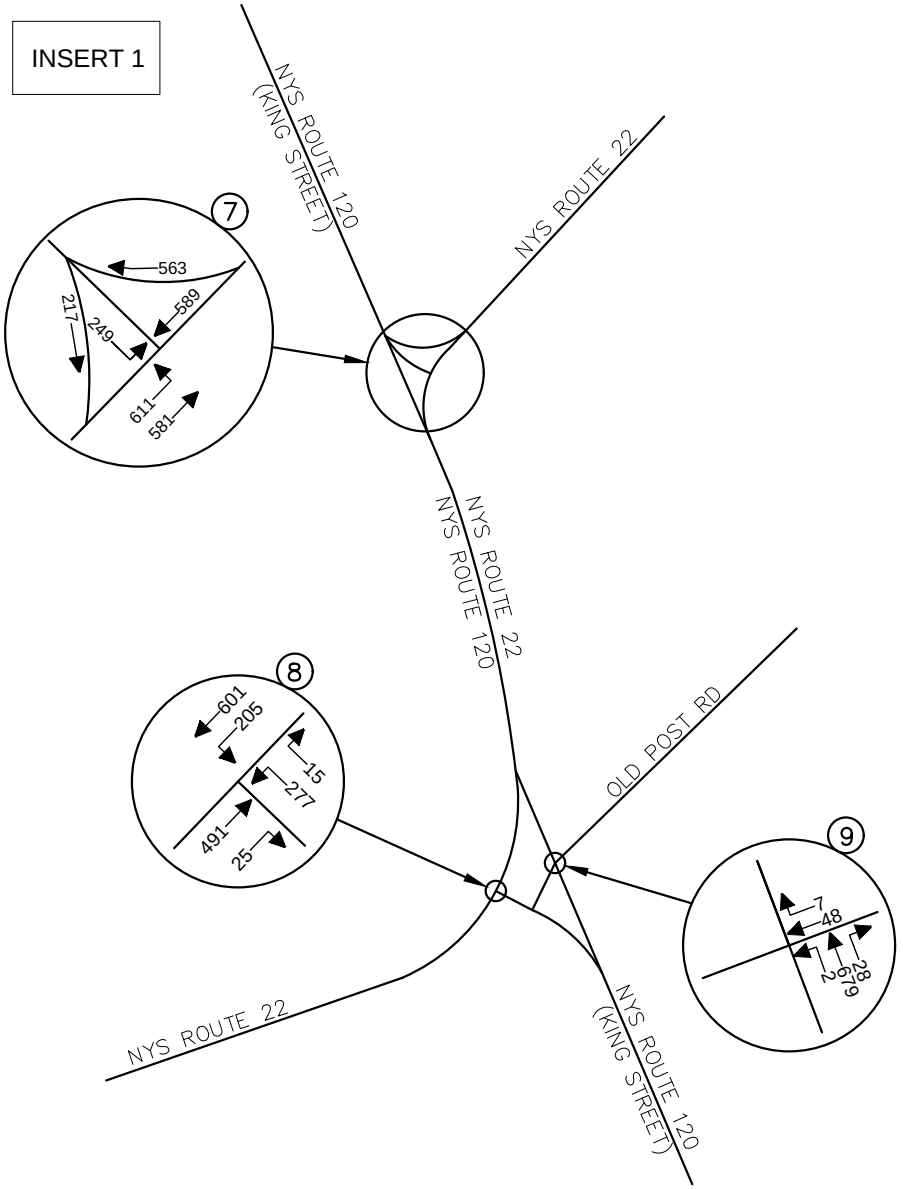
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
N.T.S.	2/18/2019	N.S.T.	R.P.R.

PROJECT NUMBER:	DRAWING NAME:
17005657B	190218_NT_FIGURES

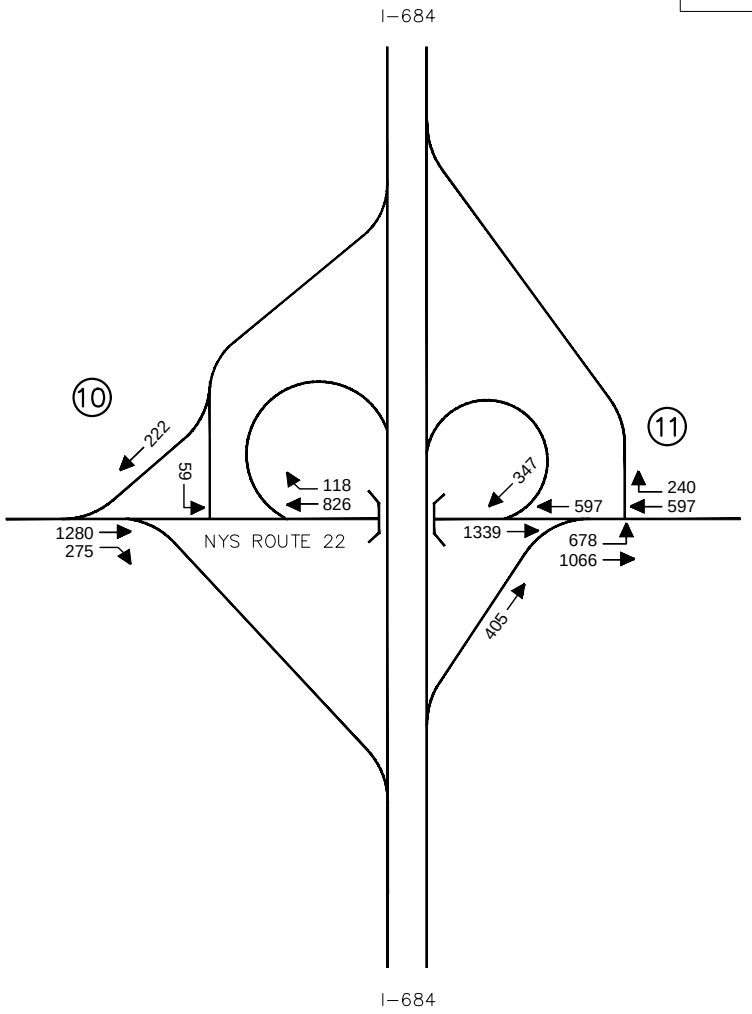
SHEET TITLE:
YEAR 2018 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2A

INSERT 1



INSERT 2



NOTE: LINE DIAGRAM NOT TO SCALE

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TRAFFIC IMPACT STUDY

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N.T.S.	2/18/2019	N.S.T.	R.P.R.

PROJECT NUMBER:	DRAWING NAME:
17005657B	190218_NT_FIGURES

SHEET TITLE:
YEAR 2018 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 3A

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Customer Loyalty Through Client Satisfaction

File Name : 1-ARMONK-BEDFORD_RD_AT_KING_ST_639108_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					ARMONK-BEDFORD RD From East					KING ST From South					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	59	18	0	77	28	0	112	0	140	42	8	0	0	50	0	0	0	0	0	267
06:45 AM	0	57	39	0	96	29	0	101	0	130	44	23	0	0	67	0	0	0	0	0	293
Total	0	116	57	0	173	57	0	213	0	270	86	31	0	0	117	0	0	0	0	0	560
07:00 AM	0	68	77	0	145	34	0	129	0	163	42	22	0	0	64	0	0	0	0	0	372
07:15 AM	0	116	107	0	223	39	0	158	0	197	67	32	0	0	99	0	0	0	0	0	519
07:30 AM	0	130	83	0	213	43	0	217	0	260	72	38	0	0	110	0	0	0	0	0	583
07:45 AM	0	156	114	0	270	59	0	185	0	244	84	47	0	0	131	0	0	0	0	0	645
Total	0	470	381	0	851	175	0	689	0	864	265	139	0	0	404	0	0	0	0	0	2119
08:00 AM	0	140	131	0	271	35	0	151	0	186	103	44	0	0	147	0	0	0	0	0	604
08:15 AM	0	169	116	0	285	62	0	145	0	207	124	64	0	0	188	0	0	0	0	0	680
08:30 AM	0	173	115	0	288	38	0	156	0	194	83	47	0	0	130	0	0	0	0	0	612
08:45 AM	0	164	125	0	289	54	0	161	0	215	136	37	0	0	173	0	0	0	0	0	677
Total	0	646	487	0	1133	189	0	613	0	802	446	192	0	0	638	0	0	0	0	0	2573
09:00 AM	0	113	98	0	211	57	0	160	0	217	93	36	0	0	129	0	0	0	0	0	557
09:15 AM	0	93	80	0	173	52	0	136	0	188	79	37	0	0	116	0	0	0	0	0	477
Grand Total	0	1438	1103	0	2541	530	0	1811	0	2341	969	435	0	0	1404	0	0	0	0	0	6286
Apprch %	0	56.6	43.4	0		22.6	0	77.4	0		69	31	0	0		0	0	0	0		
Total %	0	22.9	17.5	0	40.4	8.4	0	28.8	0	37.2	15.4	6.9	0	0	22.3	0	0	0	0	0	
Lights	0	1407	1045	0	2452	479	0	1768	0	2247	922	388	0	0	1310	0	0	0	0	0	6009
% Lights	0	97.8	94.7	0	96.5	90.4	0	97.6	0	96	95.1	89.2	0	0	93.3	0	0	0	0	0	95.6
Buses	0	18	24	0	42	31	0	20	0	51	25	11	0	0	36	0	0	0	0	0	129
% Buses	0	1.3	2.2	0	1.7	5.8	0	1.1	0	2.2	2.6	2.5	0	0	2.6	0	0	0	0	0	2.1
Trucks	0	13	34	0	47	20	0	23	0	43	22	36	0	0	58	0	0	0	0	0	148
% Trucks	0	0.9	3.1	0	1.8	3.8	0	1.3	0	1.8	2.3	8.3	0	0	4.1	0	0	0	0	0	2.4
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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File Name : 1-ARMONK-BEDFORD_RD_AT_KING_ST_639108_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 2

	KING ST From North					ARMONK-BEDFORD RD From East					KING ST From South					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 08:00 AM																					
08:00 AM	0	140	**131**	0	271	35	0	151	0	186	103	44	0	0	147	0	0	0	0	0	604
08:15 AM	0	169	116	0	285	**62**	0	145	0	207	124	**64**	0	0	**188**	0	0	0	0	0	**680**
08:30 AM	0	**173**	115	0	288	38	0	156	0	194	83	47	0	0	130	0	0	0	0	0	612
08:45 AM	0	164	125	0	**289**	54	0	**161**	0	**215**	**136**	37	0	0	173	0	0	0	0	0	677
Total Volume	0	646	487	0	1133	189	0	613	0	802	446	192	0	0	638	0	0	0	0	0	2573
% App. Total	0	57	43	0		23.6	0	76.4	0		69.9	30.1	0	0		0	0	0	0		
PHF	.000	.934	.929	.000	.980	.762	.000	.952	.000	.933	.820	.750	.000	.000	.848	.000	.000	.000	.000	.000	.946
Lights	0	636	457	0	1093	174	0	591	0	765	423	165	0	0	588	0	0	0	0	0	2446
% Lights	0	98.5	93.8	0	96.5	92.1	0	96.4	0	95.4	94.8	85.9	0	0	92.2	0	0	0	0	0	95.1
Buses	0	5	11	0	16	10	0	12	0	22	13	9	0	0	22	0	0	0	0	0	60
% Buses	0	0.8	2.3	0	1.4	5.3	0	2.0	0	2.7	2.9	4.7	0	0	3.4	0	0	0	0	0	2.3
Trucks	0	5	19	0	24	5	0	10	0	15	10	18	0	0	28	0	0	0	0	0	67
% Trucks	0	0.8	3.9	0	2.1	2.6	0	1.6	0	1.9	2.2	9.4	0	0	4.4	0	0	0	0	0	2.6
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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Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					ARMONK-BEDFORD RD From East					KING ST From South					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
11:30 AM	0	36	39	0	75	44	0	56	0	100	68	25	0	0	93	0	0	0	0	0	268
11:45 AM	0	35	48	0	83	56	0	52	0	108	67	42	0	0	109	0	0	0	0	0	300
Total	0	71	87	0	158	100	0	108	0	208	135	67	0	0	202	0	0	0	0	0	568
12:00 PM	0	39	41	0	80	56	0	68	0	124	70	28	0	0	98	0	0	0	0	0	302
12:15 PM	0	43	48	0	91	46	0	67	0	113	74	44	0	0	118	0	0	0	0	0	322
12:30 PM	0	45	36	0	81	53	0	80	0	133	65	28	0	0	93	0	0	0	0	0	307
12:45 PM	0	41	37	0	78	54	0	56	0	110	83	38	0	0	121	0	0	0	0	0	309
Total	0	168	162	0	330	209	0	271	0	480	292	138	0	0	430	0	0	0	0	0	1240
01:00 PM	0	43	42	0	85	37	0	55	0	92	69	37	0	0	106	0	0	0	0	0	283
01:15 PM	0	46	58	0	104	46	0	66	0	112	68	48	0	0	116	0	0	0	0	0	332
Grand Total	0	328	349	0	677	392	0	500	0	892	564	290	0	0	854	0	0	0	0	0	2423
Apprch %	0	48.4	51.6	0		43.9	0	56.1	0		66	34	0	0		0	0	0	0		
Total %	0	13.5	14.4	0	27.9	16.2	0	20.6	0	36.8	23.3	12	0	0	35.2	0	0	0	0	0	
Lights	0	313	320	0	633	369	0	476	0	845	538	278	0	0	816	0	0	0	0	0	2294
% Lights	0	95.4	91.7	0	93.5	94.1	0	95.2	0	94.7	95.4	95.9	0	0	95.6	0	0	0	0	0	94.7
Buses	0	0	1	0	1	0	0	2	0	2	5	1	0	0	6	0	0	0	0	0	9
% Buses	0	0	0.3	0	0.1	0	0	0.4	0	0.2	0.9	0.3	0	0	0.7	0	0	0	0	0	0.4
Trucks	0	15	28	0	43	23	0	22	0	45	21	11	0	0	32	0	0	0	0	0	120
% Trucks	0	4.6	8	0	6.4	5.9	0	4.4	0	5	3.7	3.8	0	0	3.7	0	0	0	0	0	5
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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Start Date : 4/2/2019

	KING ST From North					ARMONK-BEDFORD RD From East					KING ST From South					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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	39	41	0	80	**56**	0	68	0	124	70	28	0	0	98	0	0	0	0	0	302
12:15 PM	0	43	**48**	0	**91**	46	0	67	0	113	74	**44**	0	0	118	0	0	0	0	0	**322**
12:30 PM	0	**45**	36	0	81	53	0	**80**	0	**133**	65	28	0	0	93	0	0	0	0	0	307
12:45 PM	0	41	37	0	78	54	0	56	0	110	**83**	38	0	0	**121**	0	0	0	0	0	309
Total Volume	0	168	162	0	330	209	0	271	0	480	292	138	0	0	430	0	0	0	0	0	1240
% App. Total	0	50.9	49.1	0		43.5	0	56.5	0		67.9	32.1	0	0		0	0	0	0		
PHF	.000	.933	.844	.000	.907	.933	.000	.847	.000	.902	.880	.784	.000	.000	.888	.000	.000	.000	.000	.000	.963
Lights	0	161	149	0	310	199	0	260	0	459	277	132	0	0	409	0	0	0	0	0	1178
% Lights	0	95.8	92.0	0	93.9	95.2	0	95.9	0	95.6	94.9	95.7	0	0	95.1	0	0	0	0	0	95.0
Buses	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0.4	0	0.2	0.7	0	0	0	0.5	0	0	0	0	0	0.2
Trucks	0	7	13	0	20	10	0	10	0	20	13	6	0	0	19	0	0	0	0	0	59
% Trucks	0	4.2	8.0	0	6.1	4.8	0	3.7	0	4.2	4.5	4.3	0	0	4.4	0	0	0	0	0	4.8
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-ARMONK-BEDFORD_RD_AT_KING_ST_639108_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					ARMONK-BEDFORD RD From East					KING ST From South					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
04:00 PM	0	49	71	0	120	103	0	80	0	183	127	74	0	0	201	0	0	0	0	0	504
04:15 PM	0	47	73	0	120	94	0	89	0	183	120	100	0	0	220	0	0	0	0	0	523
04:30 PM	0	57	68	0	125	84	0	99	0	183	115	98	0	0	213	0	0	0	0	0	521
04:45 PM	0	39	82	0	121	96	0	109	0	205	128	91	0	0	219	0	0	0	0	0	545
Total	0	192	294	0	486	377	0	377	0	754	490	363	0	0	853	0	0	0	0	0	2093
05:00 PM	0	33	55	0	88	120	0	160	0	280	125	105	0	0	230	0	0	0	0	0	598
05:15 PM	0	47	58	0	105	104	0	95	0	199	124	135	0	0	259	0	0	0	0	0	563
05:30 PM	0	41	49	0	90	122	0	169	0	291	152	154	0	0	306	0	0	0	0	0	687
05:45 PM	0	41	71	0	112	112	0	117	0	229	156	152	0	0	308	0	0	0	0	0	649
Total	0	162	233	0	395	458	0	541	0	999	557	546	0	0	1103	0	0	0	0	0	2497
06:00 PM	0	43	60	0	103	111	0	102	0	213	134	133	0	1	268	0	0	0	0	0	584
06:15 PM	0	39	53	0	92	89	0	79	0	168	182	118	0	0	300	0	0	0	0	0	560
Grand Total	0	436	640	0	1076	1035	0	1099	0	2134	1363	1160	0	1	2524	0	0	0	0	0	5734
Apprch %	0	40.5	59.5	0		48.5	0	51.5	0		54	46	0	0		0	0	0	0		
Total %	0	7.6	11.2	0	18.8	18.1	0	19.2	0	37.2	23.8	20.2	0	0	44	0	0	0	0	0	
Lights	0	411	627	0	1038	1018	0	1083	0	2101	1346	1147	0	0	2493	0	0	0	0	0	5632
% Lights	0	94.3	98	0	96.5	98.4	0	98.5	0	98.5	98.8	98.9	0	0	98.8	0	0	0	0	0	98.2
Buses	0	1	8	0	9	5	0	6	0	11	11	5	0	0	16	0	0	0	0	0	36
% Buses	0	0.2	1.2	0	0.8	0.5	0	0.5	0	0.5	0.8	0.4	0	0	0.6	0	0	0	0	0	0.6
Trucks	0	24	5	0	29	12	0	10	0	22	6	8	0	0	14	0	0	0	0	0	65
% Trucks	0	5.5	0.8	0	2.7	1.2	0	0.9	0	1	0.4	0.7	0	0	0.6	0	0	0	0	0	1.1
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	0	0	0	0	0	0

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Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 1-ARMONK-BEDFORD_RD_AT_KING_ST_639108_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					ARMONK-BEDFORD RD From East					KING ST From South					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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	33	55	0	88	120	0	160	0	280	125	105	0	0	230	0	0	0	0	0	598
05:15 PM	0	**47**	58	0	105	104	0	95	0	199	124	135	0	0	259	0	0	0	0	0	563
05:30 PM	0	41	49	0	90	**122**	0	**169**	0	**291**	152	**154**	0	0	306	0	0	0	0	0	**687**
05:45 PM	0	41	**71**	0	**112**	112	0	117	0	229	**156**	152	0	0	**308**	0	0	0	0	0	649
Total Volume	0	162	233	0	395	458	0	541	0	999	557	546	0	0	1103	0	0	0	0	0	2497
% App. Total	0	41	59	0		45.8	0	54.2	0		50.5	49.5	0	0		0	0	0	0		
PHF	.000	.862	.820	.000	.882	.939	.000	.800	.000	.858	.893	.886	.000	.000	.895	.000	.000	.000	.000	.000	.909
Lights	0	157	232	0	389	453	0	537	0	990	551	544	0	0	1095	0	0	0	0	0	2474
% Lights	0	96.9	99.6	0	98.5	98.9	0	99.3	0	99.1	98.9	99.6	0	0	99.3	0	0	0	0	0	99.1
Buses	0	1	1	0	2	2	0	2	0	4	6	0	0	0	6	0	0	0	0	0	12
% Buses	0	0.6	0.4	0	0.5	0.4	0	0.4	0	0.4	1.1	0	0	0	0.5	0	0	0	0	0	0.5
Trucks	0	4	0	0	4	3	0	2	0	5	0	2	0	0	2	0	0	0	0	0	11
% Trucks	0	2.5	0	0	1.0	0.7	0	0.4	0	0.5	0	0.4	0	0	0.2	0	0	0	0	0	0.4
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-MT_KISCO_RD_AT_KING_ST_639110_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					KING ST From East					KING ST From South					MT KISCO 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	0	0	0	0	125	47	0	172	0	0	2	0	2	8	38	0	0	46	220
06:45 AM	0	0	0	0	0	0	104	51	0	155	0	0	2	0	2	22	45	0	0	67	224
Total	0	0	0	0	0	0	229	98	0	327	0	0	4	0	4	30	83	0	0	113	444
07:00 AM	0	0	0	0	0	0	140	58	0	198	0	0	7	0	7	20	39	0	0	59	264
07:15 AM	0	0	0	0	0	0	168	100	0	268	0	0	8	0	8	13	67	0	0	80	356
07:30 AM	0	0	0	0	0	0	193	143	0	336	0	0	10	0	10	21	80	0	0	101	447
07:45 AM	0	0	0	0	0	0	191	132	0	323	0	0	8	0	8	26	83	0	0	109	440
Total	0	0	0	0	0	0	692	433	0	1125	0	0	33	0	33	80	269	0	0	349	1507
08:00 AM	0	0	0	0	0	0	154	136	0	290	0	0	14	0	14	32	97	0	0	129	433
08:15 AM	0	0	0	0	0	0	151	168	0	319	0	0	13	0	13	35	126	0	0	161	493
08:30 AM	0	0	0	0	0	0	154	174	0	328	0	0	7	0	7	43	81	0	0	124	459
08:45 AM	0	0	0	0	0	0	141	172	0	313	0	0	9	0	9	49	125	0	0	174	496
Total	0	0	0	0	0	0	600	650	0	1250	0	0	43	0	43	159	429	0	0	588	1881
09:00 AM	0	0	0	0	0	0	124	148	0	272	0	0	10	0	10	44	94	0	0	138	420
09:15 AM	0	0	0	0	0	0	129	114	0	243	0	0	3	0	3	34	84	0	0	118	364
Grand Total	0	0	0	0	0	0	1774	1443	0	3217	0	0	93	0	93	347	959	0	0	1306	4616
Apprch %	0	0	0	0		0	55.1	44.9	0		0	0	100	0		26.6	73.4	0	0		
Total %	0	0	0	0	0	0	38.4	31.3	0	69.7	0	0	2	0	2	7.5	20.8	0	0	28.3	
Lights	0	0	0	0	0	0	1739	1404	0	3143	0	0	81	0	81	339	908	0	0	1247	4471
% Lights	0	0	0	0	0	0	98	97.3	0	97.7	0	0	87.1	0	87.1	97.7	94.7	0	0	95.5	96.9
Buses	0	0	0	0	0	0	17	20	0	37	0	0	10	0	10	3	18	0	0	21	68
% Buses	0	0	0	0	0	0	1	1.4	0	1.2	0	0	10.8	0	10.8	0.9	1.9	0	0	1.6	1.5
Trucks	0	0	0	0	0	0	18	19	0	37	0	0	2	0	2	5	33	0	0	38	77
% Trucks	0	0	0	0	0	0	1	1.3	0	1.2	0	0	2.2	0	2.2	1.4	3.4	0	0	2.9	1.7
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-MT_KISCO_RD_AT_KING_ST_639110_04-02-2019
Site Code :
Start Date : 4/2/2019

	From North					KING ST From East					KING ST From South					MT KISCO 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 08:00 AM																					
08:00 AM	0	0	0	0	0	0	**154**	136	0	290	0	0	**14**	0	**14**	32	97	0	0	129	433
08:15 AM	0	0	0	0	0	0	151	168	0	319	0	0	13	0	13	35	**126**	0	0	161	493
08:30 AM	0	0	0	0	0	0	154	**174**	0	**328**	0	0	7	0	7	43	81	0	0	124	459
08:45 AM	0	0	0	0	0	0	141	172	0	313	0	0	9	0	9	**49**	125	0	0	**174**	**496**
Total Volume	0	0	0	0	0	0	600	650	0	1250	0	0	43	0	43	159	429	0	0	588	1881
% App. Total	0	0	0	0		0	48	52	0		0	0	100	0		27	73	0	0		
PHF	.000	.000	.000	.000	.000	.000	.974	.934	.000	.953	.000	.000	.768	.000	.768	.811	.851	.000	.000	.845	.948
Lights	0	0	0	0	0	0	584	635	0	1219	0	0	37	0	37	154	402	0	0	556	1812
% Lights	0	0	0	0	0	0	97.3	97.7	0	97.5	0	0	86.0	0	86.0	96.9	93.7	0	0	94.6	96.3
Buses	0	0	0	0	0	0	9	6	0	15	0	0	5	0	5	3	11	0	0	14	34
% Buses	0	0	0	0	0	0	1.5	0.9	0	1.2	0	0	11.6	0	11.6	1.9	2.6	0	0	2.4	1.8
Trucks	0	0	0	0	0	0	7	9	0	16	0	0	1	0	1	2	16	0	0	18	35
% Trucks	0	0	0	0	0	0	1.2	1.4	0	1.3	0	0	2.3	0	2.3	1.3	3.7	0	0	3.1	1.9
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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Customer Loyalty Through Client Satisfaction

File Name : 2-MT_KISCO_RD_AT_KING_ST_639110_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					KING ST From East					KING ST From South					MT KISCO 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
11:30 AM	0	0	0	0	0	0	60	31	0	91	0	0	9	0	9	6	52	0	0	58	158
11:45 AM	0	0	0	0	0	0	52	30	0	82	0	0	10	0	10	4	62	0	0	66	158
Total	0	0	0	0	0	0	112	61	0	173	0	0	19	0	19	10	114	0	0	124	316
12:00 PM	0	0	0	0	0	0	68	35	0	103	0	0	14	0	14	7	61	0	0	68	185
12:15 PM	0	0	0	0	0	0	63	40	0	103	0	0	5	0	5	6	70	0	0	76	184
12:30 PM	0	0	0	0	0	0	74	53	0	127	0	0	12	0	12	10	52	0	0	62	201
12:45 PM	0	0	0	0	0	0	53	41	0	94	0	0	8	0	8	9	64	0	0	73	175
Total	0	0	0	0	0	0	258	169	0	427	0	0	39	0	39	32	247	0	0	279	745
01:00 PM	0	0	0	0	0	0	47	55	0	102	0	0	13	0	13	8	57	0	0	65	180
01:15 PM	0	0	0	0	0	0	66	42	0	108	0	0	6	0	6	9	58	0	0	67	181
Grand Total	0	0	0	0	0	0	483	327	0	810	0	0	77	0	77	59	476	0	0	535	1422
Apprch %	0	0	0	0		0	59.6	40.4	0		0	0	100	0		11	89	0	0		
Total %	0	0	0	0	0	0	34	23	0	57	0	0	5.4	0	5.4	4.1	33.5	0	0	37.6	
Lights	0	0	0	0	0	0	462	307	0	769	0	0	75	0	75	57	452	0	0	509	1353
% Lights	0	0	0	0	0	0	95.7	93.9	0	94.9	0	0	97.4	0	97.4	96.6	95	0	0	95.1	95.1
Buses	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	6
% Buses	0	0	0	0	0	0	0.2	0.3	0	0.2	0	0	0	0	0	0	0.8	0	0	0.7	0.4
Trucks	0	0	0	0	0	0	20	19	0	39	0	0	2	0	2	2	20	0	0	22	63
% Trucks	0	0	0	0	0	0	4.1	5.8	0	4.8	0	0	2.6	0	2.6	3.4	4.2	0	0	4.1	4.4
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-MT_KISCO_RD_AT_KING_ST_639110_04-02-2019
Site Code :
Start Date : 4/2/2019

	From North					KING ST From East					KING ST From South					MT KISCO 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	0	0	0	0	68	35	0	103	0	0	**14**	0	**14**	7	61	0	0	68	185
12:15 PM	0	0	0	0	0	0	63	40	0	103	0	0	5	0	5	6	**70**	0	0	**76**	184
12:30 PM	0	0	0	0	0	0	**74**	**53**	0	**127**	0	0	12	0	12	**10**	52	0	0	62	**201**
12:45 PM	0	0	0	0	0	0	53	41	0	94	0	0	8	0	8	9	64	0	0	73	175
Total Volume	0	0	0	0	0	0	258	169	0	427	0	0	39	0	39	32	247	0	0	279	745
% App. Total	0	0	0	0		0	60.4	39.6	0		0	0	100	0		11.5	88.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.872	.797	.000	.841	.000	.000	.696	.000	.696	.800	.882	.000	.000	.918	.927
Lights	0	0	0	0	0	0	248	158	0	406	0	0	38	0	38	31	232	0	0	263	707
% Lights	0	0	0	0	0	0	96.1	93.5	0	95.1	0	0	97.4	0	97.4	96.9	93.9	0	0	94.3	94.9
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
% Buses	0	0	0	0	0	0	0	0.6	0	0.2	0	0	0	0	0	0	0.8	0	0	0.7	0.4
Trucks	0	0	0	0	0	0	10	10	0	20	0	0	1	0	1	1	13	0	0	14	35
% Trucks	0	0	0	0	0	0	3.9	5.9	0	4.7	0	0	2.6	0	2.6	3.1	5.3	0	0	5.0	4.7
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-MT_KISCO_RD_AT_KING_ST_639110_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					KING ST From East					KING ST From South					MT KISCO 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
04:00 PM	0	0	0	0	0	0	78	48	0	126	2	0	27	0	29	8	116	0	0	124	279
04:15 PM	0	0	0	0	0	0	96	36	0	132	0	0	33	0	33	2	98	0	0	100	265
04:30 PM	0	0	0	0	0	0	91	53	0	144	0	0	25	0	25	8	105	0	0	113	282
04:45 PM	0	0	0	0	0	0	108	42	0	150	1	0	42	0	43	5	125	0	0	130	323
Total	0	0	0	0	0	0	373	179	0	552	3	0	127	0	130	23	444	0	0	467	1149
05:00 PM	0	0	0	0	0	0	141	33	0	174	0	0	50	0	50	3	111	0	0	114	338
05:15 PM	0	0	0	0	0	0	119	42	0	161	0	0	52	0	52	5	124	0	0	129	342
05:30 PM	0	0	0	0	0	0	151	45	0	196	0	0	63	0	63	4	126	0	0	130	389
05:45 PM	0	0	0	0	0	0	130	35	0	165	0	0	49	0	49	9	147	0	0	156	370
Total	0	0	0	0	0	0	541	155	0	696	0	0	214	0	214	21	508	0	0	529	1439
06:00 PM	0	0	0	0	0	0	97	45	0	142	0	0	54	0	54	4	113	0	0	117	313
06:15 PM	0	0	0	0	0	0	88	42	0	130	0	0	39	0	39	8	177	0	0	185	354
Grand Total	0	0	0	0	0	0	1099	421	0	1520	3	0	434	0	437	56	1242	0	0	1298	3255
Apprch %	0	0	0	0		0	72.3	27.7	0		0.7	0	99.3	0		4.3	95.7	0	0		
Total %	0	0	0	0	0	0	33.8	12.9	0	46.7	0.1	0	13.3	0	13.4	1.7	38.2	0	0	39.9	
Lights	0	0	0	0	0	0	1079	399	0	1478	3	0	424	0	427	55	1233	0	0	1288	3193
% Lights	0	0	0	0	0	0	98.2	94.8	0	97.2	100	0	97.7	0	97.7	98.2	99.3	0	0	99.2	98.1
Buses	0	0	0	0	0	0	4	3	0	7	0	0	8	0	8	0	6	0	0	6	21
% Buses	0	0	0	0	0	0	0.4	0.7	0	0.5	0	0	1.8	0	1.8	0	0.5	0	0	0.5	0.6
Trucks	0	0	0	0	0	0	16	19	0	35	0	0	2	0	2	1	3	0	0	4	41
% Trucks	0	0	0	0	0	0	1.5	4.5	0	2.3	0	0	0.5	0	0.5	1.8	0.2	0	0	0.3	1.3
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

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2-MT_KISCO_RD_AT_KING_ST_639110_04-02-2019
Site Code :
Start Date : 4/2/2019

	From North					KING ST From East					KING ST From South					MT KISCO 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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	141	33	0	174	0	0	50	0	50	3	111	0	0	114	338
05:15 PM	0	0	0	0	0	0	119	42	0	161	0	0	52	0	52	5	124	0	0	129	342
05:30 PM	0	0	0	0	0	0	**151**	**45**	0	**196**	0	0	**63**	0	**63**	4	126	0	0	130	**389**
05:45 PM	0	0	0	0	0	0	130	35	0	165	0	0	49	0	49	**9**	**147**	0	0	**156**	370
Total Volume	0	0	0	0	0	0	541	155	0	696	0	0	214	0	214	21	508	0	0	529	1439
% App. Total	0	0	0	0		0	77.7	22.3	0		0	0	100	0		4	96	0	0		
PHF	.000	.000	.000	.000	.000	.000	.896	.861	.000	.888	.000	.000	.849	.000	.849	.583	.864	.000	.000	.848	.925
Lights	0	0	0	0	0	0	537	150	0	687	0	0	209	0	209	20	504	0	0	524	1420
% Lights	0	0	0	0	0	0	99.3	96.8	0	98.7	0	0	97.7	0	97.7	95.2	99.2	0	0	99.1	98.7
Buses	0	0	0	0	0	0	1	2	0	3	0	0	3	0	3	0	3	0	0	3	9
% Buses	0	0	0	0	0	0	0.2	1.3	0	0.4	0	0	1.4	0	1.4	0	0.6	0	0	0.6	0.6
Trucks	0	0	0	0	0	0	3	3	0	6	0	0	2	0	2	1	1	0	0	2	10
% Trucks	0	0	0	0	0	0	0.6	1.9	0	0.9	0	0	0.9	0	0.9	4.8	0.2	0	0	0.4	0.7
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2A-KING_ST_AT_OLD_POST_RD_639109_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					OLD POST RD From East					KING ST From South					OLD POST 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	0	0	0	0	0	0	0	0	4	13	0	0	17	0	0	0	0	0	17
06:45 AM	0	0	0	0	0	0	1	0	0	1	10	23	1	0	34	0	1	0	0	1	36
Total	0	0	0	0	0	0	1	0	0	1	14	36	1	0	51	0	1	0	0	1	53
07:00 AM	0	0	0	0	0	0	5	0	0	5	7	25	0	0	32	0	0	0	0	0	37
07:15 AM	0	0	0	0	0	0	2	0	0	2	8	36	0	0	44	0	0	0	0	0	46
07:30 AM	0	0	0	0	0	1	7	0	0	8	8	36	0	0	44	0	0	0	0	0	52
07:45 AM	0	0	0	0	0	0	10	0	0	10	8	43	0	0	51	0	0	0	0	0	61
Total	0	0	0	0	0	1	24	0	0	25	31	140	0	0	171	0	0	0	0	0	196
08:00 AM	0	0	0	0	0	0	7	0	0	7	8	51	0	0	59	0	0	0	0	0	66
08:15 AM	0	0	0	0	0	1	9	0	0	10	11	60	0	0	71	0	0	0	0	0	81
08:30 AM	0	0	0	0	0	1	8	0	0	9	17	59	0	0	76	0	0	0	0	0	85
08:45 AM	0	0	0	0	0	1	8	0	0	9	14	41	0	0	55	0	0	0	0	0	64
Total	0	0	0	0	0	3	32	0	0	35	50	211	0	0	261	0	0	0	0	0	296
09:00 AM	0	0	0	0	0	1	9	0	0	10	7	41	0	0	48	0	0	0	0	0	58
09:15 AM	0	0	0	0	0	0	4	0	0	4	6	41	0	0	47	0	0	0	0	0	51
Grand Total	0	0	0	0	0	5	70	0	0	75	108	469	1	0	578	0	1	0	0	1	654
Apprch %	0	0	0	0		6.7	93.3	0	0		18.7	81.1	0.2	0		0	100	0	0		
Total %	0	0	0	0	0	0.8	10.7	0	0	11.5	16.5	71.7	0.2	0	88.4	0	0.2	0	0	0.2	
Lights	0	0	0	0	0	5	65	0	0	70	106	417	1	0	524	0	1	0	0	1	595
% Lights	0	0	0	0	0	100	92.9	0	0	93.3	98.1	88.9	100	0	90.7	0	100	0	0	100	91
Buses	0	0	0	0	0	0	4	0	0	4	0	18	0	0	18	0	0	0	0	0	22
% Buses	0	0	0	0	0	0	5.7	0	0	5.3	0	3.8	0	0	3.1	0	0	0	0	0	3.4
Trucks	0	0	0	0	0	0	1	0	0	1	2	34	0	0	36	0	0	0	0	0	37
% Trucks	0	0	0	0	0	0	1.4	0	0	1.3	1.9	7.2	0	0	6.2	0	0	0	0	0	5.7
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

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

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File Name : 2A-KING_ST_AT_OLD_POST_RD_639109_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					OLD POST RD From East					KING ST From South					OLD POST 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 08:00 AM																					
08:00 AM	0	0	0	0	0	0	7	0	0	7	8	51	0	0	59	0	0	0	0	0	66
08:15 AM	0	0	0	0	0	**1**	**9**	0	0	**10**	11	**60**	0	0	71	0	0	0	0	0	81
08:30 AM	0	0	0	0	0	1	8	0	0	9	**17**	59	0	0	**76**	0	0	0	0	0	**85**
08:45 AM	0	0	0	0	0	1	8	0	0	9	14	41	0	0	55	0	0	0	0	0	64
Total Volume	0	0	0	0	0	3	32	0	0	35	50	211	0	0	261	0	0	0	0	0	296
% App. Total	0	0	0	0		8.6	91.4	0	0		19.2	80.8	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.889	.000	.000	.875	.735	.879	.000	.000	.859	.000	.000	.000	.000	.000	.871
Lights	0	0	0	0	0	3	29	0	0	32	48	185	0	0	233	0	0	0	0	0	265
% Lights	0	0	0	0	0	100	90.6	0	0	91.4	96.0	87.7	0	0	89.3	0	0	0	0	0	89.5
Buses	0	0	0	0	0	0	2	0	0	2	0	10	0	0	10	0	0	0	0	0	12
% Buses	0	0	0	0	0	0	6.3	0	0	5.7	0	4.7	0	0	3.8	0	0	0	0	0	4.1
Trucks	0	0	0	0	0	0	1	0	0	1	2	16	0	0	18	0	0	0	0	0	19
% Trucks	0	0	0	0	0	0	3.1	0	0	2.9	4.0	7.6	0	0	6.9	0	0	0	0	0	6.4
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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Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					OLD POST RD From East					KING ST From South					OLD POST 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
11:30 AM	0	0	0	0	0	0	1	0	0	1	1	32	0	0	33	0	0	0	0	0	34
11:45 AM	0	0	0	0	0	0	6	0	0	6	3	50	1	0	54	0	0	0	0	0	60
Total	0	0	0	0	0	0	7	0	0	7	4	82	1	0	87	0	0	0	0	0	94
12:00 PM	0	0	0	0	0	1	3	0	0	4	1	47	0	0	48	0	0	0	0	0	52
12:15 PM	0	0	0	0	0	0	2	0	0	2	1	56	0	0	57	0	0	0	0	0	59
12:30 PM	0	0	0	0	0	0	2	0	0	2	1	41	0	0	42	0	0	0	0	0	44
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	54	0	0	54	0	0	0	0	0	55
Total	0	0	0	0	0	1	8	0	0	9	3	198	0	0	201	0	0	0	0	0	210
01:00 PM	0	0	0	0	0	2	0	0	0	2	3	44	0	0	47	0	0	0	0	0	49
01:15 PM	0	0	0	0	0	0	1	0	0	1	1	58	0	0	59	0	0	0	0	0	60
Grand Total	0	0	0	0	0	3	16	0	0	19	11	382	1	0	394	0	0	0	0	0	413
Apprch %	0	0	0	0		15.8	84.2	0	0		2.8	97	0.3	0		0	0	0	0		
Total %	0	0	0	0	0	0.7	3.9	0	0	4.6	2.7	92.5	0.2	0	95.4	0	0	0	0	0	
Lights	0	0	0	0	0	3	14	0	0	17	11	371	0	0	382	0	0	0	0	0	399
% Lights	0	0	0	0	0	100	87.5	0	0	89.5	100	97.1	0	0	97	0	0	0	0	0	96.6
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2
Trucks	0	0	0	0	0	0	2	0	0	2	0	10	1	0	11	0	0	0	0	0	13
% Trucks	0	0	0	0	0	0	12.5	0	0	10.5	0	2.6	100	0	2.8	0	0	0	0	0	3.1
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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	KING ST From North					OLD POST RD From East					KING ST From South					OLD POST 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	0	**6**	0	0	**6**	**3**	50	**1**	0	54	0	0	0	0	0	**60**
12:00 PM	0	0	0	0	0	**1**	3	0	0	4	1	47	0	0	48	0	0	0	0	0	52
12:15 PM	0	0	0	0	0	0	2	0	0	2	1	**56**	0	0	**57**	0	0	0	0	0	59
12:30 PM	0	0	0	0	0	0	2	0	0	2	1	41	0	0	42	0	0	0	0	0	44
Total Volume	0	0	0	0	0	1	13	0	0	14	6	194	1	0	201	0	0	0	0	0	215
% App. Total	0	0	0	0		7.1	92.9	0	0		3	96.5	0.5	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.542	.000	.000	.583	.500	.866	.250	.000	.882	.000	.000	.000	.000	.000	.896
Lights	0	0	0	0	0	1	12	0	0	13	6	188	0	0	194	0	0	0	0	0	207
% Lights	0	0	0	0	0	100	92.3	0	0	92.9	100	96.9	0	0	96.5	0	0	0	0	0	96.3
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.5
Trucks	0	0	0	0	0	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	7
% Trucks	0	0	0	0	0	0	7.7	0	0	7.1	0	2.6	100	0	3.0	0	0	0	0	0	3.3
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 - Pedestrians

	KING ST From North					OLD POST RD From East					KING ST From South					OLD POST 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
04:00 PM	0	0	0	0	0	1	12	0	0	13	3	92	2	0	97	0	0	0	0	0	110
04:15 PM	0	0	0	0	0	0	9	0	0	9	3	105	0	0	108	0	0	0	0	0	117
04:30 PM	0	0	0	0	0	0	8	0	0	8	3	110	0	0	113	0	0	0	0	0	121
04:45 PM	0	0	0	0	0	4	12	0	0	16	3	96	0	0	99	0	0	0	0	0	115
Total	0	0	0	0	0	5	41	0	0	46	12	403	2	0	417	0	0	0	0	0	463
05:00 PM	0	0	0	0	0	0	12	0	0	12	5	126	0	0	131	0	0	0	0	0	143
05:15 PM	0	0	0	0	0	2	14	0	0	16	9	138	0	0	147	0	0	0	0	0	163
05:30 PM	0	0	0	0	0	2	11	0	0	13	11	187	0	0	198	0	0	0	0	0	211
05:45 PM	0	0	0	0	0	3	15	0	0	18	6	149	0	0	155	0	0	0	0	0	173
Total	0	0	0	0	0	7	52	0	0	59	31	600	0	0	631	0	0	0	0	0	690
06:00 PM	0	0	0	0	0	2	9	0	0	11	8	154	0	0	162	0	0	0	0	0	173
06:15 PM	0	0	0	0	0	0	13	0	0	13	3	127	0	0	130	0	0	0	0	0	143
Grand Total	0	0	0	0	0	14	115	0	0	129	54	1284	2	0	1340	0	0	0	0	0	1469
Apprch %	0	0	0	0		10.9	89.1	0	0		4	95.8	0.1	0		0	0	0	0		
Total %	0	0	0	0	0	1	7.8	0	0	8.8	3.7	87.4	0.1	0	91.2	0	0	0	0	0	
Lights	0	0	0	0	0	14	109	0	0	123	53	1264	2	0	1319	0	0	0	0	0	1442
% Lights	0	0	0	0	0	100	94.8	0	0	95.3	98.1	98.4	100	0	98.4	0	0	0	0	0	98.2
Buses	0	0	0	0	0	0	5	0	0	5	0	12	0	0	12	0	0	0	0	0	17
% Buses	0	0	0	0	0	0	4.3	0	0	3.9	0	0.9	0	0	0.9	0	0	0	0	0	1.2
Trucks	0	0	0	0	0	0	1	0	0	1	1	8	0	0	9	0	0	0	0	0	10
% Trucks	0	0	0	0	0	0	0.9	0	0	0.8	1.9	0.6	0	0	0.7	0	0	0	0	0	0.7
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 2A-KING_ST_AT_OLD_POST_RD_639109_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					OLD POST RD From East					KING ST From South					OLD POST 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 04:00 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	2	14	0	0	16	9	138	0	0	147	0	0	0	0	0	163
05:30 PM	0	0	0	0	0	2	11	0	0	13	**11**	**187**	0	0	**198**	0	0	0	0	0	**211**
05:45 PM	0	0	0	0	0	**3**	**15**	0	0	**18**	6	149	0	0	155	0	0	0	0	0	173
06:00 PM	0	0	0	0	0	2	9	0	0	11	8	154	0	0	162	0	0	0	0	0	173
Total Volume	0	0	0	0	0	9	49	0	0	58	34	628	0	0	662	0	0	0	0	0	720
% App. Total	0	0	0	0		15.5	84.5	0	0		5.1	94.9	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.817	.000	.000	.806	.773	.840	.000	.000	.836	.000	.000	.000	.000	.000	.853
Lights	0	0	0	0	0	9	47	0	0	56	34	623	0	0	657	0	0	0	0	0	713
% Lights	0	0	0	0	0	100	95.9	0	0	96.6	100	99.2	0	0	99.2	0	0	0	0	0	99.0
Buses	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	6
% Buses	0	0	0	0	0	0	4.1	0	0	3.4	0	0.6	0	0	0.6	0	0	0	0	0	0.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
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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Customer Loyalty Through Client Satisfaction

File Name : 3-KING_ST_AT_HIGH_HILL_RD_NEW_ORCHARD_RD_639111_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					NEW ORCHARD RD From East					KING ST From South					HIGH HILL 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	10	42	1	0	53	0	0	1	0	1	1	17	6	0	24	0	0	0	0	0	78
06:45 AM	17	48	5	0	70	0	0	0	0	0	3	31	15	0	49	3	1	0	0	4	123
Total	27	90	6	0	123	0	0	1	0	1	4	48	21	0	73	3	1	0	0	4	201
07:00 AM	9	58	8	0	75	4	0	1	0	5	11	32	18	0	61	1	0	0	0	1	142
07:15 AM	14	94	3	0	111	3	0	2	0	5	11	41	18	0	70	2	0	3	0	5	191
07:30 AM	18	141	5	0	164	1	0	0	0	1	5	51	14	0	70	0	0	1	0	1	236
07:45 AM	19	145	4	0	168	1	0	2	0	3	18	50	21	0	89	1	1	0	0	2	262
Total	60	438	20	0	518	9	0	5	0	14	45	174	71	0	290	4	1	4	0	9	831
08:00 AM	21	140	1	0	162	2	0	2	0	4	6	59	15	0	80	6	1	1	0	8	254
08:15 AM	34	164	7	0	205	0	0	2	0	2	5	74	15	0	94	0	0	4	0	4	305
08:30 AM	39	166	9	0	214	1	0	1	0	2	10	77	20	0	107	3	1	0	0	4	327
08:45 AM	38	183	6	0	227	1	0	0	0	1	7	52	23	0	82	1	0	3	0	4	314
Total	132	653	23	0	808	4	0	5	0	9	28	262	73	0	363	10	2	8	0	20	1200
09:00 AM	30	153	4	0	187	1	0	1	0	2	5	48	13	0	66	5	0	1	0	6	261
09:15 AM	20	126	7	0	153	1	0	0	0	1	9	47	20	0	76	2	0	1	0	3	233
Grand Total	269	1460	60	0	1789	15	0	12	0	27	91	579	198	0	868	24	4	14	0	42	2726
Apprch %	15	81.6	3.4	0		55.6	0	44.4	0		10.5	66.7	22.8	0		57.1	9.5	33.3	0		
Total %	9.9	53.6	2.2	0	65.6	0.6	0	0.4	0	1	3.3	21.2	7.3	0	31.8	0.9	0.1	0.5	0	1.5	
Lights	268	1414	60	0	1742	15	0	12	0	27	90	525	185	0	800	17	1	8	0	26	2595
% Lights	99.6	96.8	100	0	97.4	100	0	100	0	100	98.9	90.7	93.4	0	92.2	70.8	25	57.1	0	61.9	95.2
Buses	0	24	0	0	24	0	0	0	0	0	0	19	11	0	30	5	3	3	0	11	65
% Buses	0	1.6	0	0	1.3	0	0	0	0	0	0	3.3	5.6	0	3.5	20.8	75	21.4	0	26.2	2.4
Trucks	1	22	0	0	23	0	0	0	0	0	1	35	2	0	38	2	0	3	0	5	66
% Trucks	0.4	1.5	0	0	1.3	0	0	0	0	0	1.1	6	1	0	4.4	8.3	0	21.4	0	11.9	2.4
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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Customer Loyalty Through Client Satisfaction

File Name : 3-KING_ST_AT_HIGH_HILL_RD_NEW_ORCHARD_RD_639111_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					NEW ORCHARD RD From East					KING ST From South					HIGH HILL 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 08:15 AM																					
08:15 AM	34	164	7	0	205	0	0	**2**	0	**2**	5	74	15	0	94	0	0	**4**	0	4	305
08:30 AM	**39**	166	**9**	0	214	**1**	0	1	0	2	**10**	**77**	20	0	**107**	3	**1**	0	0	4	**327**
08:45 AM	38	**183**	6	0	**227**	1	0	0	0	1	7	52	**23**	0	82	1	0	3	0	4	314
09:00 AM	30	153	4	0	187	1	0	1	0	2	5	48	13	0	66	**5**	0	1	0	**6**	261
Total Volume	141	666	26	0	833	3	0	4	0	7	27	251	71	0	349	9	1	8	0	18	1207
% App. Total	16.9	80	3.1	0		42.9	0	57.1	0		7.7	71.9	20.3	0		50	5.6	44.4	0		
PHF	.904	.910	.722	.000	.917	.750	.000	.500	.000	.875	.675	.815	.772	.000	.815	.450	.250	.500	.000	.750	.923
Lights	140	647	26	0	813	3	0	4	0	7	27	226	68	0	321	6	1	5	0	12	1153
% Lights	99.3	97.1	100	0	97.6	100	0	100	0	100	100	90.0	95.8	0	92.0	66.7	100	62.5	0	66.7	95.5
Buses	0	7	0	0	7	0	0	0	0	0	0	9	3	0	12	2	0	2	0	4	23
% Buses	0	1.1	0	0	0.8	0	0	0	0	0	0	3.6	4.2	0	3.4	22.2	0	25.0	0	22.2	1.9
Trucks	1	12	0	0	13	0	0	0	0	0	0	16	0	0	16	1	0	1	0	2	31
% Trucks	0.7	1.8	0	0	1.6	0	0	0	0	0	0	6.4	0	0	4.6	11.1	0	12.5	0	11.1	2.6
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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Customer Loyalty Through Client Satisfaction

File Name : 3-KING_ST_AT_HIGH_HILL_RD_NEW_ORCHARD_RD_639111_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					NEW ORCHARD RD From East					KING ST From South					HIGH HILL 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
11:30 AM	0	38	1	0	39	0	0	3	0	3	2	40	2	0	44	1	0	4	0	5	91
11:45 AM	3	32	0	0	35	1	0	3	0	4	1	52	1	0	54	2	0	4	0	6	99
Total	3	70	1	0	74	1	0	6	0	7	3	92	3	0	98	3	0	8	0	11	190
12:00 PM	2	38	2	0	42	0	0	2	0	2	1	51	2	0	54	2	0	7	0	9	107
12:15 PM	2	44	1	0	47	2	0	1	0	3	0	55	0	0	55	1	0	6	0	7	112
12:30 PM	2	59	1	0	62	0	0	1	0	1	1	49	3	0	53	6	0	1	2	9	125
12:45 PM	2	49	1	0	52	1	0	0	0	1	1	58	1	0	60	0	0	2	2	4	117
Total	8	190	5	0	203	3	0	4	0	7	3	213	6	0	222	9	0	16	4	29	461
01:00 PM	9	53	1	0	63	2	0	2	0	4	0	58	1	0	59	1	0	2	0	3	129
01:15 PM	6	43	1	0	50	1	0	3	0	4	1	56	3	0	60	2	0	4	0	6	120
Grand Total	26	356	8	0	390	7	0	15	0	22	7	419	13	0	439	15	0	30	4	49	900
Apprch %	6.7	91.3	2.1	0		31.8	0	68.2	0		1.6	95.4	3	0		30.6	0	61.2	8.2		
Total %	2.9	39.6	0.9	0	43.3	0.8	0	1.7	0	2.4	0.8	46.6	1.4	0	48.8	1.7	0	3.3	0.4	5.4	
Lights	26	336	8	0	370	7	0	15	0	22	6	407	13	0	426	15	0	30	0	45	863
% Lights	100	94.4	100	0	94.9	100	0	100	0	100	85.7	97.1	100	0	97	100	0	100	0	91.8	95.9
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0	0.6	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Trucks	0	18	0	0	18	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	30
% Trucks	0	5.1	0	0	4.6	0	0	0	0	0	14.3	2.6	0	0	2.7	0	0	0	0	0	3.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	8.2	0.4

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Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-KING_ST_AT_HIGH_HILL_RD_NEW_ORCHARD_RD_639111_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					NEW ORCHARD RD From East					KING ST From South					HIGH HILL 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	2	**59**	**1**	0	62	0	0	1	0	1	**1**	49	**3**	0	53	**6**	0	1	**2**	**9**	125
12:45 PM	2	49	1	0	52	1	0	0	0	1	1	**58**	1	0	**60**	0	0	2	2	4	117
01:00 PM	**9**	53	1	0	**63**	**2**	0	2	0	**4**	0	58	1	0	59	1	0	2	0	3	**129**
01:15 PM	6	43	1	0	50	1	0	**3**	0	4	1	56	3	0	60	2	0	**4**	0	6	120
Total Volume	19	204	4	0	227	4	0	6	0	10	3	221	8	0	232	9	0	9	4	22	491
% App. Total	8.4	89.9	1.8	0		40	0	60	0		1.3	95.3	3.4	0		40.9	0	40.9	18.2		
PHF	.528	.864	1.00	.000	.901	.500	.000	.500	.000	.625	.750	.953	.667	.000	.967	.375	.000	.563	.500	.611	.952
Lights	19	191	4	0	214	4	0	6	0	10	3	216	8	0	227	9	0	9	0	18	469
% Lights	100	93.6	100	0	94.3	100	0	100	0	100	100	97.7	100	0	97.8	100	0	100	0	81.8	95.5
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	1.0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Trucks	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16
% Trucks	0	5.4	0	0	4.8	0	0	0	0	0	0	2.3	0	0	2.2	0	0	0	0	0	3.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	18.2	0.8

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Customer Loyalty Through Client Satisfaction

File Name : 3-KING_ST_AT_HIGH_HILL_RD_NEW_ORCHARD_RD_639111_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					NEW ORCHARD RD From East					KING ST From South					HIGH HILL 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
04:00 PM	1	58	0	0	59	2	0	3	0	5	3	89	3	0	95	12	0	20	0	32	191
04:15 PM	0	43	0	0	43	1	0	5	0	6	0	121	1	0	122	13	0	19	0	32	203
04:30 PM	4	55	1	0	60	3	0	1	0	4	0	107	0	0	107	17	0	22	0	39	210
04:45 PM	3	53	0	0	56	3	1	2	0	6	0	103	3	0	106	12	0	22	0	34	202
Total	8	209	1	0	218	9	1	11	0	21	3	420	7	0	430	54	0	83	0	137	806
05:00 PM	2	40	0	0	42	4	0	4	0	8	0	142	2	0	144	15	0	29	0	44	238
05:15 PM	0	50	0	0	50	4	1	6	0	11	0	165	3	0	168	18	0	25	0	43	272
05:30 PM	3	52	0	0	55	7	0	7	0	14	0	211	3	0	214	22	0	32	0	54	337
05:45 PM	1	48	0	0	49	7	0	4	0	11	0	165	9	0	174	18	0	23	0	41	275
Total	6	190	0	0	196	22	1	21	0	44	0	683	17	0	700	73	0	109	0	182	1122
06:00 PM	1	51	1	0	53	4	1	7	0	12	0	187	2	0	189	13	0	20	0	33	287
06:15 PM	1	52	2	0	55	6	1	9	0	16	0	141	2	0	143	17	0	19	0	36	250
Grand Total	16	502	4	0	522	41	4	48	0	93	3	1431	28	0	1462	157	0	231	0	388	2465
Apprch %	3.1	96.2	0.8	0		44.1	4.3	51.6	0		0.2	97.9	1.9	0		40.5	0	59.5	0		
Total %	0.6	20.4	0.2	0	21.2	1.7	0.2	1.9	0	3.8	0.1	58.1	1.1	0	59.3	6.4	0	9.4	0	15.7	
Lights	13	482	4	0	499	41	1	47	0	89	3	1406	21	0	1430	145	0	228	0	373	2391
% Lights	81.2	96	100	0	95.6	100	25	97.9	0	95.7	100	98.3	75	0	97.8	92.4	0	98.7	0	96.1	97
Buses	0	4	0	0	4	0	3	0	0	3	0	16	5	0	21	11	0	1	0	12	40
% Buses	0	0.8	0	0	0.8	0	75	0	0	3.2	0	1.1	17.9	0	1.4	7	0	0.4	0	3.1	1.6
Trucks	3	16	0	0	19	0	0	1	0	1	0	9	2	0	11	1	0	2	0	3	34
% Trucks	18.8	3.2	0	0	3.6	0	0	2.1	0	1.1	0	0.6	7.1	0	0.8	0.6	0	0.9	0	0.8	1.4
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 3-KING_ST_AT_HIGH_HILL_RD_NEW_ORCHARD_RD_639111_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					NEW ORCHARD RD From East					KING ST From South					HIGH HILL 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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	50	0	0	50	4	**1**	6	0	11	0	165	3	0	168	18	0	25	0	43	272
05:30 PM	**3**	**52**	0	0	**55**	**7**	0	**7**	0	**14**	0	**211**	3	0	**214**	**22**	0	**32**	0	**54**	**337**
05:45 PM	1	48	0	0	49	7	0	4	0	11	0	165	**9**	0	174	18	0	23	0	41	275
06:00 PM	1	51	**1**	0	53	4	1	7	0	12	0	187	2	0	189	13	0	20	0	33	287
Total Volume	5	201	1	0	207	22	2	24	0	48	0	728	17	0	745	71	0	100	0	171	1171
% App. Total	2.4	97.1	0.5	0		45.8	4.2	50	0		0	97.7	2.3	0		41.5	0	58.5	0		
PHF	.417	.966	.250	.000	.941	.786	.500	.857	.000	.857	.000	.863	.472	.000	.870	.807	.000	.781	.000	.792	.869
Lights	5	195	1	0	201	22	1	24	0	47	0	722	14	0	736	66	0	100	0	166	1150
% Lights	100	97.0	100	0	97.1	100	50.0	100	0	97.9	0	99.2	82.4	0	98.8	93.0	0	100	0	97.1	98.2
Buses	0	3	0	0	3	0	1	0	0	1	0	6	2	0	8	5	0	0	0	5	17
% Buses	0	1.5	0	0	1.4	0	50.0	0	0	2.1	0	0.8	11.8	0	1.1	7.0	0	0	0	2.9	1.5
Trucks	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
% Trucks	0	1.5	0	0	1.4	0	0	0	0	0	0	0	5.9	0	0.1	0	0	0	0	0	0.3
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-KING_ST_AT_AMERICAN_LANE_639112_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					AMERICAN LANE From East					KING ST From South					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	41	1	0	42	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	66
06:45 AM	0	39	4	0	43	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	91
Total	0	80	5	0	85	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	157
07:00 AM	0	52	5	0	57	2	0	0	0	2	0	58	0	0	58	0	0	0	0	0	117
07:15 AM	0	78	9	0	87	1	0	1	0	2	0	68	0	0	68	0	0	0	0	0	157
07:30 AM	0	134	7	0	141	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	207
07:45 AM	0	137	5	0	142	1	0	1	1	3	0	90	0	0	90	0	0	0	0	0	235
Total	0	401	26	0	427	4	0	2	1	7	0	282	0	0	282	0	0	0	0	0	716
08:00 AM	0	130	16	0	146	2	0	0	0	2	0	73	0	0	73	0	0	0	0	0	221
08:15 AM	0	151	17	0	168	2	0	0	0	2	0	95	0	0	95	0	0	0	0	0	265
08:30 AM	0	132	38	0	170	5	0	0	0	5	0	101	0	0	101	0	0	0	0	0	276
08:45 AM	0	136	41	0	177	1	0	2	0	3	0	83	0	0	83	0	0	0	0	0	263
Total	0	549	112	0	661	10	0	2	0	12	0	352	0	0	352	0	0	0	0	0	1025
09:00 AM	0	99	63	0	162	2	0	1	0	3	0	64	0	0	64	0	0	0	0	0	229
09:15 AM	0	80	53	0	133	2	0	0	0	2	0	75	0	0	75	0	0	0	0	0	210
Grand Total	0	1209	259	0	1468	18	0	5	1	24	0	845	0	0	845	0	0	0	0	0	2337
Apprch %	0	82.4	17.6	0		75	0	20.8	4.2		0	100	0	0		0	0	0	0		
Total %	0	51.7	11.1	0	62.8	0.8	0	0.2	0	1	0	36.2	0	0	36.2	0	0	0	0	0	
Lights	0	1161	255	0	1416	12	0	5	0	17	0	781	0	0	781	0	0	0	0	0	2214
% Lights	0	96	98.5	0	96.5	66.7	0	100	0	70.8	0	92.4	0	0	92.4	0	0	0	0	0	94.7
Buses	0	28	3	0	31	5	0	0	0	5	0	29	0	0	29	0	0	0	0	0	65
% Buses	0	2.3	1.2	0	2.1	27.8	0	0	0	20.8	0	3.4	0	0	3.4	0	0	0	0	0	2.8
Trucks	0	20	1	0	21	1	0	0	0	1	0	35	0	0	35	0	0	0	0	0	57
% Trucks	0	1.7	0.4	0	1.4	5.6	0	0	0	4.2	0	4.1	0	0	4.1	0	0	0	0	0	2.4
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	4.2	0	0	0	0	0	0	0	0	0	0	0

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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-KING_ST_AT_AMERICAN_LANE_639112_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					AMERICAN LANE From East					KING ST From South					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 08:15 AM																					
08:15 AM	0	**151**	17	0	168	2	0	0	0	2	0	95	0	0	95	0	0	0	0	0	265
08:30 AM	0	132	38	0	170	**5**	0	0	0	**5**	0	**101**	0	0	**101**	0	0	0	0	0	**276**
08:45 AM	0	136	41	0	**177**	1	0	**2**	0	3	0	83	0	0	83	0	0	0	0	0	263
09:00 AM	0	99	**63**	0	162	2	0	1	0	3	0	64	0	0	64	0	0	0	0	0	229
Total Volume	0	518	159	0	677	10	0	3	0	13	0	343	0	0	343	0	0	0	0	0	1033
% App. Total	0	76.5	23.5	0		76.9	0	23.1	0		0	100	0	0		0	0	0	0		
PHF	.000	.858	.631	.000	.956	.500	.000	.375	.000	.650	.000	.849	.000	.000	.849	.000	.000	.000	.000	.000	.936
Lights	0	498	158	0	656	8	0	3	0	11	0	315	0	0	315	0	0	0	0	0	982
% Lights	0	96.1	99.4	0	96.9	80.0	0	100	0	84.6	0	91.8	0	0	91.8	0	0	0	0	0	95.1
Buses	0	10	1	0	11	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	26
% Buses	0	1.9	0.6	0	1.6	20.0	0	0	0	15.4	0	3.8	0	0	3.8	0	0	0	0	0	2.5
Trucks	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	25
% Trucks	0	1.9	0	0	1.5	0	0	0	0	0	0	4.4	0	0	4.4	0	0	0	0	0	2.4
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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Customer Loyalty Through Client Satisfaction

File Name : 4-KING_ST_AT_AMERICAN_LANE_639112_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					AMERICAN LANE From East					KING ST From South					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
11:30 AM	0	41	3	0	44	2	0	0	0	2	0	42	0	0	42	0	0	0	0	0	88
11:45 AM	0	35	2	0	37	6	0	2	0	8	1	48	0	0	49	0	0	0	0	0	94
Total	0	76	5	0	81	8	0	2	0	10	1	90	0	0	91	0	0	0	0	0	182
12:00 PM	0	37	1	0	38	6	0	0	1	7	0	44	0	0	44	0	0	0	0	0	89
12:15 PM	0	42	5	0	47	9	0	2	0	11	0	49	0	0	49	0	0	0	0	0	107
12:30 PM	0	56	7	0	63	15	0	2	0	17	0	40	0	0	40	0	0	0	0	0	120
12:45 PM	0	41	9	0	50	15	0	2	0	17	0	44	0	0	44	0	0	0	0	0	111
Total	0	176	22	0	198	45	0	6	1	52	0	177	0	0	177	0	0	0	0	0	427
01:00 PM	0	50	11	0	61	11	0	2	0	13	0	48	0	0	48	0	0	0	0	0	122
01:15 PM	0	39	6	0	45	7	0	3	1	11	0	54	0	0	54	0	0	0	0	0	110
Grand Total	0	341	44	0	385	71	0	13	2	86	1	369	0	0	370	0	0	0	0	0	841
Apprch %	0	88.6	11.4	0		82.6	0	15.1	2.3		0.3	99.7	0	0		0	0	0	0		
Total %	0	40.5	5.2	0	45.8	8.4	0	1.5	0.2	10.2	0.1	43.9	0	0	44	0	0	0	0	0	
Lights	0	322	42	0	364	71	0	12	0	83	1	357	0	0	358	0	0	0	0	0	805
% Lights	0	94.4	95.5	0	94.5	100	0	92.3	0	96.5	100	96.7	0	0	96.8	0	0	0	0	0	95.7
Buses	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0	0.3	2.3	0	0.5	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.4
Trucks	0	18	1	0	19	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	31
% Trucks	0	5.3	2.3	0	4.9	0	0	7.7	0	1.2	0	3	0	0	3	0	0	0	0	0	3.7
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	100	2.3	0	0	0	0	0	0	0	0	0	0	0.2

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Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-KING_ST_AT_AMERICAN_LANE_639112_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					AMERICAN LANE From East					KING ST From South					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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	**56**	7	0	**63**	**15**	0	2	0	**17**	0	40	0	0	40	0	0	0	0	0	120
12:45 PM	0	41	9	0	50	15	0	2	0	17	0	44	0	0	44	0	0	0	0	0	111
01:00 PM	0	50	**11**	0	61	11	0	2	0	13	0	48	0	0	48	0	0	0	0	0	**122**
01:15 PM	0	39	6	0	45	7	0	**3**	**1**	11	0	**54**	0	0	**54**	0	0	0	0	0	110
Total Volume	0	186	33	0	219	48	0	9	1	58	0	186	0	0	186	0	0	0	0	0	463
% App. Total	0	84.9	15.1	0		82.8	0	15.5	1.7		0	100	0	0		0	0	0	0		
PHF	.000	.830	.750	.000	.869	.800	.000	.750	.250	.853	.000	.861	.000	.000	.861	.000	.000	.000	.000	.000	.949
Lights	0	173	32	0	205	48	0	9	0	57	0	181	0	0	181	0	0	0	0	0	443
% Lights	0	93.0	97.0	0	93.6	100	0	100	0	98.3	0	97.3	0	0	97.3	0	0	0	0	0	95.7
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	12	1	0	13	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	18
% Trucks	0	6.5	3.0	0	5.9	0	0	0	0	0	0	2.7	0	0	2.7	0	0	0	0	0	3.9
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	1.7	0	0	0	0	0	0	0	0	0	0	0.2

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Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-KING_ST_AT_AMERICAN_LANE_639112_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					AMERICAN LANE From East					KING ST From South					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
04:00 PM	0	72	2	0	74	5	0	0	0	5	0	92	0	0	92	0	0	0	0	0	171
04:15 PM	0	61	0	0	61	7	0	0	0	7	1	114	0	0	115	0	0	0	0	0	183
04:30 PM	0	78	1	0	79	3	0	0	0	3	0	104	0	0	104	0	0	0	0	0	186
04:45 PM	0	61	1	0	62	5	0	0	0	5	0	99	0	0	99	0	0	0	0	0	166
Total	0	272	4	0	276	20	0	0	0	20	1	409	0	0	410	0	0	0	0	0	706
05:00 PM	0	58	0	0	58	22	0	1	0	23	1	125	0	0	126	0	0	0	0	0	207
05:15 PM	0	73	1	0	74	9	0	1	0	10	0	158	0	0	158	0	0	0	0	0	242
05:30 PM	0	77	2	0	79	31	0	1	0	32	0	188	0	0	188	0	0	0	0	0	299
05:45 PM	0	68	4	0	72	25	0	2	0	27	1	150	0	0	151	0	0	0	0	0	250
Total	0	276	7	0	283	87	0	5	0	92	2	621	0	0	623	0	0	0	0	0	998
06:00 PM	0	71	1	0	72	64	0	2	0	66	0	126	0	0	126	0	0	0	0	0	264
06:15 PM	0	76	2	0	78	41	0	2	0	43	2	102	0	0	104	0	0	0	0	0	225
Grand Total	0	695	14	0	709	212	0	9	0	221	5	1258	0	0	1263	0	0	0	0	0	2193
Apprch %	0	98	2	0		95.9	0	4.1	0		0.4	99.6	0	0		0	0	0	0		
Total %	0	31.7	0.6	0	32.3	9.7	0	0.4	0	10.1	0.2	57.4	0	0	57.6	0	0	0	0	0	
Lights	0	663	13	0	676	209	0	9	0	218	5	1229	0	0	1234	0	0	0	0	0	2128
% Lights	0	95.4	92.9	0	95.3	98.6	0	100	0	98.6	100	97.7	0	0	97.7	0	0	0	0	0	97
Buses	0	15	1	0	16	1	0	0	0	1	0	19	0	0	19	0	0	0	0	0	36
% Buses	0	2.2	7.1	0	2.3	0.5	0	0	0	0.5	0	1.5	0	0	1.5	0	0	0	0	0	1.6
Trucks	0	17	0	0	17	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	29
% Trucks	0	2.4	0	0	2.4	0.9	0	0	0	0.9	0	0.8	0	0	0.8	0	0	0	0	0	1.3
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 4-KING_ST_AT_AMERICAN_LANE_639112_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					AMERICAN LANE From East					KING ST From South					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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	73	1	0	74	9	0	1	0	10	0	158	0	0	158	0	0	0	0	0	242
05:30 PM	0	**77**	2	0	**79**	31	0	1	0	32	0	**188**	0	0	**188**	0	0	0	0	0	**299**
05:45 PM	0	68	**4**	0	72	25	0	**2**	0	27	**1**	150	0	0	151	0	0	0	0	0	250
06:00 PM	0	71	1	0	72	**64**	0	2	0	**66**	0	126	0	0	126	0	0	0	0	0	264
Total Volume	0	289	8	0	297	129	0	6	0	135	1	622	0	0	623	0	0	0	0	0	1055
% App. Total	0	97.3	2.7	0		95.6	0	4.4	0		0.2	99.8	0	0		0	0	0	0		
PHF	.000	.938	.500	.000	.940	.504	.000	.750	.000	.511	.250	.827	.000	.000	.828	.000	.000	.000	.000	.000	.882
Lights	0	279	7	0	286	126	0	6	0	132	1	616	0	0	617	0	0	0	0	0	1035
% Lights	0	96.5	87.5	0	96.3	97.7	0	100	0	97.8	100	99.0	0	0	99.0	0	0	0	0	0	98.1
Buses	0	7	1	0	8	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	15
% Buses	0	2.4	12.5	0	2.7	0.8	0	0	0	0.7	0	1.0	0	0	1.0	0	0	0	0	0	1.4
Trucks	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
% Trucks	0	1.0	0	0	1.0	1.6	0	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0.5
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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Customer Loyalty Through Client Satisfaction

File Name : 5-KING_ST_AT_COONEY_HILL_RD_639113_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					From East					KING ST From South					COONEY HILL 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	42	0	0	42	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	74
06:45 AM	0	48	0	0	48	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	96
Total	0	90	0	0	90	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	170
07:00 AM	0	54	0	0	54	0	0	0	0	0	0	63	0	0	63	0	0	0	0	0	117
07:15 AM	0	87	0	0	87	0	0	0	0	0	0	76	0	0	76	0	0	0	0	0	163
07:30 AM	0	134	0	0	134	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	208
07:45 AM	0	138	0	0	138	0	0	0	0	0	0	77	0	0	77	0	0	0	0	0	215
Total	0	413	0	0	413	0	0	0	0	0	0	290	0	0	290	0	0	0	0	0	703
08:00 AM	0	136	0	0	136	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	222
08:15 AM	1	147	0	0	148	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	239
08:30 AM	1	129	0	0	130	0	0	0	0	0	0	99	0	0	99	0	0	1	0	1	230
08:45 AM	1	138	0	0	139	0	0	0	0	0	0	82	0	0	82	1	0	0	0	1	222
Total	3	550	0	0	553	0	0	0	0	0	0	358	0	0	358	1	0	1	0	2	913
09:00 AM	2	88	0	0	90	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	158
09:15 AM	3	79	0	0	82	0	0	0	0	0	0	68	0	0	68	0	0	1	0	1	151
Grand Total	8	1220	0	0	1228	0	0	0	0	0	0	864	0	0	864	1	0	2	0	3	2095
Apprch %	0.7	99.3	0	0		0	0	0	0		0	100	0	0		33.3	0	66.7	0		
Total %	0.4	58.2	0	0	58.6	0	0	0	0	0	0	41.2	0	0	41.2	0	0	0.1	0	0.1	
Lights	8	1171	0	0	1179	0	0	0	0	0	0	802	0	0	802	1	0	1	0	2	1983
% Lights	100	96	0	0	96	0	0	0	0	0	0	92.8	0	0	92.8	100	0	50	0	66.7	94.7
Buses	0	25	0	0	25	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	53
% Buses	0	2	0	0	2	0	0	0	0	0	0	3.2	0	0	3.2	0	0	0	0	0	2.5
Trucks	0	24	0	0	24	0	0	0	0	0	0	34	0	0	34	0	0	1	0	1	59
% Trucks	0	2	0	0	2	0	0	0	0	0	0	3.9	0	0	3.9	0	0	50	0	33.3	2.8
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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Customer Loyalty Through Client Satisfaction

File Name : 5-KING_ST_AT_COONEY_HILL_RD_639113_04-02-2019
Site Code :
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	KING ST From North					From East					KING ST From South					COONEY HILL 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 08:00 AM																					
08:00 AM	0	136	0	0	136	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	222
08:15 AM	**1**	**147**	0	0	**148**	0	0	0	0	0	0	91	0	0	91	0	0	0	0	0	**239**
08:30 AM	1	129	0	0	130	0	0	0	0	0	0	**99**	0	0	**99**	0	0	**1**	0	**1**	230
08:45 AM	1	138	0	0	139	0	0	0	0	0	0	82	0	0	82	**1**	0	0	0	1	222
Total Volume	3	550	0	0	553	0	0	0	0	0	0	358	0	0	358	1	0	1	0	2	913
% App. Total	0.5	99.5	0	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.750	.935	.000	.000	.934	.000	.000	.000	.000	.000	.000	.904	.000	.000	.904	.250	.000	.250	.000	.500	.955
Lights	3	528	0	0	531	0	0	0	0	0	0	326	0	0	326	1	0	0	0	1	858
% Lights	100	96.0	0	0	96.0	0	0	0	0	0	0	91.1	0	0	91.1	100	0	0	0	50.0	94.0
Buses	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	22
% Buses	0	1.5	0	0	1.4	0	0	0	0	0	0	3.9	0	0	3.9	0	0	0	0	0	2.4
Trucks	0	14	0	0	14	0	0	0	0	0	0	18	0	0	18	0	0	1	0	1	33
% Trucks	0	2.5	0	0	2.5	0	0	0	0	0	0	5.0	0	0	5.0	0	0	100	0	50.0	3.6
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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Customer Loyalty Through Client Satisfaction

File Name : 5-KING_ST_AT_COONEY_HILL_RD_639113_04-02-2019
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					From East					KING ST From South					COONEY HILL 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
11:30 AM	0	41	0	0	41	0	0	0	0	0	0	41	0	0	41	0	0	1	0	1	83
11:45 AM	0	37	0	0	37	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	90
Total	0	78	0	0	78	0	0	0	0	0	0	94	0	0	94	0	0	1	0	1	173
12:00 PM	0	41	0	0	41	0	0	0	0	0	0	51	0	0	51	0	0	0	0	0	92
12:15 PM	1	44	0	0	45	0	0	0	0	0	0	41	0	0	41	1	0	0	0	1	87
12:30 PM	1	56	0	0	57	0	0	0	0	0	0	44	0	0	44	0	0	0	1	1	102
12:45 PM	0	49	0	0	49	0	0	0	0	0	0	43	0	0	43	0	0	1	0	1	93
Total	2	190	0	0	192	0	0	0	0	0	0	179	0	0	179	1	0	1	1	3	374
01:00 PM	0	46	0	0	46	0	0	0	0	0	0	45	0	0	45	0	0	1	0	1	92
01:15 PM	0	44	0	0	44	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	98
Grand Total	2	358	0	0	360	0	0	0	0	0	0	372	0	0	372	1	0	3	1	5	737
Apprch %	0.6	99.4	0	0		0	0	0	0		0	100	0	0		20	0	60	20		
Total %	0.3	48.6	0	0	48.8	0	0	0	0	0	0	50.5	0	0	50.5	0.1	0	0.4	0.1	0.7	
Lights	2	338	0	0	340	0	0	0	0	0	0	358	0	0	358	1	0	3	0	4	702
% Lights	100	94.4	0	0	94.4	0	0	0	0	0	0	96.2	0	0	96.2	100	0	100	0	80	95.3
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3
Trucks	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	32
% Trucks	0	5.3	0	0	5.3	0	0	0	0	0	0	3.5	0	0	3.5	0	0	0	0	0	4.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	20	0.1

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Customer Loyalty Through Client Satisfaction

File Name : 5-KING_ST_AT_COONEY_HILL_RD_639113_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					From East					KING ST From South					COONEY HILL 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**1**	**56**	0	0	**57**	0	0	0	0	0	0	44	0	0	44	0	0	0	**1**	**1**	**102**
12:45 PM	0	49	0	0	49	0	0	0	0	0	0	43	0	0	43	0	0	**1**	0	1	93
01:00 PM	0	46	0	0	46	0	0	0	0	0	0	45	0	0	45	0	0	1	0	1	92
01:15 PM	0	44	0	0	44	0	0	0	0	0	0	**54**	0	0	**54**	0	0	0	0	0	98
Total Volume	1	195	0	0	196	0	0	0	0	0	0	186	0	0	186	0	0	2	1	3	385
% App. Total	0.5	99.5	0	0		0	0	0	0		0	100	0	0		0	0	66.7	33.3		
PHF	.250	.871	.000	.000	.860	.000	.000	.000	.000	.000	.000	.861	.000	.000	.861	.000	.000	.500	.250	.750	.944
Lights	1	183	0	0	184	0	0	0	0	0	0	178	0	0	178	0	0	2	0	2	364
% Lights	100	93.8	0	0	93.9	0	0	0	0	0	0	95.7	0	0	95.7	0	0	100	0	66.7	94.5
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3
Trucks	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	19
% Trucks	0	5.6	0	0	5.6	0	0	0	0	0	0	4.3	0	0	4.3	0	0	0	0	0	4.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	33.3	0.3

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Customer Loyalty Through Client Satisfaction

File Name : 5-KING_ST_AT_COONEY_HILL_RD_639113_04-02-2019
Site Code :
Start Date : 4/2/2019
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					From East					KING ST From South					COONEY HILL 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
04:00 PM	0	72	0	0	72	0	0	0	0	0	0	93	0	0	93	0	0	0	0	0	165
04:15 PM	0	60	0	0	60	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	171
04:30 PM	1	73	0	0	74	0	0	0	0	0	0	109	1	0	110	0	0	0	0	0	184
04:45 PM	1	64	0	0	65	0	0	0	0	0	0	96	0	0	96	1	0	1	0	2	163
Total	2	269	0	0	271	0	0	0	0	0	0	409	1	0	410	1	0	1	0	2	683
05:00 PM	0	59	0	0	59	0	0	0	0	0	0	127	0	0	127	0	0	1	0	1	187
05:15 PM	0	73	0	0	73	0	0	0	0	0	0	161	0	0	161	0	0	0	0	0	234
05:30 PM	0	82	0	0	82	0	0	0	0	0	0	191	0	0	191	0	0	0	0	0	273
05:45 PM	0	67	0	0	67	0	0	0	0	0	0	148	0	0	148	0	0	1	0	1	216
Total	0	281	0	0	281	0	0	0	0	0	0	627	0	0	627	0	0	2	0	2	910
06:00 PM	0	71	0	0	71	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	188
06:15 PM	0	80	0	0	80	0	0	0	0	0	0	93	0	0	93	0	0	0	0	0	173
Grand Total	2	701	0	0	703	0	0	0	0	0	0	1246	1	0	1247	1	0	3	0	4	1954
Apprch %	0.3	99.7	0	0		0	0	0	0		0	99.9	0.1	0		25	0	75	0		
Total %	0.1	35.9	0	0	36	0	0	0	0	0	0	63.8	0.1	0	63.8	0.1	0	0.2	0	0.2	
Lights	2	672	0	0	674	0	0	0	0	0	0	1216	1	0	1217	1	0	3	0	4	1895
% Lights	100	95.9	0	0	95.9	0	0	0	0	0	0	97.6	100	0	97.6	100	0	100	0	100	97
Buses	0	13	0	0	13	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	30
% Buses	0	1.9	0	0	1.8	0	0	0	0	0	0	1.4	0	0	1.4	0	0	0	0	0	1.5
Trucks	0	16	0	0	16	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	29
% Trucks	0	2.3	0	0	2.3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1.5
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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Customer Loyalty Through Client Satisfaction

File Name : 5-KING_ST_AT_COONEY_HILL_RD_639113_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					From East					KING ST From South					COONEY HILL 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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	73	0	0	73	0	0	0	0	0	0	161	0	0	161	0	0	0	0	0	234
05:30 PM	0	**82**	0	0	**82**	0	0	0	0	0	0	**191**	0	0	**191**	0	0	0	0	0	**273**
05:45 PM	0	67	0	0	67	0	0	0	0	0	0	148	0	0	148	0	0	**1**	0	**1**	216
06:00 PM	0	71	0	0	71	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	188
Total Volume	0	293	0	0	293	0	0	0	0	0	0	617	0	0	617	0	0	1	0	1	911
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	100	0		
PHF	.000	.893	.000	.000	.893	.000	.000	.000	.000	.000	.000	.808	.000	.000	.808	.000	.000	.250	.000	.250	.834
Lights	0	284	0	0	284	0	0	0	0	0	0	607	0	0	607	0	0	1	0	1	892
% Lights	0	96.9	0	0	96.9	0	0	0	0	0	0	98.4	0	0	98.4	0	0	100	0	100	97.9
Buses	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
% Buses	0	2.0	0	0	2.0	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	1.3
Trucks	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
% Trucks	0	1.0	0	0	1.0	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.8
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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Customer Loyalty Through Client Satisfaction

File Name : 6-KING_ST_AT_AMERICAN_LANE_113_KING_ST_DRIVEWAY_639114_04-02-2019
Site Code :
Start Date : 4/2/2019
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					AMERICAN LANE From East					KING ST From South					113 KING ST DRIVEWAY 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	37	0	0	37	0	0	1	0	1	7	32	1	0	40	0	0	0	0	0	78
06:45 AM	0	44	0	0	44	0	0	0	0	0	9	48	1	0	58	1	0	0	1	2	104
Total	0	81	0	0	81	0	0	1	0	1	16	80	2	0	98	1	0	0	1	2	182
07:00 AM	0	56	0	0	56	0	0	1	0	1	12	60	0	0	72	0	0	0	0	0	129
07:15 AM	0	87	0	0	87	0	0	3	0	3	10	77	0	0	87	0	0	0	0	0	177
07:30 AM	0	132	0	0	132	0	0	1	0	1	19	68	0	0	87	0	0	0	0	0	220
07:45 AM	0	139	1	0	140	0	0	0	1	1	16	83	2	0	101	0	0	0	0	0	242
Total	0	414	1	0	415	0	0	5	1	6	57	288	2	0	347	0	0	0	0	0	768
08:00 AM	0	129	0	0	129	0	0	6	0	6	24	85	1	0	110	0	0	1	0	1	246
08:15 AM	0	141	0	0	141	0	0	3	0	3	22	90	0	0	112	0	0	0	0	0	256
08:30 AM	0	133	1	0	134	0	0	4	0	4	33	96	1	0	130	1	0	0	0	1	269
08:45 AM	0	142	0	0	142	0	0	2	0	2	56	85	0	0	141	0	0	0	0	0	285
Total	0	545	1	0	546	0	0	15	0	15	135	356	2	0	493	1	0	1	0	2	1056
09:00 AM	1	96	0	0	97	0	0	7	0	7	61	65	0	0	126	1	0	0	0	1	231
09:15 AM	0	78	0	0	78	0	0	4	0	4	53	71	0	0	124	0	0	0	0	0	206
Grand Total	1	1214	2	0	1217	0	0	32	1	33	322	860	6	0	1188	3	0	1	1	5	2443
Apprch %	0.1	99.8	0.2	0		0	0	97	3		27.1	72.4	0.5	0		60	0	20	20		
Total %	0	49.7	0.1	0	49.8	0	0	1.3	0	1.4	13.2	35.2	0.2	0	48.6	0.1	0	0	0	0.2	
Lights	1	1171	2	0	1174	0	0	28	0	28	314	797	6	0	1117	3	0	1	0	4	2323
% Lights	100	96.5	100	0	96.5	0	0	87.5	0	84.8	97.5	92.7	100	0	94	100	0	100	0	80	95.1
Buses	0	24	0	0	24	0	0	1	0	1	1	29	0	0	30	0	0	0	0	0	55
% Buses	0	2	0	0	2	0	0	3.1	0	3	0.3	3.4	0	0	2.5	0	0	0	0	0	2.3
Trucks	0	19	0	0	19	0	0	3	0	3	7	34	0	0	41	0	0	0	0	0	63
% Trucks	0	1.6	0	0	1.6	0	0	9.4	0	9.1	2.2	4	0	0	3.5	0	0	0	0	0	2.6
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0	0	0	0	0	0	0	0	100	3	0	0	0	0	0	0	0	0	100	20	0.1

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Customer Loyalty Through Client Satisfaction

File Name : 6-KING_ST_AT_AMERICAN_LANE_113_KING_ST_DRIVEWAY_639114_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					AMERICAN LANE From East					KING ST From South					113 KING ST DRIVEWAY 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 08:00 AM																					
08:00 AM	0	129	0	0	129	0	0	**6**	0	**6**	24	85	**1**	0	110	0	0	**1**	0	**1**	246
08:15 AM	0	141	0	0	141	0	0	3	0	3	22	90	0	0	112	0	0	0	0	0	256
08:30 AM	0	133	**1**	0	134	0	0	4	0	4	33	**96**	1	0	130	**1**	0	0	0	1	269
08:45 AM	0	**142**	0	0	**142**	0	0	2	0	2	**56**	85	0	0	**141**	0	0	0	0	0	**285**
Total Volume	0	545	1	0	546	0	0	15	0	15	135	356	2	0	493	1	0	1	0	2	1056
% App. Total	0	99.8	0.2	0		0	0	100	0		27.4	72.2	0.4	0		50	0	50	0		
PHF	.000	.960	.250	.000	.961	.000	.000	.625	.000	.625	.603	.927	.500	.000	.874	.250	.000	.250	.000	.500	.926
Lights	0	526	1	0	527	0	0	13	0	13	130	323	2	0	455	1	0	1	0	2	997
% Lights	0	96.5	100	0	96.5	0	0	86.7	0	86.7	96.3	90.7	100	0	92.3	100	0	100	0	100	94.4
Buses	0	9	0	0	9	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	25
% Buses	0	1.7	0	0	1.6	0	0	0	0	0	0.7	4.2	0	0	3.2	0	0	0	0	0	2.4
Trucks	0	10	0	0	10	0	0	2	0	2	4	18	0	0	22	0	0	0	0	0	34
% Trucks	0	1.8	0	0	1.8	0	0	13.3	0	13.3	3.0	5.1	0	0	4.5	0	0	0	0	0	3.2
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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Customer Loyalty Through Client Satisfaction

File Name : 6-KING_ST_AT_AMERICAN_LANE_113_KING_ST_DRIVEWAY_639114_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					AMERICAN LANE From East					KING ST From South					113 KING ST DRIVEWAY 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
11:30 AM	0	43	0	0	43	1	0	2	0	3	5	42	0	0	47	0	0	0	0	0	93
11:45 AM	0	37	0	0	37	0	0	4	0	4	5	53	0	0	58	1	0	0	0	1	100
Total	0	80	0	0	80	1	0	6	0	7	10	95	0	0	105	1	0	0	0	1	193
12:00 PM	0	36	0	0	36	0	0	0	1	1	1	52	0	0	53	0	0	0	0	0	90
12:15 PM	0	45	2	0	47	1	0	5	0	6	4	41	0	0	45	0	0	0	0	0	98
12:30 PM	0	59	0	0	59	0	0	5	0	5	4	43	0	0	47	0	0	0	0	0	111
12:45 PM	0	44	1	0	45	0	0	5	0	5	7	44	0	0	51	0	0	0	0	0	101
Total	0	184	3	0	187	1	0	15	1	17	16	180	0	0	196	0	0	0	0	0	400
01:00 PM	0	49	1	0	50	0	0	5	0	5	3	42	0	0	45	0	0	0	0	0	100
01:15 PM	0	39	0	0	39	0	0	3	1	4	7	56	0	0	63	0	0	0	0	0	106
Grand Total	0	352	4	0	356	2	0	29	2	33	36	373	0	0	409	1	0	0	0	1	799
Apprch %	0	98.9	1.1	0		6.1	0	87.9	6.1		8.8	91.2	0	0		100	0	0	0		
Total %	0	44.1	0.5	0	44.6	0.3	0	3.6	0.3	4.1	4.5	46.7	0	0	51.2	0.1	0	0	0	0.1	
Lights	0	333	3	0	336	2	0	27	0	29	33	359	0	0	392	1	0	0	0	1	758
% Lights	0	94.6	75	0	94.4	100	0	93.1	0	87.9	91.7	96.2	0	0	95.8	100	0	0	0	100	94.9
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.3
Trucks	0	18	1	0	19	0	0	2	0	2	3	13	0	0	16	0	0	0	0	0	37
% Trucks	0	5.1	25	0	5.3	0	0	6.9	0	6.1	8.3	3.5	0	0	3.9	0	0	0	0	0	4.6
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0	0	0	0	0	0	0	0	100	6.1	0	0	0	0	0	0	0	0	0	0	0.3

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Customer Loyalty Through Client Satisfaction

File Name : 6-KING_ST_AT_AMERICAN_LANE_113_KING_ST_DRIVEWAY_639114_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					AMERICAN LANE From East					KING ST From South					113 KING ST DRIVEWAY 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	**59**	0	0	**59**	0	0	**5**	0	**5**	4	43	0	0	47	0	0	0	0	0	**111**
12:45 PM	0	44	**1**	0	45	0	0	5	0	5	**7**	44	0	0	51	0	0	0	0	0	101
01:00 PM	0	49	1	0	50	0	0	5	0	5	3	42	0	0	45	0	0	0	0	0	100
01:15 PM	0	39	0	0	39	0	0	3	**1**	4	7	**56**	0	0	**63**	0	0	0	0	0	106
Total Volume	0	191	2	0	193	0	0	18	1	19	21	185	0	0	206	0	0	0	0	0	418
% App. Total	0	99	1	0		0	0	94.7	5.3		10.2	89.8	0	0		0	0	0	0		
PHF	.000	.809	.500	.000	.818	.000	.000	.900	.250	.950	.750	.826	.000	.000	.817	.000	.000	.000	.000	.000	.941
Lights	0	179	1	0	180	0	0	17	0	17	21	179	0	0	200	0	0	0	0	0	397
% Lights	0	93.7	50.0	0	93.3	0	0	94.4	0	89.5	100	96.8	0	0	97.1	0	0	0	0	0	95.0
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	11	1	0	12	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	19
% Trucks	0	5.8	50.0	0	6.2	0	0	5.6	0	5.3	0	3.2	0	0	2.9	0	0	0	0	0	4.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	5.3	0	0	0	0	0	0	0	0	0	0	0.2

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Customer Loyalty Through Client Satisfaction

File Name : 6-KING_ST_AT_AMERICAN_LANE_113_KING_ST_DRIVEWAY_639114_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST From North					AMERICAN LANE From East					KING ST From South					113 KING ST DRIVEWAY 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
04:00 PM	0	72	0	0	72	0	0	11	0	11	5	89	0	0	94	0	0	0	0	0	177
04:15 PM	0	59	0	0	59	0	0	7	0	7	0	112	0	0	112	0	0	0	0	0	178
04:30 PM	0	77	1	0	78	0	0	11	0	11	2	108	0	0	110	0	0	0	0	0	199
04:45 PM	0	58	0	0	58	1	0	6	0	7	4	95	0	0	99	0	0	0	0	0	164
Total	0	266	1	0	267	1	0	35	0	36	11	404	0	0	415	0	0	0	0	0	718
05:00 PM	0	63	0	0	63	0	0	16	0	16	3	129	0	0	132	0	0	0	0	0	211
05:15 PM	0	68	0	0	68	0	0	16	0	16	5	157	0	0	162	0	0	0	1	1	247
05:30 PM	0	83	0	0	83	0	0	26	0	26	4	193	0	0	197	0	0	0	0	0	306
05:45 PM	0	67	0	0	67	0	0	33	0	33	6	146	0	0	152	0	0	0	0	0	252
Total	0	281	0	0	281	0	0	91	0	91	18	625	0	0	643	0	0	0	1	1	1016
06:00 PM	1	74	2	0	77	0	0	43	0	43	4	121	0	0	125	0	0	0	0	0	245
06:15 PM	0	76	0	0	76	0	0	36	0	36	2	88	0	0	90	0	0	1	0	1	203
Grand Total	1	697	3	0	701	1	0	205	0	206	35	1238	0	0	1273	0	0	1	1	2	2182
Apprch %	0.1	99.4	0.4	0		0.5	0	99.5	0		2.7	97.3	0	0		0	0	50	50		
Total %	0	31.9	0.1	0	32.1	0	0	9.4	0	9.4	1.6	56.7	0	0	58.3	0	0	0	0	0.1	
Lights	1	666	3	0	670	1	0	201	0	202	32	1212	0	0	1244	0	0	1	0	1	2117
% Lights	100	95.6	100	0	95.6	100	0	98	0	98.1	91.4	97.9	0	0	97.7	0	0	100	0	50	97
Buses	0	13	0	0	13	0	0	3	0	3	1	17	0	0	18	0	0	0	0	0	34
% Buses	0	1.9	0	0	1.9	0	0	1.5	0	1.5	2.9	1.4	0	0	1.4	0	0	0	0	0	1.6
Trucks	0	18	0	0	18	0	0	1	0	1	2	9	0	0	11	0	0	0	0	0	30
% Trucks	0	2.6	0	0	2.6	0	0	0.5	0	0.5	5.7	0.7	0	0	0.9	0	0	0	0	0	1.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	50	0

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Customer Loyalty Through Client Satisfaction

File Name : 6-KING_ST_AT_AMERICAN_LANE_113_KING_ST_DRIVEWAY_639114_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST From North					AMERICAN LANE From East					KING ST From South					113 KING ST DRIVEWAY 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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	68	0	0	68	0	0	16	0	16	5	157	0	0	162	0	0	0	**1**	**1**	247
05:30 PM	0	**83**	0	0	**83**	0	0	26	0	26	4	**193**	0	0	**197**	0	0	0	0	0	**306**
05:45 PM	0	67	0	0	67	0	0	33	0	33	**6**	146	0	0	152	0	0	0	0	0	252
06:00 PM	**1**	74	**2**	0	77	0	0	**43**	0	**43**	4	121	0	0	125	0	0	0	0	0	245
Total Volume	1	292	2	0	295	0	0	118	0	118	19	617	0	0	636	0	0	0	1	1	1050
% App. Total	0.3	99	0.7	0		0	0	100	0		3	97	0	0		0	0	0	100		
PHF	.250	.880	.250	.000	.889	.000	.000	.686	.000	.686	.792	.799	.000	.000	.807	.000	.000	.000	.250	.250	.858
Lights	1	282	2	0	285	0	0	116	0	116	17	608	0	0	625	0	0	0	0	0	1026
% Lights	100	96.6	100	0	96.6	0	0	98.3	0	98.3	89.5	98.5	0	0	98.3	0	0	0	0	0	97.7
Buses	0	6	0	0	6	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	14
% Buses	0	2.1	0	0	2.0	0	0	0.8	0	0.8	5.3	1.0	0	0	1.1	0	0	0	0	0	1.3
Trucks	0	4	0	0	4	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	9
% Trucks	0	1.4	0	0	1.4	0	0	0.8	0	0.8	5.3	0.5	0	0	0.6	0	0	0	0	0	0.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0.1

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Customer Loyalty Through Client Satisfaction

File Name : 7-KING_ST-PURCHASE_ST_AT_GATEWAY_LANE_639115_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST-PURCHASE ST From North					GATEWAY LANE From East					KING ST-PURCHASE ST From South					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	37	5	0	42	10	0	12	0	22	12	36	0	0	48	0	0	0	0	0	112
06:45 AM	0	35	6	0	41	19	0	6	0	25	11	45	0	0	56	0	0	0	0	0	122
Total	0	72	11	0	83	29	0	18	0	47	23	81	0	0	104	0	0	0	0	0	234
07:00 AM	0	35	16	0	51	23	0	9	0	32	4	44	0	0	48	0	0	0	0	0	131
07:15 AM	0	62	26	0	88	25	0	15	0	40	9	66	0	0	75	0	0	0	0	0	203
07:30 AM	0	91	48	0	139	30	0	17	0	47	8	65	0	0	73	0	0	0	0	0	259
07:45 AM	0	90	42	0	132	35	0	19	0	54	11	57	0	0	68	0	0	0	0	0	254
Total	0	278	132	0	410	113	0	60	0	173	32	232	0	0	264	0	0	0	0	0	847
08:00 AM	0	81	50	0	131	44	0	23	0	67	13	67	0	0	80	0	0	0	0	0	278
08:15 AM	0	105	44	0	149	47	0	8	0	55	8	74	0	0	82	0	0	0	0	0	286
08:30 AM	0	88	44	0	132	43	0	11	0	54	4	86	0	0	90	0	0	0	0	0	276
08:45 AM	0	92	47	0	139	50	0	9	0	59	17	90	0	0	107	0	0	0	0	0	305
Total	0	366	185	0	551	184	0	51	0	235	42	317	0	0	359	0	0	0	0	0	1145
09:00 AM	0	73	34	0	107	49	0	17	0	66	8	72	0	0	80	0	0	0	0	0	253
09:15 AM	0	56	30	0	86	39	0	12	0	51	8	84	0	0	92	0	0	0	0	0	229
Grand Total	0	845	392	0	1237	414	0	158	0	572	113	786	0	0	899	0	0	0	0	0	2708
Apprch %	0	68.3	31.7	0		72.4	0	27.6	0		12.6	87.4	0	0		0	0	0	0		
Total %	0	31.2	14.5	0	45.7	15.3	0	5.8	0	21.1	4.2	29	0	0	33.2	0	0	0	0	0	
Lights	0	808	377	0	1185	406	0	150	0	556	97	726	0	0	823	0	0	0	0	0	2564
% Lights	0	95.6	96.2	0	95.8	98.1	0	94.9	0	97.2	85.8	92.4	0	0	91.5	0	0	0	0	0	94.7
Buses	0	22	7	0	29	7	0	5	0	12	1	23	0	0	24	0	0	0	0	0	65
% Buses	0	2.6	1.8	0	2.3	1.7	0	3.2	0	2.1	0.9	2.9	0	0	2.7	0	0	0	0	0	2.4
Trucks	0	15	8	0	23	1	0	3	0	4	15	37	0	0	52	0	0	0	0	0	79
% Trucks	0	1.8	2	0	1.9	0.2	0	1.9	0	0.7	13.3	4.7	0	0	5.8	0	0	0	0	0	2.9
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 7-KING_ST-PURCHASE_ST_AT_GATEWAY_LANE_639115_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST-PURCHASE ST From North					GATEWAY LANE From East					KING ST-PURCHASE ST From South					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 08:00 AM																					
08:00 AM	0	81	**50**	0	131	44	0	**23**	0	**67**	13	67	0	0	80	0	0	0	0	0	278
08:15 AM	0	**105**	44	0	**149**	47	0	8	0	55	8	74	0	0	82	0	0	0	0	0	286
08:30 AM	0	88	44	0	132	43	0	11	0	54	4	86	0	0	90	0	0	0	0	0	276
08:45 AM	0	92	47	0	139	**50**	0	9	0	59	**17**	**90**	0	0	**107**	0	0	0	0	0	**305**
Total Volume	0	366	185	0	551	184	0	51	0	235	42	317	0	0	359	0	0	0	0	0	1145
% App. Total	0	66.4	33.6	0		78.3	0	21.7	0		11.7	88.3	0	0		0	0	0	0		
PHF	.000	.871	.925	.000	.924	.920	.000	.554	.000	.877	.618	.881	.000	.000	.839	.000	.000	.000	.000	.000	.939
Lights	0	352	179	0	531	180	0	50	0	230	36	286	0	0	322	0	0	0	0	0	1083
% Lights	0	96.2	96.8	0	96.4	97.8	0	98.0	0	97.9	85.7	90.2	0	0	89.7	0	0	0	0	0	94.6
Buses	0	8	3	0	11	4	0	1	0	5	0	13	0	0	13	0	0	0	0	0	29
% Buses	0	2.2	1.6	0	2.0	2.2	0	2.0	0	2.1	0	4.1	0	0	3.6	0	0	0	0	0	2.5
Trucks	0	6	3	0	9	0	0	0	0	0	6	18	0	0	24	0	0	0	0	0	33
% Trucks	0	1.6	1.6	0	1.6	0	0	0	0	0	14.3	5.7	0	0	6.7	0	0	0	0	0	2.9
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 7-KING_ST-PURCHASE_ST_AT_GATEWAY_LANE_639115_04-02-2019
Site Code :
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST-PURCHASE ST From North					GATEWAY LANE From East					KING ST-PURCHASE ST From South					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
11:30 AM	0	34	12	0	46	16	0	12	0	28	10	36	0	0	46	0	0	0	0	0	120
11:45 AM	0	25	19	0	44	16	0	13	0	29	13	39	0	0	52	0	0	0	0	0	125
Total	0	59	31	0	90	32	0	25	0	57	23	75	0	0	98	0	0	0	0	0	245
12:00 PM	0	27	9	0	36	15	0	14	0	29	7	37	0	0	44	0	0	0	0	0	109
12:15 PM	0	39	10	0	49	15	0	6	0	21	10	30	0	0	40	0	0	0	0	0	110
12:30 PM	0	51	14	0	65	10	0	10	0	20	7	32	0	0	39	0	0	0	0	0	124
12:45 PM	0	36	13	0	49	21	0	10	0	31	9	29	0	0	38	0	0	0	0	0	118
Total	0	153	46	0	199	61	0	40	0	101	33	128	0	0	161	0	0	0	0	0	461
01:00 PM	0	29	17	0	46	11	0	16	0	27	10	34	0	0	44	0	0	0	0	0	117
01:15 PM	0	30	18	0	48	17	0	12	0	29	6	44	0	0	50	0	0	0	0	0	127
Grand Total	0	271	112	0	383	121	0	93	0	214	72	281	0	0	353	0	0	0	0	0	950
Apprch %	0	70.8	29.2	0		56.5	0	43.5	0		20.4	79.6	0	0		0	0	0	0		
Total %	0	28.5	11.8	0	40.3	12.7	0	9.8	0	22.5	7.6	29.6	0	0	37.2	0	0	0	0	0	
Lights	0	253	109	0	362	114	0	83	0	197	61	274	0	0	335	0	0	0	0	0	894
% Lights	0	93.4	97.3	0	94.5	94.2	0	89.2	0	92.1	84.7	97.5	0	0	94.9	0	0	0	0	0	94.1
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0.4	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0.2
Trucks	0	17	3	0	20	7	0	10	0	17	11	6	0	0	17	0	0	0	0	0	54
% Trucks	0	6.3	2.7	0	5.2	5.8	0	10.8	0	7.9	15.3	2.1	0	0	4.8	0	0	0	0	0	5.7
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 7-KING_ST-PURCHASE_ST_AT_GATEWAY_LANE_639115_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST-PURCHASE ST From North					GATEWAY LANE From East					KING ST-PURCHASE ST From South					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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	**51**	14	0	**65**	10	0	10	0	20	7	32	0	0	39	0	0	0	0	0	124
12:45 PM	0	36	13	0	49	**21**	0	10	0	**31**	9	29	0	0	38	0	0	0	0	0	118
01:00 PM	0	29	17	0	46	11	0	**16**	0	27	**10**	34	0	0	44	0	0	0	0	0	117
01:15 PM	0	30	**18**	0	48	17	0	12	0	29	6	**44**	0	0	**50**	0	0	0	0	0	**127**
Total Volume	0	146	62	0	208	59	0	48	0	107	32	139	0	0	171	0	0	0	0	0	486
% App. Total	0	70.2	29.8	0		55.1	0	44.9	0		18.7	81.3	0	0		0	0	0	0		
PHF	.000	.716	.861	.000	.800	.702	.000	.750	.000	.863	.800	.790	.000	.000	.855	.000	.000	.000	.000	.000	.957
Lights	0	134	61	0	195	55	0	44	0	99	26	138	0	0	164	0	0	0	0	0	458
% Lights	0	91.8	98.4	0	93.8	93.2	0	91.7	0	92.5	81.3	99.3	0	0	95.9	0	0	0	0	0	94.2
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.7	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	11	1	0	12	4	0	4	0	8	6	1	0	0	7	0	0	0	0	0	27
% Trucks	0	7.5	1.6	0	5.8	6.8	0	8.3	0	7.5	18.8	0.7	0	0	4.1	0	0	0	0	0	5.6
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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Customer Loyalty Through Client Satisfaction

File Name : 7-KING_ST-PURCHASE_ST_AT_GATEWAY_LANE_639115_04-02-2019
Site Code :
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	KING ST-PURCHASE ST From North					GATEWAY LANE From East					KING ST-PURCHASE ST From South					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
04:00 PM	0	51	32	0	83	33	0	18	0	51	9	62	0	0	71	0	0	0	0	0	205
04:15 PM	0	42	25	0	67	44	0	17	0	61	11	80	0	0	91	0	0	0	0	0	219
04:30 PM	0	62	26	0	88	35	0	17	0	52	5	64	0	0	69	0	0	0	0	0	209
04:45 PM	0	39	25	0	64	42	0	21	0	63	16	60	0	0	76	0	0	0	0	0	203
Total	0	194	108	0	302	154	0	73	0	227	41	266	0	0	307	0	0	0	0	0	836
05:00 PM	0	42	33	0	75	56	0	30	0	86	11	82	0	0	93	0	0	0	0	0	254
05:15 PM	0	42	36	0	78	63	0	19	0	82	9	110	0	0	119	0	0	0	0	0	279
05:30 PM	0	68	49	0	117	66	0	17	0	83	7	121	0	0	128	0	0	0	0	0	328
05:45 PM	0	50	47	0	97	55	0	24	0	79	12	98	0	0	110	0	0	0	0	0	286
Total	0	202	165	0	367	240	0	90	0	330	39	411	0	0	450	0	0	0	0	0	1147
06:00 PM	0	78	33	0	111	40	0	18	0	58	11	80	0	0	91	0	0	0	0	0	260
06:15 PM	0	79	41	0	120	24	0	10	0	34	12	66	0	0	78	0	0	0	0	0	232
Grand Total	0	553	347	0	900	458	0	191	0	649	103	823	0	0	926	0	0	0	0	0	2475
Apprch %	0	61.4	38.6	0		70.6	0	29.4	0		11.1	88.9	0	0		0	0	0	0		
Total %	0	22.3	14	0	36.4	18.5	0	7.7	0	26.2	4.2	33.3	0	0	37.4	0	0	0	0	0	
Lights	0	522	343	0	865	451	0	178	0	629	101	801	0	0	902	0	0	0	0	0	2396
% Lights	0	94.4	98.8	0	96.1	98.5	0	93.2	0	96.9	98.1	97.3	0	0	97.4	0	0	0	0	0	96.8
Buses	0	15	1	0	16	4	0	2	0	6	0	13	0	0	13	0	0	0	0	0	35
% Buses	0	2.7	0.3	0	1.8	0.9	0	1	0	0.9	0	1.6	0	0	1.4	0	0	0	0	0	1.4
Trucks	0	16	3	0	19	3	0	11	0	14	2	9	0	0	11	0	0	0	0	0	44
% Trucks	0	2.9	0.9	0	2.1	0.7	0	5.8	0	2.2	1.9	1.1	0	0	1.2	0	0	0	0	0	1.8
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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Customer Loyalty Through Client Satisfaction

File Name : 7-KING_ST-PURCHASE_ST_AT_GATEWAY_LANE_639115_04-02-2019
Site Code :
Start Date : 4/2/2019

	KING ST-PURCHASE ST From North					GATEWAY LANE From East					KING ST-PURCHASE ST From South					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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	42	36	0	78	63	0	19	0	82	9	110	0	0	119	0	0	0	0	0	279
05:30 PM	0	68	**49**	0	**117**	**66**	0	17	0	**83**	7	**121**	0	0	**128**	0	0	0	0	0	**328**
05:45 PM	0	50	47	0	97	55	0	**24**	0	79	**12**	98	0	0	110	0	0	0	0	0	286
06:00 PM	0	**78**	33	0	111	40	0	18	0	58	11	80	0	0	91	0	0	0	0	0	260
Total Volume	0	238	165	0	403	224	0	78	0	302	39	409	0	0	448	0	0	0	0	0	1153
% App. Total	0	59.1	40.9	0		74.2	0	25.8	0		8.7	91.3	0	0		0	0	0	0		
PHF	.000	.763	.842	.000	.861	.848	.000	.813	.000	.910	.813	.845	.000	.000	.875	.000	.000	.000	.000	.000	.879
Lights	0	228	163	0	391	223	0	73	0	296	38	402	0	0	440	0	0	0	0	0	1127
% Lights	0	95.8	98.8	0	97.0	99.6	0	93.6	0	98.0	97.4	98.3	0	0	98.2	0	0	0	0	0	97.7
Buses	0	7	1	0	8	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	14
% Buses	0	2.9	0.6	0	2.0	0	0	1.3	0	0.3	0	1.2	0	0	1.1	0	0	0	0	0	1.2
Trucks	0	3	1	0	4	1	0	4	0	5	1	2	0	0	3	0	0	0	0	0	12
% Trucks	0	1.3	0.6	0	1.0	0.4	0	5.1	0	1.7	2.6	0.5	0	0	0.7	0	0	0	0	0	1.0
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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Customer Loyalty Through Client Satisfaction

File Name : 8-PURCHASE_ST_AT_NEW_KING_ST_639116_04-02-2019
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	PURCHASE ST From North					NEW KING ST From East					PURCHASE ST From South					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	45	0	0	45	5	0	36	0	41	0	43	0	0	43	0	0	0	0	0	129
06:45 AM	0	45	0	0	45	5	0	25	0	30	0	45	0	0	45	0	0	0	0	0	120
Total	0	90	0	0	90	10	0	61	0	71	0	88	0	0	88	0	0	0	0	0	249
07:00 AM	0	45	0	0	45	7	0	27	0	34	0	45	0	0	45	0	0	0	0	0	124
07:15 AM	0	75	0	0	75	5	0	26	0	31	0	71	0	0	71	0	0	0	0	0	177
07:30 AM	0	104	0	0	104	5	0	26	0	31	0	61	0	0	61	0	0	0	0	0	196
07:45 AM	0	106	0	0	106	2	0	39	0	41	0	68	0	0	68	0	0	0	0	0	215
Total	0	330	0	0	330	19	0	118	0	137	0	245	0	0	245	0	0	0	0	0	712
08:00 AM	0	114	0	0	114	10	0	47	0	57	0	71	0	0	71	0	0	0	0	0	242
08:15 AM	0	110	0	0	110	4	0	41	0	45	0	77	0	0	77	0	0	0	0	0	232
08:30 AM	0	95	0	0	95	5	0	32	0	37	0	83	0	0	83	0	0	0	0	0	215
08:45 AM	0	107	0	0	107	4	0	29	0	33	0	106	0	0	106	0	0	0	0	0	246
Total	0	426	0	0	426	23	0	149	0	172	0	337	0	0	337	0	0	0	0	0	935
09:00 AM	0	92	0	0	92	2	0	46	0	48	0	78	0	0	78	0	0	0	0	0	218
09:15 AM	0	67	0	0	67	9	0	24	0	33	0	79	0	0	79	0	0	0	0	0	179
Grand Total	0	1005	0	0	1005	63	0	398	0	461	0	827	0	0	827	0	0	0	0	0	2293
Apprch %	0	100	0	0		13.7	0	86.3	0		0	100	0	0		0	0	0	0		
Total %	0	43.8	0	0	43.8	2.7	0	17.4	0	20.1	0	36.1	0	0	36.1	0	0	0	0	0	
Lights	0	961	0	0	961	55	0	361	0	416	0	758	0	0	758	0	0	0	0	0	2135
% Lights	0	95.6	0	0	95.6	87.3	0	90.7	0	90.2	0	91.7	0	0	91.7	0	0	0	0	0	93.1
Buses	0	27	0	0	27	5	0	10	0	15	0	21	0	0	21	0	0	0	0	0	63
% Buses	0	2.7	0	0	2.7	7.9	0	2.5	0	3.3	0	2.5	0	0	2.5	0	0	0	0	0	2.7
Trucks	0	17	0	0	17	3	0	27	0	30	0	48	0	0	48	0	0	0	0	0	95
% Trucks	0	1.7	0	0	1.7	4.8	0	6.8	0	6.5	0	5.8	0	0	5.8	0	0	0	0	0	4.1
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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Customer Loyalty Through Client Satisfaction

File Name : 8-PURCHASE_ST_AT_NEW_KING_ST_639116_04-02-2019
Site Code :
Start Date : 4/2/2019

	PURCHASE ST From North					NEW KING ST From East					PURCHASE ST From South					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 08:00 AM																					
08:00 AM	0	**114**	0	0	**114**	**10**	0	**47**	0	**57**	0	71	0	0	71	0	0	0	0	0	242
08:15 AM	0	110	0	0	110	4	0	41	0	45	0	77	0	0	77	0	0	0	0	0	232
08:30 AM	0	95	0	0	95	5	0	32	0	37	0	83	0	0	83	0	0	0	0	0	215
08:45 AM	0	107	0	0	107	4	0	29	0	33	0	**106**	0	0	**106**	0	0	0	0	0	**246**
Total Volume	0	426	0	0	426	23	0	149	0	172	0	337	0	0	337	0	0	0	0	0	935
% App. Total	0	100	0	0		13.4	0	86.6	0		0	100	0	0		0	0	0	0		
PHF	.000	.934	.000	.000	.934	.575	.000	.793	.000	.754	.000	.795	.000	.000	.795	.000	.000	.000	.000	.000	.950
Lights	0	411	0	0	411	20	0	137	0	157	0	300	0	0	300	0	0	0	0	0	868
% Lights	0	96.5	0	0	96.5	87.0	0	91.9	0	91.3	0	89.0	0	0	89.0	0	0	0	0	0	92.8
Buses	0	7	0	0	7	2	0	3	0	5	0	12	0	0	12	0	0	0	0	0	24
% Buses	0	1.6	0	0	1.6	8.7	0	2.0	0	2.9	0	3.6	0	0	3.6	0	0	0	0	0	2.6
Trucks	0	8	0	0	8	1	0	9	0	10	0	25	0	0	25	0	0	0	0	0	43
% Trucks	0	1.9	0	0	1.9	4.3	0	6.0	0	5.8	0	7.4	0	0	7.4	0	0	0	0	0	4.6
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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Customer Loyalty Through Client Satisfaction

File Name : 8-PURCHASE_ST_AT_NEW_KING_ST_639116_04-02-2019
Site Code :
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Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	PURCHASE ST From North					NEW KING ST From East					PURCHASE ST From South					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
11:30 AM	0	44	0	0	44	14	0	62	0	76	0	30	0	0	30	0	0	0	0	0	150
11:45 AM	0	43	0	0	43	12	0	55	0	67	0	46	0	0	46	0	0	0	0	0	156
Total	0	87	0	0	87	26	0	117	0	143	0	76	0	0	76	0	0	0	0	0	306
12:00 PM	0	40	0	0	40	7	0	60	0	67	0	37	0	0	37	0	0	0	0	0	144
12:15 PM	0	45	0	0	45	7	0	49	0	56	0	34	0	0	34	0	0	0	0	0	135
12:30 PM	0	57	0	0	57	11	0	55	0	66	0	29	0	0	29	0	0	0	0	0	152
12:45 PM	0	51	0	0	51	11	0	57	0	68	0	28	0	0	28	0	0	0	0	0	147
Total	0	193	0	0	193	36	0	221	0	257	0	128	0	0	128	0	0	0	0	0	578
01:00 PM	0	47	0	0	47	13	0	68	0	81	0	34	0	0	34	0	0	0	0	0	162
01:15 PM	0	40	0	0	40	9	0	53	0	62	0	39	0	0	39	0	0	0	0	0	141
Grand Total	0	367	0	0	367	84	0	459	0	543	0	277	0	0	277	0	0	0	0	0	1187
Apprch %	0	100	0	0		15.5	0	84.5	0		0	100	0	0		0	0	0	0		
Total %	0	30.9	0	0	30.9	7.1	0	38.7	0	45.7	0	23.3	0	0	23.3	0	0	0	0	0	
Lights	0	338	0	0	338	80	0	444	0	524	0	263	0	0	263	0	0	0	0	0	1125
% Lights	0	92.1	0	0	92.1	95.2	0	96.7	0	96.5	0	94.9	0	0	94.9	0	0	0	0	0	94.8
Buses	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0.3	0	0	0.3	1.2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	28	0	0	28	3	0	15	0	18	0	14	0	0	14	0	0	0	0	0	60
% Trucks	0	7.6	0	0	7.6	3.6	0	3.3	0	3.3	0	5.1	0	0	5.1	0	0	0	0	0	5.1
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 8-PURCHASE_ST_AT_NEW_KING_ST_639116_04-02-2019
Site Code :
Start Date : 4/2/2019

	PURCHASE ST From North					NEW KING ST From East					PURCHASE ST From South					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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	**57**	0	0	**57**	11	0	55	0	66	0	29	0	0	29	0	0	0	0	0	152
12:45 PM	0	51	0	0	51	11	0	57	0	68	0	28	0	0	28	0	0	0	0	0	147
01:00 PM	0	47	0	0	47	**13**	0	**68**	0	**81**	0	34	0	0	34	0	0	0	0	0	**162**
01:15 PM	0	40	0	0	40	9	0	53	0	62	0	**39**	0	0	**39**	0	0	0	0	0	141
Total Volume	0	195	0	0	195	44	0	233	0	277	0	130	0	0	130	0	0	0	0	0	602
% App. Total	0	100	0	0		15.9	0	84.1	0		0	100	0	0		0	0	0	0		
PHF	.000	.855	.000	.000	.855	.846	.000	.857	.000	.855	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.929
Lights	0	179	0	0	179	44	0	226	0	270	0	124	0	0	124	0	0	0	0	0	573
% Lights	0	91.8	0	0	91.8	100	0	97.0	0	97.5	0	95.4	0	0	95.4	0	0	0	0	0	95.2
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	15	0	0	15	0	0	7	0	7	0	6	0	0	6	0	0	0	0	0	28
% Trucks	0	7.7	0	0	7.7	0	0	3.0	0	2.5	0	4.6	0	0	4.6	0	0	0	0	0	4.7
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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Customer Loyalty Through Client Satisfaction

File Name : 8-PURCHASE_ST_AT_NEW_KING_ST_639116_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	PURCHASE ST From North					NEW KING ST From East					PURCHASE ST From South					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
04:00 PM	0	68	0	0	68	22	0	93	0	115	0	49	0	0	49	0	0	0	0	0	232
04:15 PM	0	56	0	0	56	19	0	93	0	112	0	73	0	0	73	0	0	0	0	0	241
04:30 PM	0	83	0	0	83	11	0	65	0	76	0	54	0	0	54	0	0	0	0	0	213
04:45 PM	0	57	0	0	57	17	0	121	0	138	0	62	0	0	62	0	0	0	0	0	257
Total	0	264	0	0	264	69	0	372	0	441	0	238	0	0	238	0	0	0	0	0	943
05:00 PM	0	75	0	0	75	17	0	128	0	145	0	72	0	0	72	0	0	0	0	0	292
05:15 PM	0	56	0	0	56	24	0	115	0	139	0	90	0	0	90	0	0	0	0	0	285
05:30 PM	0	80	0	0	80	17	0	98	0	115	0	114	0	0	114	0	0	0	0	0	309
05:45 PM	0	82	0	0	82	8	0	59	0	67	0	108	0	0	108	0	0	0	0	0	257
Total	0	293	0	0	293	66	0	400	0	466	0	384	0	0	384	0	0	0	0	0	1143
06:00 PM	0	100	0	0	100	9	0	66	0	75	0	83	0	0	83	0	0	0	0	0	258
06:15 PM	0	83	0	0	83	17	0	74	0	91	0	55	0	0	55	0	0	0	0	0	229
Grand Total	0	740	0	0	740	161	0	912	0	1073	0	760	0	0	760	0	0	0	0	0	2573
Apprch %	0	100	0	0		15	0	85	0		0	100	0	0		0	0	0	0		
Total %	0	28.8	0	0	28.8	6.3	0	35.4	0	41.7	0	29.5	0	0	29.5	0	0	0	0	0	
Lights	0	698	0	0	698	157	0	900	0	1057	0	738	0	0	738	0	0	0	0	0	2493
% Lights	0	94.3	0	0	94.3	97.5	0	98.7	0	98.5	0	97.1	0	0	97.1	0	0	0	0	0	96.9
Buses	0	15	0	0	15	3	0	3	0	6	0	10	0	0	10	0	0	0	0	0	31
% Buses	0	2	0	0	2	1.9	0	0.3	0	0.6	0	1.3	0	0	1.3	0	0	0	0	0	1.2
Trucks	0	27	0	0	27	1	0	9	0	10	0	12	0	0	12	0	0	0	0	0	49
% Trucks	0	3.6	0	0	3.6	0.6	0	1	0	0.9	0	1.6	0	0	1.6	0	0	0	0	0	1.9
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 8-PURCHASE_ST_AT_NEW_KING_ST_639116_04-02-2019
Site Code :
Start Date : 4/2/2019

	PURCHASE ST From North					NEW KING ST From East					PURCHASE ST From South					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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	57	0	0	57	17	0	121	0	138	0	62	0	0	62	0	0	0	0	0	257
05:00 PM	0	75	0	0	75	17	0	**128**	0	**145**	0	72	0	0	72	0	0	0	0	0	292
05:15 PM	0	56	0	0	56	**24**	0	115	0	139	0	90	0	0	90	0	0	0	0	0	285
05:30 PM	0	**80**	0	0	**80**	17	0	98	0	115	0	**114**	0	0	**114**	0	0	0	0	0	**309**
Total Volume	0	268	0	0	268	75	0	462	0	537	0	338	0	0	338	0	0	0	0	0	1143
% App. Total	0	100	0	0		14	0	86	0		0	100	0	0		0	0	0	0		
PHF	.000	.838	.000	.000	.838	.781	.000	.902	.000	.926	.000	.741	.000	.000	.741	.000	.000	.000	.000	.000	.925
Lights	0	255	0	0	255	74	0	457	0	531	0	333	0	0	333	0	0	0	0	0	1119
% Lights	0	95.1	0	0	95.1	98.7	0	98.9	0	98.9	0	98.5	0	0	98.5	0	0	0	0	0	97.9
Buses	0	5	0	0	5	1	0	3	0	4	0	4	0	0	4	0	0	0	0	0	13
% Buses	0	1.9	0	0	1.9	1.3	0	0.6	0	0.7	0	1.2	0	0	1.2	0	0	0	0	0	1.1
Trucks	0	8	0	0	8	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	11
% Trucks	0	3.0	0	0	3.0	0	0	0.4	0	0.4	0	0.3	0	0	0.3	0	0	0	0	0	1.0
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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Customer Loyalty Through Client Satisfaction

File Name : 9-PURCHASE_ST_AT_AIRPORT_RD_639121_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	PURCHASE ST From North					AIRPORT RD From East					PURCHASE ST From South					AIRPORT 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	55	10	13	0	78	0	0	0	0	0	9	3	3	0	15	41	102	40	0	183	276
06:45 AM	50	12	10	0	72	0	0	0	0	0	6	7	11	0	24	34	80	40	0	154	250
Total	105	22	23	0	150	0	0	0	0	0	15	10	14	0	39	75	182	80	0	337	526
07:00 AM	55	8	5	0	68	0	0	0	0	0	6	5	13	0	24	37	81	42	0	160	252
07:15 AM	81	13	12	0	106	0	0	0	0	0	5	7	26	0	38	34	106	64	0	204	348
07:30 AM	94	20	11	0	125	0	0	0	0	0	9	12	32	0	53	42	83	55	0	180	358
07:45 AM	121	18	11	0	150	0	0	0	0	0	13	19	32	0	64	53	131	48	0	232	446
Total	351	59	39	0	449	0	0	0	0	0	33	43	103	0	179	166	401	209	0	776	1404
08:00 AM	124	28	8	0	160	0	0	0	0	0	14	17	19	0	50	63	88	53	0	204	414
08:15 AM	110	32	10	0	152	0	0	0	0	0	14	15	17	0	46	69	79	61	0	209	407
08:30 AM	79	34	7	0	120	0	0	0	0	0	16	19	17	0	52	59	82	67	0	208	380
08:45 AM	97	25	16	0	138	0	0	0	0	0	7	29	33	0	69	74	97	71	0	242	449
Total	410	119	41	0	570	0	0	0	0	0	51	80	86	0	217	265	346	252	0	863	1650
09:00 AM	102	22	14	0	138	0	0	0	0	0	15	20	18	0	53	90	110	57	0	257	448
09:15 AM	64	16	12	0	92	0	0	0	0	0	10	20	19	0	49	63	101	63	0	227	368
Grand Total	1032	238	129	0	1399	0	0	0	0	0	124	173	240	0	537	659	1140	661	0	2460	4396
Apprch %	73.8	17	9.2	0		0	0	0	0		23.1	32.2	44.7	0		26.8	46.3	26.9	0		
Total %	23.5	5.4	2.9	0	31.8	0	0	0	0	0	2.8	3.9	5.5	0	12.2	15	25.9	15	0	56	
Lights	978	218	123	0	1319	0	0	0	0	0	119	151	221	0	491	632	1094	621	0	2347	4157
% Lights	94.8	91.6	95.3	0	94.3	0	0	0	0	0	96	87.3	92.1	0	91.4	95.9	96	93.9	0	95.4	94.6
Buses	23	12	3	0	38	0	0	0	0	0	0	11	4	0	15	5	17	6	0	28	81
% Buses	2.2	5	2.3	0	2.7	0	0	0	0	0	0	6.4	1.7	0	2.8	0.8	1.5	0.9	0	1.1	1.8
Trucks	31	8	3	0	42	0	0	0	0	0	5	11	15	0	31	22	29	34	0	85	158
% Trucks	3	3.4	2.3	0	3	0	0	0	0	0	4	6.4	6.2	0	5.8	3.3	2.5	5.1	0	3.5	3.6
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-PURCHASE_ST_AT_AIRPORT_RD_639121_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 2

	PURCHASE ST From North					AIRPORT RD From East					PURCHASE ST From South					AIRPORT 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 08:15 AM																					
08:15 AM	**110**	32	10	0	**152**	0	0	0	0	0	14	15	17	0	46	69	79	61	0	209	407
08:30 AM	79	**34**	7	0	120	0	0	0	0	0	**16**	19	17	0	52	59	82	67	0	208	380
08:45 AM	97	25	**16**	0	138	0	0	0	0	0	7	**29**	**33**	0	**69**	74	97	**71**	0	242	**449**
09:00 AM	102	22	14	0	138	0	0	0	0	0	15	20	18	0	53	**90**	**110**	57	0	**257**	448
Total Volume	388	113	47	0	548	0	0	0	0	0	52	83	85	0	220	292	368	256	0	916	1684
% App. Total	70.8	20.6	8.6	0		0	0	0	0		23.6	37.7	38.6	0		31.9	40.2	27.9	0		
PHF	.882	.831	.734	.000	.901	.000	.000	.000	.000	.000	.813	.716	.644	.000	.797	.811	.836	.901	.000	.891	.938
Lights	370	103	45	0	518	0	0	0	0	0	50	74	79	0	203	281	354	235	0	870	1591
% Lights	95.4	91.2	95.7	0	94.5	0	0	0	0	0	96.2	89.2	92.9	0	92.3	96.2	96.2	91.8	0	95.0	94.5
Buses	5	5	1	0	11	0	0	0	0	0	0	2	1	0	3	3	6	5	0	14	28
% Buses	1.3	4.4	2.1	0	2.0	0	0	0	0	0	0	2.4	1.2	0	1.4	1.0	1.6	2.0	0	1.5	1.7
Trucks	13	5	1	0	19	0	0	0	0	0	2	7	5	0	14	8	8	16	0	32	65
% Trucks	3.4	4.4	2.1	0	3.5	0	0	0	0	0	3.8	8.4	5.9	0	6.4	2.7	2.2	6.3	0	3.5	3.9
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-PURCHASE_ST_AT_AIRPORT_RD_639121_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	PURCHASE ST From North					AIRPORT RD From East					PURCHASE ST From South					AIRPORT 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
11:30 AM	81	16	7	0	104	0	0	0	0	0	9	10	14	0	33	6	49	21	0	76	213
11:45 AM	80	19	3	0	102	0	0	0	0	0	11	11	10	0	32	19	68	30	0	117	251
Total	161	35	10	0	206	0	0	0	0	0	20	21	24	0	65	25	117	51	0	193	464
12:00 PM	78	12	7	0	97	0	0	0	0	0	8	15	21	0	44	22	42	22	0	86	227
12:15 PM	68	20	7	0	95	0	0	0	0	0	14	11	20	0	45	21	44	23	0	88	228
12:30 PM	69	25	10	0	104	0	0	1	0	1	7	8	18	0	33	10	67	22	0	99	237
12:45 PM	80	23	11	0	114	0	0	0	0	0	13	7	23	0	43	22	84	20	0	126	283
Total	295	80	35	0	410	0	0	1	0	1	42	41	82	0	165	75	237	87	0	399	975
01:00 PM	91	21	5	0	117	0	0	0	0	0	11	13	15	0	39	23	58	20	0	101	257
01:15 PM	74	11	5	0	90	0	0	0	0	0	12	14	23	0	49	17	75	28	0	120	259
Grand Total	621	147	55	0	823	0	0	1	0	1	85	89	144	0	318	140	487	186	0	813	1955
Apprch %	75.5	17.9	6.7	0		0	0	100	0		26.7	28	45.3	0		17.2	59.9	22.9	0		
Total %	31.8	7.5	2.8	0	42.1	0	0	0.1	0	0.1	4.3	4.6	7.4	0	16.3	7.2	24.9	9.5	0	41.6	
Lights	589	138	53	0	780	0	0	1	0	1	84	84	132	0	300	135	467	175	0	777	1858
% Lights	94.8	93.9	96.4	0	94.8	0	0	100	0	100	98.8	94.4	91.7	0	94.3	96.4	95.9	94.1	0	95.6	95
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	1.8	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	32	9	1	0	42	0	0	0	0	0	1	5	12	0	18	5	20	11	0	36	96
% Trucks	5.2	6.1	1.8	0	5.1	0	0	0	0	0	1.2	5.6	8.3	0	5.7	3.6	4.1	5.9	0	4.4	4.9
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-PURCHASE_ST_AT_AIRPORT_RD_639121_04-02-2019
Site Code :
Start Date : 4/2/2019

	PURCHASE ST From North					AIRPORT RD From East					PURCHASE ST From South					AIRPORT 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	69	**25**	10	0	104	0	0	**1**	0	**1**	7	8	18	0	33	10	67	22	0	99	237
12:45 PM	80	23	**11**	0	114	0	0	0	0	0	**13**	7	**23**	0	43	22	**84**	20	0	**126**	**283**
01:00 PM	**91**	21	5	0	**117**	0	0	0	0	0	11	13	15	0	39	**23**	58	20	0	101	257
01:15 PM	74	11	5	0	90	0	0	0	0	0	12	**14**	23	0	**49**	17	75	**28**	0	120	259
Total Volume	314	80	31	0	425	0	0	1	0	1	43	42	79	0	164	72	284	90	0	446	1036
% App. Total	73.9	18.8	7.3	0		0	0	100	0		26.2	25.6	48.2	0		16.1	63.7	20.2	0		
PHF	.863	.800	.705	.000	.908	.000	.000	.250	.000	.250	.827	.750	.859	.000	.837	.783	.845	.804	.000	.885	.915
Lights	300	74	29	0	403	0	0	1	0	1	43	40	74	0	157	69	272	84	0	425	986
% Lights	95.5	92.5	93.5	0	94.8	0	0	100	0	100	100	95.2	93.7	0	95.7	95.8	95.8	93.3	0	95.3	95.2
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	3.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	14	6	1	0	21	0	0	0	0	0	0	2	5	0	7	3	12	6	0	21	49
% Trucks	4.5	7.5	3.2	0	4.9	0	0	0	0	0	0	4.8	6.3	0	4.3	4.2	4.2	6.7	0	4.7	4.7
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-PURCHASE_ST_AT_AIRPORT_RD_639121_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	PURCHASE ST From North					AIRPORT RD From East					PURCHASE ST From South					AIRPORT 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
04:00 PM	131	28	10	0	169	0	0	0	0	0	13	17	54	0	84	15	35	36	0	86	339
04:15 PM	120	22	7	0	149	0	0	0	0	0	3	22	59	0	84	22	56	46	0	124	357
04:30 PM	116	23	5	0	144	0	0	0	0	0	5	13	58	0	76	29	47	43	0	119	339
04:45 PM	157	19	6	0	182	0	0	0	0	0	8	13	52	0	73	27	47	46	0	120	375
Total	524	92	28	0	644	0	0	0	0	0	29	65	223	0	317	93	185	171	0	449	1410
05:00 PM	159	36	7	0	202	0	0	0	0	0	8	27	64	0	99	20	49	48	0	117	418
05:15 PM	136	27	5	0	168	0	0	0	0	0	5	28	84	0	117	31	61	68	0	160	445
05:30 PM	132	29	11	0	172	0	0	0	0	0	3	26	73	0	102	41	61	84	0	186	460
05:45 PM	103	29	8	0	140	0	0	0	0	0	6	22	62	0	90	32	73	81	0	186	416
Total	530	121	31	0	682	0	0	0	0	0	22	103	283	0	408	124	244	281	0	649	1739
06:00 PM	122	27	6	0	155	0	0	0	0	0	6	16	67	0	89	24	48	68	0	140	384
06:15 PM	137	22	7	0	166	0	0	0	0	0	7	19	37	0	63	26	30	38	0	94	323
Grand Total	1313	262	72	0	1647	0	0	0	0	0	64	203	610	0	877	267	507	558	0	1332	3856
Apprch %	79.7	15.9	4.4	0		0	0	0	0		7.3	23.1	69.6	0		20	38.1	41.9	0		
Total %	34.1	6.8	1.9	0	42.7	0	0	0	0	0	1.7	5.3	15.8	0	22.7	6.9	13.1	14.5	0	34.5	
Lights	1288	243	67	0	1598	0	0	0	0	0	62	189	601	0	852	262	498	549	0	1309	3759
% Lights	98.1	92.7	93.1	0	97	0	0	0	0	0	96.9	93.1	98.5	0	97.1	98.1	98.2	98.4	0	98.3	97.5
Buses	4	10	3	0	17	0	0	0	0	0	0	10	0	0	10	1	6	1	0	8	35
% Buses	0.3	3.8	4.2	0	1	0	0	0	0	0	0	4.9	0	0	1.1	0.4	1.2	0.2	0	0.6	0.9
Trucks	21	9	2	0	32	0	0	0	0	0	2	4	9	0	15	4	3	8	0	15	62
% Trucks	1.6	3.4	2.8	0	1.9	0	0	0	0	0	3.1	2	1.5	0	1.7	1.5	0.6	1.4	0	1.1	1.6
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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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 9-PURCHASE_ST_AT_AIRPORT_RD_639121_04-02-2019
Site Code :
Start Date : 4/2/2019

	PURCHASE ST From North					AIRPORT RD From East					PURCHASE ST From South					AIRPORT 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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**159**	**36**	7	0	**202**	0	0	0	0	0	**8**	27	64	0	99	20	49	48	0	117	418
05:15 PM	136	27	5	0	168	0	0	0	0	0	5	**28**	**84**	0	**117**	31	61	68	0	160	445
05:30 PM	132	29	**11**	0	172	0	0	0	0	0	3	26	73	0	102	**41**	61	**84**	0	**186**	**460**
05:45 PM	103	29	8	0	140	0	0	0	0	0	6	22	62	0	90	32	**73**	81	0	186	416
Total Volume	530	121	31	0	682	0	0	0	0	0	22	103	283	0	408	124	244	281	0	649	1739
% App. Total	77.7	17.7	4.5	0		0	0	0	0		5.4	25.2	69.4	0		19.1	37.6	43.3	0		
PHF	.833	.840	.705	.000	.844	.000	.000	.000	.000	.000	.688	.920	.842	.000	.872	.756	.836	.836	.000	.872	.945
Lights	520	115	28	0	663	0	0	0	0	0	22	97	280	0	399	124	240	278	0	642	1704
% Lights	98.1	95.0	90.3	0	97.2	0	0	0	0	0	100	94.2	98.9	0	97.8	100	98.4	98.9	0	98.9	98.0
Buses	4	3	2	0	9	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	16
% Buses	0.8	2.5	6.5	0	1.3	0	0	0	0	0	0	4.9	0	0	1.2	0	0.8	0	0	0.3	0.9
Trucks	6	3	1	0	10	0	0	0	0	0	0	1	3	0	4	0	2	3	0	5	19
% Trucks	1.1	2.5	3.2	0	1.5	0	0	0	0	0	0	1.0	1.1	0	1.0	0	0.8	1.1	0	0.8	1.1
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-AIRPORT_RD_AT_I-684_NB_ON_0FF_RAMPS_639122_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	I-684 NB ON RAMP From North					AIRPORT RD From East					I-684 NB OFF RAMP From South					AIRPORT 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	0	0	0	24	40	0	0	64	84	0	0	0	84	0	99	0	0	99	247
06:45 AM	0	0	0	0	0	28	33	0	0	61	69	0	0	0	69	0	91	1	0	92	222
Total	0	0	0	0	0	52	73	0	0	125	153	0	0	0	153	0	190	1	0	191	469
07:00 AM	0	0	0	0	0	26	43	0	0	69	74	0	0	0	74	0	86	0	0	86	229
07:15 AM	0	0	0	0	0	29	78	0	0	107	102	0	0	0	102	0	102	0	0	102	311
07:30 AM	0	0	0	0	0	43	83	0	0	126	86	0	0	0	86	0	88	0	0	88	300
07:45 AM	0	0	0	0	0	47	106	0	0	153	97	0	0	0	97	0	131	1	0	132	382
Total	0	0	0	0	0	145	310	0	0	455	359	0	0	0	359	0	407	1	0	408	1222
08:00 AM	0	0	0	0	0	32	109	0	0	141	99	0	0	0	99	0	110	1	0	111	351
08:15 AM	0	0	0	0	0	27	101	0	0	128	85	0	0	0	85	0	124	0	0	124	337
08:30 AM	0	0	0	0	0	23	72	0	0	95	93	0	0	0	93	0	114	0	0	114	302
08:45 AM	0	0	0	0	0	41	88	0	0	129	101	0	0	0	101	0	153	0	0	153	383
Total	0	0	0	0	0	123	370	0	0	493	378	0	0	0	378	0	501	1	0	502	1373
09:00 AM	0	0	0	0	0	40	81	0	0	121	92	0	0	0	92	0	179	1	0	180	393
09:15 AM	0	0	0	0	0	28	55	0	0	83	95	1	0	0	96	0	137	0	0	137	316
Grand Total	0	0	0	0	0	388	889	0	0	1277	1077	1	0	0	1078	0	1414	4	0	1418	3773
Apprch %	0	0	0	0		30.4	69.6	0	0		99.9	0.1	0	0		0	99.7	0.3	0		
Total %	0	0	0	0	0	10.3	23.6	0	0	33.8	28.5	0	0	0	28.6	0	37.5	0.1	0	37.6	
Lights	0	0	0	0	0	363	839	0	0	1202	1006	0	0	0	1006	0	1371	4	0	1375	3583
% Lights	0	0	0	0	0	93.6	94.4	0	0	94.1	93.4	0	0	0	93.3	0	97	100	0	97	95
Buses	0	0	0	0	0	7	22	0	0	29	18	0	0	0	18	0	10	0	0	10	57
% Buses	0	0	0	0	0	1.8	2.5	0	0	2.3	1.7	0	0	0	1.7	0	0.7	0	0	0.7	1.5
Trucks	0	0	0	0	0	18	28	0	0	46	53	1	0	0	54	0	33	0	0	33	133
% Trucks	0	0	0	0	0	4.6	3.1	0	0	3.6	4.9	100	0	0	5	0	2.3	0	0	2.3	3.5
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-AIRPORT_RD_AT_I-684_NB_ON_0FF_RAMPS_639122_04-02-2019
Site Code :
Start Date : 4/2/2019

	I-684 NB ON RAMP From North					AIRPORT RD From East					I-684 NB OFF RAMP From South					AIRPORT 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 08:15 AM																					
08:15 AM	0	0	0	0	0	27	**101**	0	0	128	85	0	0	0	85	0	124	0	0	124	337
08:30 AM	0	0	0	0	0	23	72	0	0	95	93	0	0	0	93	0	114	0	0	114	302
08:45 AM	0	0	0	0	0	**41**	88	0	0	**129**	**101**	0	0	0	**101**	0	153	0	0	153	383
09:00 AM	0	0	0	0	0	40	81	0	0	121	92	0	0	0	92	0	**179**	**1**	0	**180**	**393**
Total Volume	0	0	0	0	0	131	342	0	0	473	371	0	0	0	371	0	570	1	0	571	1415
% App. Total	0	0	0	0		27.7	72.3	0	0		100	0	0	0		0	99.8	0.2	0		
PHF	.000	.000	.000	.000	.000	.799	.847	.000	.000	.917	.918	.000	.000	.000	.918	.000	.796	.250	.000	.793	.900
Lights	0	0	0	0	0	122	327	0	0	449	343	0	0	0	343	0	556	1	0	557	1349
% Lights	0	0	0	0	0	93.1	95.6	0	0	94.9	92.5	0	0	0	92.5	0	97.5	100	0	97.5	95.3
Buses	0	0	0	0	0	2	5	0	0	7	7	0	0	0	7	0	3	0	0	3	17
% Buses	0	0	0	0	0	1.5	1.5	0	0	1.5	1.9	0	0	0	1.9	0	0.5	0	0	0.5	1.2
Trucks	0	0	0	0	0	7	10	0	0	17	21	0	0	0	21	0	11	0	0	11	49
% Trucks	0	0	0	0	0	5.3	2.9	0	0	3.6	5.7	0	0	0	5.7	0	1.9	0	0	1.9	3.5
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-AIRPORT_RD_AT_I-684_NB_ON_0FF_RAMPS_639122_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	I-684 NB ON RAMP From North					AIRPORT RD From East					I-684 NB OFF RAMP From South					AIRPORT 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
11:30 AM	0	0	0	0	0	31	65	0	0	96	52	0	0	0	52	0	21	2	0	23	171
11:45 AM	0	0	0	0	0	27	63	0	0	90	68	1	0	0	69	0	45	2	0	47	206
Total	0	0	0	0	0	58	128	0	0	186	120	1	0	0	121	0	66	4	0	70	377
12:00 PM	0	0	0	0	0	44	55	0	0	99	55	0	2	0	57	0	35	0	0	35	191
12:15 PM	0	0	0	0	0	34	54	0	0	88	48	0	1	0	49	0	41	1	0	42	179
12:30 PM	0	0	0	0	0	33	53	0	0	86	62	0	0	0	62	0	38	1	0	39	187
12:45 PM	0	0	0	0	0	50	53	0	0	103	80	0	0	0	80	0	43	4	0	47	230
Total	0	0	0	0	0	161	215	0	0	376	245	0	3	0	248	0	157	6	0	163	787
01:00 PM	0	0	0	0	0	49	57	0	0	106	63	0	1	0	64	0	42	0	0	42	212
01:15 PM	0	0	0	0	0	39	58	0	0	97	72	0	1	0	73	0	44	1	0	45	215
Grand Total	0	0	0	0	0	307	458	0	0	765	500	1	5	0	506	0	309	11	0	320	1591
Apprch %	0	0	0	0		40.1	59.9	0	0		98.8	0.2	1	0		0	96.6	3.4	0		
Total %	0	0	0	0	0	19.3	28.8	0	0	48.1	31.4	0.1	0.3	0	31.8	0	19.4	0.7	0	20.1	
Lights	0	0	0	0	0	287	438	0	0	725	474	1	5	0	480	0	297	11	0	308	1513
% Lights	0	0	0	0	0	93.5	95.6	0	0	94.8	94.8	100	100	0	94.9	0	96.1	100	0	96.2	95.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	0	0	0	0	20	19	0	0	39	26	0	0	0	26	0	12	0	0	12	77
% Trucks	0	0	0	0	0	6.5	4.1	0	0	5.1	5.2	0	0	0	5.1	0	3.9	0	0	3.8	4.8
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-AIRPORT_RD_AT_I-684_NB_ON_0FF_RAMPS_639122_04-02-2019
Site Code :
Start Date : 4/2/2019

	I-684 NB ON RAMP From North					AIRPORT RD From East					I-684 NB OFF RAMP From South					AIRPORT 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	0	0	0	33	53	0	0	86	62	0	0	0	62	0	38	1	0	39	187
12:45 PM	0	0	0	0	0	**50**	53	0	0	103	**80**	0	0	0	**80**	0	43	**4**	0	**47**	**230**
01:00 PM	0	0	0	0	0	49	57	0	0	**106**	63	0	**1**	0	64	0	42	0	0	42	212
01:15 PM	0	0	0	0	0	39	**58**	0	0	97	72	0	1	0	73	0	**44**	1	0	45	215
Total Volume	0	0	0	0	0	171	221	0	0	392	277	0	2	0	279	0	167	6	0	173	844
% App. Total	0	0	0	0		43.6	56.4	0	0		99.3	0	0.7	0		0	96.5	3.5	0		
PHF	.000	.000	.000	.000	.000	.855	.953	.000	.000	.925	.866	.000	.500	.000	.872	.000	.949	.375	.000	.920	.917
Lights	0	0	0	0	0	161	213	0	0	374	261	0	2	0	263	0	159	6	0	165	802
% Lights	0	0	0	0	0	94.2	96.4	0	0	95.4	94.2	0	100	0	94.3	0	95.2	100	0	95.4	95.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	10	8	0	0	18	16	0	0	0	16	0	8	0	0	8	42
% Trucks	0	0	0	0	0	5.8	3.6	0	0	4.6	5.8	0	0	0	5.7	0	4.8	0	0	4.6	5.0
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, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 10-AIRPORT_RD_AT_I-684_NB_ON_0FF_RAMPS_639122_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	I-684 NB ON RAMP From North					AIRPORT RD From East					I-684 NB OFF RAMP From South					AIRPORT 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
04:00 PM	0	0	0	0	0	116	69	0	0	185	56	0	1	0	57	0	29	0	0	29	271
04:15 PM	0	0	0	0	0	110	68	0	0	178	73	1	2	0	76	0	50	1	0	51	305
04:30 PM	0	0	0	0	0	103	70	0	0	173	62	0	0	0	62	0	56	0	0	56	291
04:45 PM	0	0	0	0	0	110	101	0	0	211	69	0	1	0	70	0	48	1	0	49	330
Total	0	0	0	0	0	439	308	0	0	747	260	1	4	0	265	0	183	2	0	185	1197
05:00 PM	0	0	0	0	0	149	68	0	0	217	78	0	1	0	79	0	45	0	0	45	341
05:15 PM	0	0	0	0	0	161	61	0	0	222	101	0	0	0	101	0	63	0	0	63	386
05:30 PM	0	0	0	0	0	135	71	0	0	206	126	0	0	0	126	0	58	2	0	60	392
05:45 PM	0	0	0	0	0	106	60	0	0	166	131	0	2	0	133	0	58	1	0	59	358
Total	0	0	0	0	0	551	260	0	0	811	436	0	3	0	439	0	224	3	0	227	1477
06:00 PM	0	0	0	0	0	107	84	0	0	191	93	0	0	0	93	0	45	0	0	45	329
06:15 PM	0	0	0	0	0	79	95	0	0	174	57	0	0	0	57	0	39	0	0	39	270
Grand Total	0	0	0	0	0	1176	747	0	0	1923	846	1	7	0	854	0	491	5	0	496	3273
Apprch %	0	0	0	0		61.2	38.8	0	0		99.1	0.1	0.8	0		0	99	1	0		
Total %	0	0	0	0	0	35.9	22.8	0	0	58.8	25.8	0	0.2	0	26.1	0	15	0.2	0	15.2	
Lights	0	0	0	0	0	1159	726	0	0	1885	837	0	7	0	844	0	481	5	0	486	3215
% Lights	0	0	0	0	0	98.6	97.2	0	0	98	98.9	0	100	0	98.8	0	98	100	0	98	98.2
Buses	0	0	0	0	0	2	1	0	0	3	3	0	0	0	3	0	5	0	0	5	11
% Buses	0	0	0	0	0	0.2	0.1	0	0	0.2	0.4	0	0	0	0.4	0	1	0	0	1	0.3
Trucks	0	0	0	0	0	15	20	0	0	35	6	1	0	0	7	0	5	0	0	5	47
% Trucks	0	0	0	0	0	1.3	2.7	0	0	1.8	0.7	100	0	0	0.8	0	1	0	0	1	1.4
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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Customer Loyalty Through Client Satisfaction

File Name : 10-AIRPORT_RD_AT_I-684_NB_ON_0FF_RAMPS_639122_04-02-2019
Site Code :
Start Date : 4/2/2019

	I-684 NB ON RAMP From North					AIRPORT RD From East					I-684 NB OFF RAMP From South					AIRPORT 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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	149	68	0	0	217	78	0	1	0	79	0	45	0	0	45	341
05:15 PM	0	0	0	0	0	**161**	61	0	0	**222**	101	0	0	0	101	0	**63**	0	0	**63**	386
05:30 PM	0	0	0	0	0	135	**71**	0	0	206	126	0	0	0	126	0	58	**2**	0	60	**392**
05:45 PM	0	0	0	0	0	106	60	0	0	166	**131**	0	**2**	0	**133**	0	58	1	0	59	358
Total Volume	0	0	0	0	0	551	260	0	0	811	436	0	3	0	439	0	224	3	0	227	1477
% App. Total	0	0	0	0		67.9	32.1	0	0		99.3	0	0.7	0		0	98.7	1.3	0		
PHF	.000	.000	.000	.000	.000	.856	.915	.000	.000	.913	.832	.000	.375	.000	.825	.000	.889	.375	.000	.901	.942
Lights	0	0	0	0	0	542	253	0	0	795	435	0	3	0	438	0	219	3	0	222	1455
% Lights	0	0	0	0	0	98.4	97.3	0	0	98.0	99.8	0	100	0	99.8	0	97.8	100	0	97.8	98.5
Buses	0	0	0	0	0	2	1	0	0	3	1	0	0	0	1	0	2	0	0	2	6
% Buses	0	0	0	0	0	0.4	0.4	0	0	0.4	0.2	0	0	0	0.2	0	0.9	0	0	0.9	0.4
Trucks	0	0	0	0	0	7	6	0	0	13	0	0	0	0	0	0	3	0	0	3	16
% Trucks	0	0	0	0	0	1.3	2.3	0	0	1.6	0	0	0	0	0	0	1.3	0	0	1.3	1.1
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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Customer Loyalty Through Client Satisfaction

File Name : 11-NYS_RT_22_AT_NYS_RT_128_IBM_DRIVEWAY_639124_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS RT 128 From North					NYS RT 22 From East					IBM DRIVEWAY From South					NYS RT 22 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	33	1	4	0	38	4	108	17	0	129	0	0	0	0	0	3	27	18	0	48	215
06:45 AM	26	1	10	0	37	10	120	33	0	163	0	0	1	0	1	7	45	17	0	69	270
Total	59	2	14	0	75	14	228	50	0	292	0	0	1	0	1	10	72	35	0	117	485
07:00 AM	39	1	26	0	66	16	145	25	0	186	0	0	1	0	1	9	83	21	0	113	366
07:15 AM	36	1	42	0	79	16	161	46	0	223	0	0	0	0	0	12	119	12	0	143	445
07:30 AM	77	3	25	0	105	30	215	48	0	293	2	0	0	0	2	18	97	22	0	137	537
07:45 AM	53	2	21	0	76	40	168	49	0	257	1	0	0	0	1	15	128	24	0	167	501
Total	205	7	114	0	326	102	689	168	0	959	3	0	1	0	4	54	427	79	0	560	1849
08:00 AM	42	6	33	0	81	31	164	61	0	256	0	0	0	0	0	30	119	31	0	180	517
08:15 AM	50	6	32	0	88	25	184	76	0	285	2	0	2	0	4	34	135	35	0	204	581
08:30 AM	40	7	24	0	71	37	149	90	0	276	1	1	1	0	3	27	93	38	0	158	508
08:45 AM	46	6	56	0	108	61	162	84	0	307	2	0	4	0	6	45	96	38	0	179	600
Total	178	25	145	0	348	154	659	311	0	1124	5	1	7	0	13	136	443	142	0	721	2206
09:00 AM	33	4	45	0	82	54	152	95	0	301	1	0	1	0	2	38	109	33	0	180	565
09:15 AM	40	1	18	0	59	25	155	49	0	229	0	0	2	0	2	21	99	34	0	154	444
Grand Total	515	39	336	0	890	349	1883	673	0	2905	9	1	12	0	22	259	1150	323	0	1732	5549
Apprch %	57.9	4.4	37.8	0		12	64.8	23.2	0		40.9	4.5	54.5	0		15	66.4	18.6	0		
Total %	9.3	0.7	6.1	0	16	6.3	33.9	12.1	0	52.4	0.2	0	0.2	0	0.4	4.7	20.7	5.8	0	31.2	
Lights	486	39	311	0	836	327	1816	670	0	2813	7	1	7	0	15	250	1067	311	0	1628	5292
% Lights	94.4	100	92.6	0	93.9	93.7	96.4	99.6	0	96.8	77.8	100	58.3	0	68.2	96.5	92.8	96.3	0	94	95.4
Buses	19	0	5	0	24	6	25	2	0	33	0	0	5	0	5	8	32	5	0	45	107
% Buses	3.7	0	1.5	0	2.7	1.7	1.3	0.3	0	1.1	0	0	41.7	0	22.7	3.1	2.8	1.5	0	2.6	1.9
Trucks	10	0	20	0	30	16	42	1	0	59	2	0	0	0	2	1	51	7	0	59	150
% Trucks	1.9	0	6	0	3.4	4.6	2.2	0.1	0	2	22.2	0	0	0	9.1	0.4	4.4	2.2	0	3.4	2.7
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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Customer Loyalty Through Client Satisfaction

File Name : 11-NYS_RT_22_AT_NYS_RT_128_IBM_DRIVEWAY_639124_04-02-2019
Site Code :
Start Date : 4/2/2019

	NYS RT 128 From North					NYS RT 22 From East					IBM DRIVEWAY From South					NYS RT 22 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 08:15 AM																					
08:15 AM	**50**	6	32	0	88	25	**184**	76	0	285	**2**	0	2	0	4	34	**135**	35	0	**204**	581
08:30 AM	40	**7**	24	0	71	37	149	90	0	276	1	**1**	1	0	3	27	93	**38**	0	158	508
08:45 AM	46	6	**56**	0	**108**	**61**	162	84	0	**307**	2	0	**4**	0	**6**	**45**	96	38	0	179	**600**
09:00 AM	33	4	45	0	82	54	152	**95**	0	301	1	0	1	0	2	38	109	33	0	180	565
Total Volume	169	23	157	0	349	177	647	345	0	1169	6	1	8	0	15	144	433	144	0	721	2254
% App. Total	48.4	6.6	45	0		15.1	55.3	29.5	0		40	6.7	53.3	0		20	60.1	20	0		
PHF	.845	.821	.701	.000	.808	.725	.879	.908	.000	.952	.750	.250	.500	.000	.625	.800	.802	.947	.000	.884	.939
Lights	159	23	143	0	325	170	620	343	0	1133	6	1	4	0	11	140	394	135	0	669	2138
% Lights	94.1	100	91.1	0	93.1	96.0	95.8	99.4	0	96.9	100	100	50.0	0	73.3	97.2	91.0	93.8	0	92.8	94.9
Buses	5	0	3	0	8	1	7	2	0	10	0	0	4	0	4	4	14	3	0	21	43
% Buses	3.0	0	1.9	0	2.3	0.6	1.1	0.6	0	0.9	0	0	50.0	0	26.7	2.8	3.2	2.1	0	2.9	1.9
Trucks	5	0	11	0	16	6	20	0	0	26	0	0	0	0	0	0	25	6	0	31	73
% Trucks	3.0	0	7.0	0	4.6	3.4	3.1	0	0	2.2	0	0	0	0	0	0	5.8	4.2	0	4.3	3.2
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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Customer Loyalty Through Client Satisfaction

File Name : 11-NYS_RT_22_AT_NYS_RT_128_IBM_DRIVEWAY_639124_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS RT 128 From North					NYS RT 22 From East					IBM DRIVEWAY From South					NYS RT 22 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
11:30 AM	32	1	23	0	56	19	61	4	0	84	4	3	1	0	8	1	67	29	0	97	245
11:45 AM	30	1	24	0	55	27	72	5	0	104	4	3	2	0	9	4	70	37	0	111	279
Total	62	2	47	0	111	46	133	9	0	188	8	6	3	0	17	5	137	66	0	208	524
12:00 PM	32	1	34	0	67	20	82	3	0	105	10	4	1	0	15	2	70	39	0	111	298
12:15 PM	38	0	21	0	59	21	68	3	0	92	5	5	0	0	10	2	84	46	0	132	293
12:30 PM	50	4	31	0	85	13	77	4	0	94	4	3	3	0	10	1	56	31	1	89	278
12:45 PM	27	4	24	0	55	27	55	3	0	85	3	1	0	0	4	2	66	50	0	118	262
Total	147	9	110	0	266	81	282	13	0	376	22	13	4	0	39	7	276	166	1	450	1131
01:00 PM	36	5	35	0	76	19	59	3	0	81	2	4	2	0	8	1	66	44	0	111	276
01:15 PM	36	7	24	0	67	16	55	4	0	75	1	2	1	0	4	2	84	40	0	126	272
Grand Total	281	23	216	0	520	162	529	29	0	720	33	25	10	0	68	15	563	316	1	895	2203
Apprch %	54	4.4	41.5	0		22.5	73.5	4	0		48.5	36.8	14.7	0		1.7	62.9	35.3	0.1		
Total %	12.8	1	9.8	0	23.6	7.4	24	1.3	0	32.7	1.5	1.1	0.5	0	3.1	0.7	25.6	14.3	0	40.6	
Lights	269	23	204	0	496	145	495	29	0	669	33	25	9	0	67	15	524	302	0	841	2073
% Lights	95.7	100	94.4	0	95.4	89.5	93.6	100	0	92.9	100	100	90	0	98.5	100	93.1	95.6	0	94	94.1
Buses	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	5	1	0	6	12
% Buses	0	0	0	0	0	2.5	0.4	0	0	0.8	0	0	0	0	0	0	0.9	0.3	0	0.7	0.5
Trucks	12	0	12	0	24	13	32	0	0	45	0	0	1	0	1	0	34	13	0	47	117
% Trucks	4.3	0	5.6	0	4.6	8	6	0	0	6.2	0	0	10	0	1.5	0	6	4.1	0	5.3	5.3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0

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Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 11-NYS_RT_22_AT_NYS_RT_128_IBM_DRIVEWAY_639124_04-02-2019
Site Code :
Start Date : 4/2/2019

	NYS RT 128 From North					NYS RT 22 From East					IBM DRIVEWAY From South					NYS RT 22 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	30	1	24	0	55	**27**	72	**5**	0	104	4	3	2	0	9	**4**	70	37	0	111	279
12:00 PM	32	1	**34**	0	67	20	**82**	3	0	**105**	**10**	4	1	0	**15**	2	70	39	0	111	**298**
12:15 PM	38	0	21	0	59	21	68	3	0	92	5	**5**	0	0	10	2	**84**	**46**	0	**132**	293
12:30 PM	**50**	**4**	31	0	**85**	13	77	4	0	94	4	3	**3**	0	10	1	56	31	**1**	89	278
Total Volume	150	6	110	0	266	81	299	15	0	395	23	15	6	0	44	9	280	153	1	443	1148
% App. Total	56.4	2.3	41.4	0		20.5	75.7	3.8	0		52.3	34.1	13.6	0		2	63.2	34.5	0.2		
PHF	.750	.375	.809	.000	.782	.750	.912	.750	.000	.940	.575	.750	.500	.000	.733	.563	.833	.832	.250	.839	.963
Lights	147	6	103	0	256	74	283	15	0	372	23	15	5	0	43	9	258	147	0	414	1085
% Lights	98.0	100	93.6	0	96.2	91.4	94.6	100	0	94.2	100	100	83.3	0	97.7	100	92.1	96.1	0	93.5	94.5
Buses	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	5
% Buses	0	0	0	0	0	1.2	0.7	0	0	0.8	0	0	0	0	0	0	0.4	0.7	0	0.5	0.4
Trucks	3	0	7	0	10	6	14	0	0	20	0	0	1	0	1	0	21	5	0	26	57
% Trucks	2.0	0	6.4	0	3.8	7.4	4.7	0	0	5.1	0	0	16.7	0	2.3	0	7.5	3.3	0	5.9	5.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.2	0.1

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400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 11-NYS_RT_22_AT_NYS_RT_128_IBM_DRIVEWAY_639124_04-02-2019
Site Code :
Start Date : 4/2/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS RT 128 From North					NYS RT 22 From East					IBM DRIVEWAY From South					NYS RT 22 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
04:00 PM	52	2	47	0	101	23	87	0	0	110	37	1	6	0	44	1	144	37	0	182	437
04:15 PM	49	1	46	0	96	33	110	0	0	143	41	1	7	0	49	4	121	47	0	172	460
04:30 PM	55	2	33	0	90	9	101	2	0	112	40	0	14	0	54	4	130	51	0	185	441
04:45 PM	44	0	42	0	86	26	144	3	0	173	51	2	17	0	70	2	149	49	0	200	529
Total	200	5	168	0	373	91	442	5	0	538	169	4	44	0	217	11	544	184	0	739	1867
05:00 PM	57	0	59	0	116	27	105	2	0	134	67	8	23	0	98	2	162	50	0	214	562
05:15 PM	50	0	50	0	100	28	96	0	0	124	91	8	32	0	131	2	154	58	0	214	569
05:30 PM	45	0	40	0	85	27	163	5	0	195	78	12	27	0	117	2	163	55	0	220	617
05:45 PM	52	0	33	0	85	22	104	2	0	128	66	3	25	0	94	4	172	61	0	237	544
Total	204	0	182	0	386	104	468	9	0	581	302	31	107	0	440	10	651	224	0	885	2292
06:00 PM	57	1	29	0	87	42	106	0	0	148	55	9	17	0	81	2	162	56	0	220	536
06:15 PM	37	1	28	0	66	21	94	0	0	115	49	6	15	0	70	2	186	52	0	240	491
Grand Total	498	7	407	0	912	258	1110	14	0	1382	575	50	183	0	808	25	1543	516	0	2084	5186
Apprch %	54.6	0.8	44.6	0		18.7	80.3	1	0		71.2	6.2	22.6	0		1.2	74	24.8	0		
Total %	9.6	0.1	7.8	0	17.6	5	21.4	0.3	0	26.6	11.1	1	3.5	0	15.6	0.5	29.8	9.9	0	40.2	
Lights	493	6	401	0	900	254	1085	12	0	1351	575	50	181	0	806	15	1526	512	0	2053	5110
% Lights	99	85.7	98.5	0	98.7	98.4	97.7	85.7	0	97.8	100	100	98.9	0	99.8	60	98.9	99.2	0	98.5	98.5
Buses	3	0	4	0	7	2	6	2	0	10	0	0	2	0	2	10	7	3	0	20	39
% Buses	0.6	0	1	0	0.8	0.8	0.5	14.3	0	0.7	0	0	1.1	0	0.2	40	0.5	0.6	0	1	0.8
Trucks	2	1	2	0	5	2	19	0	0	21	0	0	0	0	0	0	10	1	0	11	37
% Trucks	0.4	14.3	0.5	0	0.5	0.8	1.7	0	0	1.5	0	0	0	0	0	0	0.6	0.2	0	0.5	0.7
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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Customer Loyalty Through Client Satisfaction

File Name : 11-NYS_RT_22_AT_NYS_RT_128_IBM_DRIVEWAY_639124_04-02-2019
Site Code :
Start Date : 4/2/2019

	NYS RT 128 From North					NYS RT 22 From East					IBM DRIVEWAY From South					NYS RT 22 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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**57**	0	**59**	0	**116**	27	105	2	0	134	67	8	23	0	98	2	162	50	0	214	562
05:15 PM	50	0	50	0	100	**28**	96	0	0	124	**91**	8	**32**	0	**131**	2	154	58	0	214	569
05:30 PM	45	0	40	0	85	27	**163**	**5**	0	**195**	78	**12**	27	0	117	2	163	55	0	220	**617**
05:45 PM	52	0	33	0	85	22	104	2	0	128	66	3	25	0	94	**4**	**172**	**61**	0	**237**	544
Total Volume	204	0	182	0	386	104	468	9	0	581	302	31	107	0	440	10	651	224	0	885	2292
% App. Total	52.8	0	47.2	0		17.9	80.6	1.5	0		68.6	7	24.3	0		1.1	73.6	25.3	0		
PHF	.895	.000	.771	.000	.832	.929	.718	.450	.000	.745	.830	.646	.836	.000	.840	.625	.946	.918	.000	.934	.929
Lights	204	0	180	0	384	103	460	9	0	572	302	31	105	0	438	6	648	224	0	878	2272
% Lights	100	0	98.9	0	99.5	99.0	98.3	100	0	98.5	100	100	98.1	0	99.5	60.0	99.5	100	0	99.2	99.1
Buses	0	0	2	0	2	1	2	0	0	3	0	0	2	0	2	4	3	0	0	7	14
% Buses	0	0	1.1	0	0.5	1.0	0.4	0	0	0.5	0	0	1.9	0	0.5	40.0	0.5	0	0	0.8	0.6
Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
% Trucks	0	0	0	0	0	0	1.3	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.3
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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Customer Loyalty Through Client Satisfaction

File Name : 12-NYS_RT_22_AT_N_BROADWAY_SIR_JOHN'S_PLAZA_639127_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	N BROADWAY From North					NYS RT 22 From East					NYS RT 22 From South					SIR JOHN'S PLAZA 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	107	0	0	107	0	0	30	0	30	24	53	0	0	77	0	1	0	0	1	215
06:45 AM	1	142	0	0	143	0	0	38	0	38	31	63	0	0	94	0	0	0	1	1	276
Total	1	249	0	0	250	0	0	68	0	68	55	116	0	0	171	0	1	0	1	2	491
07:00 AM	0	177	0	0	177	0	0	39	0	39	38	65	3	0	106	2	0	0	0	2	324
07:15 AM	2	240	0	0	242	1	0	59	0	60	39	83	2	0	124	1	4	1	0	6	432
07:30 AM	0	271	0	0	271	0	0	68	0	68	66	105	1	0	172	3	0	0	0	3	514
07:45 AM	0	295	0	0	295	0	0	58	0	58	60	129	1	0	190	0	0	0	0	0	543
Total	2	983	0	0	985	1	0	224	0	225	203	382	7	0	592	6	4	1	0	11	1813
08:00 AM	1	285	0	0	286	1	1	70	0	72	56	108	1	0	165	2	1	0	0	3	526
08:15 AM	1	275	0	0	276	0	1	78	0	79	48	122	0	0	170	2	1	0	1	4	529
08:30 AM	0	302	0	0	302	0	0	67	0	67	40	112	1	0	153	0	0	0	0	0	522
08:45 AM	0	283	0	0	283	0	1	60	0	61	49	137	1	0	187	0	0	0	0	0	531
Total	2	1145	0	0	1147	1	3	275	0	279	193	479	3	0	675	4	2	0	1	7	2108
09:00 AM	0	229	0	0	229	0	0	59	0	59	45	92	2	0	139	1	0	0	0	1	428
09:15 AM	1	200	0	0	201	0	0	52	0	52	41	92	1	0	134	2	0	1	0	3	390
Grand Total	6	2806	0	0	2812	2	3	678	0	683	537	1161	13	0	1711	13	7	2	2	24	5230
Apprch %	0.2	99.8	0	0		0.3	0.4	99.3	0		31.4	67.9	0.8	0		54.2	29.2	8.3	8.3		
Total %	0.1	53.7	0	0	53.8	0	0.1	13	0	13.1	10.3	22.2	0.2	0	32.7	0.2	0.1	0	0	0.5	
Lights	6	2719	0	0	2725	2	3	631	0	636	479	1090	11	0	1580	11	5	2	0	18	4959
% Lights	100	96.9	0	0	96.9	100	100	93.1	0	93.1	89.2	93.9	84.6	0	92.3	84.6	71.4	100	0	75	94.8
Buses	0	44	0	0	44	0	0	29	0	29	25	37	0	0	62	0	0	0	0	0	135
% Buses	0	1.6	0	0	1.6	0	0	4.3	0	4.2	4.7	3.2	0	0	3.6	0	0	0	0	0	2.6
Trucks	0	43	0	0	43	0	0	18	0	18	33	34	2	0	69	2	2	0	0	4	134
% Trucks	0	1.5	0	0	1.5	0	0	2.7	0	2.6	6.1	2.9	15.4	0	4	15.4	28.6	0	0	16.7	2.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	8.3	0

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Customer Loyalty Through Client Satisfaction

File Name : 12-NYS_RT_22_AT_N_BROADWAY_SIR_JOHN'S_PLAZA_639127_04-02-2019
Site Code :
Start Date : 4/2/2019

	N BROADWAY From North					NYS RT 22 From East					NYS RT 22 From South					SIR JOHN'S PLAZA 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 07:45 AM																					
07:45 AM	0	295	0	0	295	0	0	58	0	58	**60**	**129**	**1**	0	**190**	0	0	0	0	0	**543**
08:00 AM	**1**	285	0	0	286	**1**	**1**	70	0	72	56	108	1	0	165	**2**	**1**	0	0	3	526
08:15 AM	1	275	0	0	276	0	1	**78**	0	**79**	48	122	0	0	170	2	1	0	**1**	**4**	529
08:30 AM	0	**302**	0	0	**302**	0	0	67	0	67	40	112	1	0	153	0	0	0	0	0	522
Total Volume	2	1157	0	0	1159	1	2	273	0	276	204	471	3	0	678	4	2	0	1	7	2120
% App. Total	0.2	99.8	0	0		0.4	0.7	98.9	0		30.1	69.5	0.4	0		57.1	28.6	0	14.3		
PHF	.500	.958	.000	.000	.959	.250	.500	.875	.000	.873	.850	.913	.750	.000	.892	.500	.500	.000	.250	.438	.976
Lights	2	1119	0	0	1121	1	2	243	0	246	176	434	3	0	613	4	2	0	0	6	1986
% Lights	100	96.7	0	0	96.7	100	100	89.0	0	89.1	86.3	92.1	100	0	90.4	100	100	0	0	85.7	93.7
Buses	0	19	0	0	19	0	0	21	0	21	17	23	0	0	40	0	0	0	0	0	80
% Buses	0	1.6	0	0	1.6	0	0	7.7	0	7.6	8.3	4.9	0	0	5.9	0	0	0	0	0	3.8
Trucks	0	19	0	0	19	0	0	9	0	9	11	14	0	0	25	0	0	0	0	0	53
% Trucks	0	1.6	0	0	1.6	0	0	3.3	0	3.3	5.4	3.0	0	0	3.7	0	0	0	0	0	2.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	14.3	0.0

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Customer Loyalty Through Client Satisfaction

File Name : 12-NYS_RT_22_AT_N_BROADWAY_SIR_JOHN'S_PLAZA_639127_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	N BROADWAY From North					NYS RT 22 From East					NYS RT 22 From South					SIR JOHN'S PLAZA 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
11:30 AM	0	73	1	0	74	0	1	32	0	33	23	80	2	0	105	1	0	1	1	3	215
11:45 AM	1	92	0	0	93	0	0	29	0	29	44	100	1	0	145	3	0	2	1	6	273
Total	1	165	1	0	167	0	1	61	0	62	67	180	3	0	250	4	0	3	2	9	488
12:00 PM	0	81	0	0	81	0	0	52	0	52	25	91	2	0	118	1	0	0	0	1	252
12:15 PM	0	96	0	0	96	0	0	40	0	40	34	88	0	0	122	2	0	0	0	2	260
12:30 PM	1	88	0	0	89	0	0	32	0	32	50	102	1	0	153	0	0	1	0	1	275
12:45 PM	3	94	0	0	97	0	0	31	0	31	38	82	0	0	120	1	0	0	1	2	250
Total	4	359	0	0	363	0	0	155	0	155	147	363	3	0	513	4	0	1	1	6	1037
01:00 PM	0	80	0	0	80	0	0	24	0	24	37	71	0	0	108	1	0	1	1	3	215
01:15 PM	0	79	0	0	79	0	1	35	0	36	37	103	2	0	142	3	0	2	1	6	263
Grand Total	5	683	1	0	689	0	2	275	0	277	288	717	8	0	1013	12	0	7	5	24	2003
Apprch %	0.7	99.1	0.1	0		0	0.7	99.3	0		28.4	70.8	0.8	0		50	0	29.2	20.8		
Total %	0.2	34.1	0	0	34.4	0	0.1	13.7	0	13.8	14.4	35.8	0.4	0	50.6	0.6	0	0.3	0.2	1.2	
Lights	5	650	1	0	656	0	2	257	0	259	262	689	7	0	958	10	0	7	0	17	1890
% Lights	100	95.2	100	0	95.2	0	100	93.5	0	93.5	91	96.1	87.5	0	94.6	83.3	0	100	0	70.8	94.4
Buses	0	13	0	0	13	0	0	0	0	0	4	9	0	0	13	1	0	0	0	1	27
% Buses	0	1.9	0	0	1.9	0	0	0	0	0	1.4	1.3	0	0	1.3	8.3	0	0	0	4.2	1.3
Trucks	0	20	0	0	20	0	0	18	0	18	22	19	1	0	42	1	0	0	0	1	81
% Trucks	0	2.9	0	0	2.9	0	0	6.5	0	6.5	7.6	2.6	12.5	0	4.1	8.3	0	0	0	4.2	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	20.8	0.2

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Customer Loyalty Through Client Satisfaction

File Name : 12-NYS_RT_22_AT_N_BROADWAY_SIR_JOHN'S_PLAZA_639127_04-02-2019
Site Code :
Start Date : 4/2/2019

	N BROADWAY From North					NYS RT 22 From East					NYS RT 22 From South					SIR JOHN'S PLAZA 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 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	**1**	92	0	0	93	0	0	29	0	29	44	100	1	0	145	**3**	0	**2**	**1**	**6**	273
12:00 PM	0	81	0	0	81	0	0	**52**	0	**52**	25	91	**2**	0	118	1	0	0	0	1	252
12:15 PM	0	**96**	0	0	**96**	0	0	40	0	40	34	88	0	0	122	2	0	0	0	2	260
12:30 PM	1	88	0	0	89	0	0	32	0	32	**50**	**102**	1	0	**153**	0	0	1	0	1	**275**
Total Volume	2	357	0	0	359	0	0	153	0	153	153	381	4	0	538	6	0	3	1	10	1060
% App. Total	0.6	99.4	0	0		0	0	100	0		28.4	70.8	0.7	0		60	0	30	10		
PHF	.500	.930	.000	.000	.935	.000	.000	.736	.000	.736	.765	.934	.500	.000	.879	.500	.000	.375	.250	.417	.964
Lights	2	336	0	0	338	0	0	142	0	142	138	368	3	0	509	4	0	3	0	7	996
% Lights	100	94.1	0	0	94.2	0	0	92.8	0	92.8	90.2	96.6	75.0	0	94.6	66.7	0	100	0	70.0	94.0
Buses	0	9	0	0	9	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	16
% Buses	0	2.5	0	0	2.5	0	0	0	0	0	0.7	1.3	0	0	1.1	16.7	0	0	0	10.0	1.5
Trucks	0	12	0	0	12	0	0	11	0	11	14	8	1	0	23	1	0	0	0	1	47
% Trucks	0	3.4	0	0	3.3	0	0	7.2	0	7.2	9.2	2.1	25.0	0	4.3	16.7	0	0	0	10.0	4.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	10.0	0.1

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Customer Loyalty Through Client Satisfaction

File Name : 12-NYS_RT_22_AT_N_BROADWAY_SIR_JOHN'S_PLAZA_639127_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	N BROADWAY From North					NYS RT 22 From East					NYS RT 22 From South					SIR JOHN'S PLAZA 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
04:00 PM	0	121	0	0	121	0	0	50	0	50	60	188	1	0	249	0	0	0	0	0	420
04:15 PM	0	134	0	0	134	0	1	41	0	42	41	238	4	0	283	0	0	1	1	2	461
04:30 PM	1	125	0	0	126	1	0	44	0	45	56	253	5	0	314	2	0	1	0	3	488
04:45 PM	0	113	0	0	113	0	0	49	0	49	49	277	0	0	326	1	1	0	0	2	490
Total	1	493	0	0	494	1	1	184	0	186	206	956	10	0	1172	3	1	2	1	7	1859
05:00 PM	2	117	0	0	119	0	0	55	0	55	71	248	1	0	320	2	0	1	0	3	497
05:15 PM	2	138	0	0	140	0	0	43	0	43	61	325	0	0	386	3	0	4	0	7	576
05:30 PM	0	144	0	0	144	0	0	60	0	60	53	294	1	0	348	6	1	0	0	7	559
05:45 PM	1	125	0	0	126	0	2	54	0	56	69	288	3	0	360	4	1	3	2	10	552
Total	5	524	0	0	529	0	2	212	0	214	254	1155	5	0	1414	15	2	8	2	27	2184
06:00 PM	2	86	0	0	88	0	0	42	0	42	50	270	1	0	321	3	0	0	0	3	454
06:15 PM	0	89	0	0	89	0	1	45	0	46	111	211	1	0	323	1	0	0	0	1	459
Grand Total	8	1192	0	0	1200	1	4	483	0	488	621	2592	17	0	3230	22	3	10	3	38	4956
Apprch %	0.7	99.3	0	0		0.2	0.8	99	0		19.2	80.2	0.5	0		57.9	7.9	26.3	7.9		
Total %	0.2	24.1	0	0	24.2	0	0.1	9.7	0	9.8	12.5	52.3	0.3	0	65.2	0.4	0.1	0.2	0.1	0.8	
Lights	8	1161	0	0	1169	1	4	462	0	467	610	2559	17	0	3186	22	3	10	0	35	4857
% Lights	100	97.4	0	0	97.4	100	100	95.7	0	95.7	98.2	98.7	100	0	98.6	100	100	100	0	92.1	98
Buses	0	18	0	0	18	0	0	7	0	7	4	9	0	0	13	0	0	0	0	0	38
% Buses	0	1.5	0	0	1.5	0	0	1.4	0	1.4	0.6	0.3	0	0	0.4	0	0	0	0	0	0.8
Trucks	0	13	0	0	13	0	0	14	0	14	7	24	0	0	31	0	0	0	0	0	58
% Trucks	0	1.1	0	0	1.1	0	0	2.9	0	2.9	1.1	0.9	0	0	1	0	0	0	0	0	1.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	7.9	0.1

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Customer Loyalty Through Client Satisfaction

File Name : 12-NYS_RT_22_AT_N_BROADWAY_SIR_JOHN'S_PLAZA_639127_04-02-2019
Site Code :
Start Date : 4/2/2019

	N BROADWAY From North					NYS RT 22 From East					NYS RT 22 From South					SIR JOHN'S PLAZA 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 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**2**	117	0	0	119	0	0	55	0	55	**71**	248	1	0	320	2	0	1	0	3	497
05:15 PM	2	138	0	0	140	0	0	43	0	43	61	**325**	0	0	**386**	3	0	**4**	0	7	**576**
05:30 PM	0	**144**	0	0	**144**	0	0	**60**	0	**60**	53	294	1	0	348	**6**	**1**	0	0	7	559
05:45 PM	1	125	0	0	126	0	**2**	54	0	56	69	288	**3**	0	360	4	1	3	**2**	**10**	552
Total Volume	5	524	0	0	529	0	2	212	0	214	254	1155	5	0	1414	15	2	8	2	27	2184
% App. Total	0.9	99.1	0	0		0	0.9	99.1	0		18	81.7	0.4	0		55.6	7.4	29.6	7.4		
PHF	.625	.910	.000	.000	.918	.000	.250	.883	.000	.892	.894	.888	.417	.000	.916	.625	.500	.500	.250	.675	.948
Lights	5	513	0	0	518	0	2	206	0	208	250	1143	5	0	1398	15	2	8	0	25	2149
% Lights	100	97.9	0	0	97.9	0	100	97.2	0	97.2	98.4	99.0	100	0	98.9	100	100	100	0	92.6	98.4
Buses	0	6	0	0	6	0	0	4	0	4	2	4	0	0	6	0	0	0	0	0	16
% Buses	0	1.1	0	0	1.1	0	0	1.9	0	1.9	0.8	0.3	0	0	0.4	0	0	0	0	0	0.7
Trucks	0	5	0	0	5	0	0	2	0	2	2	8	0	0	10	0	0	0	0	0	17
% Trucks	0	1.0	0	0	0.9	0	0	0.9	0	0.9	0.8	0.7	0	0	0.7	0	0	0	0	0	0.8
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	7.4	0.1

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Customer Loyalty Through Client Satisfaction

File Name : 13-NYS_RT_22_AT_CENTRAL_WESTCHESTER_PARKWAY_CHURCH_ST_639131_04-02-2019
Site Code :
Start Date : 4/2/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS RT 22 From North						RESERVOIR RD From East						CENTRAL WESTCHESTER OARKWAY From South						NYS RT 22 From Southwest						CHURCH ST From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	38	90	7	0	135	2	0	9	2	0	13	3	47	0	0	3	53	10	8	34	0	0	52	0	0	0	0	2	2	255
06:45 AM	0	51	137	3	0	191	6	0	5	8	0	19	9	43	0	0	3	55	7	13	37	0	0	57	0	0	0	0	1	1	323
Total	0	89	227	10	0	326	8	0	14	10	0	32	12	90	0	0	6	108	17	21	71	0	0	109	0	0	0	0	3	3	578
07:00 AM	0	39	155	7	0	201	7	0	9	8	0	24	12	71	0	0	6	89	20	13	40	0	0	73	0	0	0	0	3	3	390
07:15 AM	0	64	206	7	2	279	7	0	8	10	0	25	6	77	0	0	5	88	29	13	50	0	0	92	0	0	0	0	1	1	485
07:30 AM	0	51	288	11	0	350	10	1	10	17	0	38	8	124	0	0	2	134	27	9	52	0	0	88	0	0	0	0	0	0	610
07:45 AM	0	57	270	7	2	336	12	0	13	21	0	46	14	135	0	0	1	150	42	11	53	0	0	106	0	0	0	0	1	1	639
Total	0	211	919	32	4	1166	36	1	40	56	0	133	40	407	0	0	14	461	118	46	195	0	0	359	0	0	0	0	5	5	2124
08:00 AM	0	56	323	15	0	394	9	0	13	9	0	31	17	109	0	0	1	127	40	17	72	0	0	129	0	0	0	0	0	0	681
08:15 AM	1	67	288	9	1	366	9	0	12	19	0	40	14	122	0	0	2	138	64	15	48	0	0	127	0	0	0	0	0	0	671
08:30 AM	0	45	257	5	1	308	9	0	19	21	0	49	8	97	0	0	2	107	48	16	65	0	0	129	1	0	0	0	0	1	594
08:45 AM	0	68	281	3	0	352	5	0	19	20	0	44	8	140	0	0	1	149	51	25	72	0	0	148	0	0	0	0	0	0	693
Total	1	236	1149	32	2	1420	32	0	63	69	0	164	47	468	0	0	6	521	203	73	257	0	0	533	1	0	0	0	0	1	2639
09:00 AM	0	59	227	13	1	300	14	1	19	10	0	44	13	96	0	0	3	112	29	20	62	0	0	111	0	0	0	0	0	0	567
09:15 AM	0	54	195	13	0	262	8	0	6	11	0	25	20	82	0	0	3	105	23	17	55	0	0	95	0	0	0	0	0	0	487
Grand Total	1	649	2717	100	7	3474	98	2	142	156	0	398	132	1143	0	0	32	1307	390	177	640	0	0	1207	1	0	0	0	8	9	6395
Apprch %	0	18.7	78.2	2.9	0.2		24.6	0.5	35.7	39.2	0		10.1	87.5	0	0	2.4		32.3	14.7	53	0	0		11.1	0	0	0	88.9		
Total %	0	10.1	42.5	1.6	0.1	54.3	1.5	0	2.2	2.4	0	6.2	2.1	17.9	0	0	0.5	20.4	6.1	2.8	10	0	0	18.9	0	0	0	0	0.1	0.1	
Lights	1	583	2654	97	0	3335	94	2	134	153	0	383	128	1092	0	0	0	1220	382	162	565	0	0	1109	1	0	0	0	0	1	6048
% Lights	100	89.8	97.7	97	0	96	95.9	100	94.4	98.1	0	96.2	97	95.5	0	0	0	93.3	97.9	91.5	88.3	0	0	91.9	100	0	0	0	0	11.1	94.6
Buses	0	33	40	1	0	74	1	0	1	1	0	3	2	35	0	0	0	37	6	2	21	0	0	29	0	0	0	0	0	0	143
% Buses	0	5.1	1.5	1	0	2.1	1	0	0.7	0.6	0	0.8	1.5	3.1	0	0	0	2.8	1.5	1.1	3.3	0	0	2.4	0	0	0	0	0	0	2.2
Trucks	0	33	23	2	0	58	3	0	7	2	0	12	2	16	0	0	0	18	2	13	54	0	0	69	0	0	0	0	0	0	157
% Trucks	0	5.1	0.8	2	0	1.7	3.1	0	4.9	1.3	0	3	1.5	1.4	0	0	0	1.4	0.5	7.3	8.4	0	0	5.7	0	0	0	0	0	0	2.5
Pedestrians	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	8	8	47
% Pedestrians	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	100	2.4	0	0	0	0	0	0	0	0	0	0	100	88.9	0.7

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Customer Loyalty Through Client Satisfaction

File Name : 13-NYS_RT_22_AT_CENTRAL_WESTCHESTER_PARKWAY_CHURCH_ST_639131_04-02-2019
Site Code :
Start Date : 4/2/2019

	NYS RT 22 From North						RESERVOIR RD From East						CENTRAL WESTCHESTER OARKWAY From South						NYS RT 22 From Southwest						CHURCH ST From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	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 08:00 AM																															
08:00 AM	0	56	**323**	**15**	0	**394**	**9**	0	13	9	0	31	**17**	109	0	0	1	127	40	17	**72**	0	0	129	0	0	0	0	0	0	681
08:15 AM	**1**	67	288	9	**1**	366	9	0	12	19	0	40	14	122	0	0	**2**	138	**64**	15	48	0	0	127	0	0	0	0	0	0	671
08:30 AM	0	45	257	5	1	308	9	0	**19**	**21**	0	**49**	8	97	0	0	2	107	48	16	65	0	0	129	**1**	0	0	0	0	**1**	594
08:45 AM	0	**68**	281	3	0	352	5	0	19	20	0	44	8	**140**	0	0	1	**149**	51	**25**	72	0	0	**148**	0	0	0	0	0	0	**693**
Total Volume	1	236	1149	32	2	1420	32	0	63	69	0	164	47	468	0	0	6	521	203	73	257	0	0	533	1	0	0	0	0	1	2639
% App. Total	0.1	16.6	80.9	2.3	0.1		19.5	0	38.4	42.1	0		9	89.8	0	0	1.2		38.1	13.7	48.2	0	0		100	0	0	0	0		
PHF	.250	.868	.889	.533	.500	.901	.889	.000	.829	.821	.000	.837	.691	.836	.000	.000	.750	.874	.793	.730	.892	.000	.000	.900	.250	.000	.000	.000	.000	.250	.952
Lights	1	211	1117	31	0	1360	30	0	59	67	0	156	46	443	0	0	0	489	201	69	221	0	0	491	1	0	0	0	0	1	2497
% Lights	100	89.4	97.2	96.9	0	95.8	93.8	0	93.7	97.1	0	95.1	97.9	94.7	0	0	0	93.9	99.0	94.5	86.0	0	0	92.1	100	0	0	0	0	100	94.6
Buses	0	9	22	1	0	32	0	0	0	1	0	1	0	21	0	0	0	21	2	0	12	0	0	14	0	0	0	0	0	0	68
% Buses	0	3.8	1.9	3.1	0	2.3	0	0	0	1.4	0	0.6	0	4.5	0	0	0	4.0	1.0	0	4.7	0	0	2.6	0	0	0	0	0	0	2.6
Trucks	0	16	10	0	0	26	2	0	4	1	0	7	1	4	0	0	0	5	0	4	24	0	0	28	0	0	0	0	0	0	66
% Trucks	0	6.8	0.9	0	0	1.8	6.3	0	6.3	1.4	0	4.3	2.1	0.9	0	0	0	1.0	0	5.5	9.3	0	0	5.3	0	0	0	0	0	0	2.5
Pedestrians	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	8
% Pedestrians	0	0	0	0	100	0.1	0	0	0	0	0	0	0	0	0	0	100	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0.3

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Customer Loyalty Through Client Satisfaction

File Name : 13-NYS_RT_22_AT_CENTRAL_WESTCHESTER_PARKWAY_CHURCH_ST_639131_04-02-2019
Site Code :
Start Date : 4/2/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS RT 22 From North						RESERVOIR RD From East						CENTRAL WESTCHESTER OARKWAY From South						NYS RT 22 From Southwest						CHURCH ST From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	41	73	11	1	126	15	0	26	14	0	55	19	71	0	0	1	91	16	33	45	0	0	94	0	0	0	0	0	0	366
11:45 AM	0	39	74	17	1	131	12	0	28	19	0	59	17	85	0	0	3	105	17	23	52	0	0	92	0	0	0	0	0	0	387
Total	0	80	147	28	2	257	27	0	54	33	0	114	36	156	0	0	4	196	33	56	97	0	0	186	0	0	0	0	0	0	753
12:00 PM	0	47	80	10	0	137	15	0	23	18	0	56	20	83	0	0	3	106	25	27	42	1	1	96	0	0	0	0	0	0	395
12:15 PM	0	59	78	18	1	156	14	0	26	10	0	50	17	79	0	0	3	99	30	42	62	0	0	134	0	0	0	0	0	0	439
12:30 PM	0	53	86	6	1	146	24	0	34	14	0	72	11	73	0	0	3	87	14	37	54	0	0	105	0	0	0	0	2	2	412
12:45 PM	0	47	90	11	0	148	15	1	18	19	0	53	17	75	0	0	1	93	20	35	48	0	0	103	0	0	0	0	1	1	398
Total	0	206	334	45	2	587	68	1	101	61	0	231	65	310	0	0	10	385	89	141	206	1	1	438	0	0	0	0	3	3	1644
01:00 PM	0	46	79	7	0	132	18	0	40	17	0	75	17	57	0	0	2	76	20	31	44	0	2	97	0	0	0	0	0	0	380
01:15 PM	0	42	91	11	1	145	10	0	29	10	0	49	20	90	0	0	4	114	21	33	52	0	0	106	0	0	0	0	1	1	415
Grand Total	0	374	651	91	5	1121	123	1	224	121	0	469	138	613	0	0	20	771	163	261	399	1	3	827	0	0	0	0	4	4	3192
Apprch %	0	33.4	58.1	8.1	0.4		26.2	0.2	47.8	25.8	0		17.9	79.5	0	0	2.6		19.7	31.6	48.2	0.1	0.4		0	0	0	0	100		
Total %	0	11.7	20.4	2.9	0.2	35.1	3.9	0	7	3.8	0	14.7	4.3	19.2	0	0	0.6	24.2	5.1	8.2	12.5	0	0.1	25.9	0	0	0	0	0.1	0.1	
Lights	0	328	635	90	0	1053	122	1	216	117	0	456	131	595	0	0	0	726	161	258	353	1	0	773	0	0	0	0	0	0	3008
% Lights	0	87.7	97.5	98.9	0	93.9	99.2	100	96.4	96.7	0	97.2	94.9	97.1	0	0	0	94.2	98.8	98.9	88.5	100	0	93.5	0	0	0	0	0	0	94.2
Buses	0	10	6	1	0	17	0	0	1	0	0	1	0	4	0	0	0	4	1	0	6	0	0	7	0	0	0	0	0	0	29
% Buses	0	2.7	0.9	1.1	0	1.5	0	0	0.4	0	0	0.2	0	0.7	0	0	0	0.5	0.6	0	1.5	0	0	0.8	0	0	0	0	0	0	0.9
Trucks	0	36	10	0	0	46	1	0	7	4	0	12	7	14	0	0	0	21	1	3	40	0	0	44	0	0	0	0	0	0	123
% Trucks	0	9.6	1.5	0	0	4.1	0.8	0	3.1	3.3	0	2.6	5.1	2.3	0	0	0	2.7	0.6	1.1	10	0	0	5.3	0	0	0	0	0	0	3.9
Pedestrians	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	20	20	0	0	0	0	3	3	0	0	0	0	4	4	32
% Pedestrians	0	0	0	0	100	0.4	0	0	0	0	0	0	0	0	0	0	100	2.6	0	0	0	0	100	0.4	0	0	0	0	100	100	1

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Customer Loyalty Through Client Satisfaction

File Name : 13-NYS_RT_22_AT_CENTRAL_WESTCHESTER_PARKWAY_CHURCH_ST_639131_04-02-2019
Site Code :
Start Date : 4/2/2019

	NYS RT 22 From North						RESERVOIR RD From East						CENTRAL WESTCHESTER OARKWAY From South						NYS RT 22 From Southwest						CHURCH ST From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 12:00 PM																															
12:00 PM	0	47	80	10	0	137	15	0	23	18	0	56	**20**	**83**	0	0	**3**	**106**	25	27	42	**1**	**1**	96	0	0	0	0	0	0	395
12:15 PM	0	**59**	78	**18**	**1**	**156**	14	0	26	10	0	50	17	79	0	0	3	99	**30**	**42**	**62**	0	0	**134**	0	0	0	0	0	0	**439**
12:30 PM	0	53	86	6	1	146	**24**	0	**34**	14	0	**72**	11	73	0	0	3	87	14	37	54	0	0	105	0	0	0	0	**2**	**2**	412
12:45 PM	0	47	**90**	11	0	148	15	**1**	18	**19**	0	53	17	75	0	0	1	93	20	35	48	0	0	103	0	0	0	0	1	1	398
Total Volume	0	206	334	45	2	587	68	1	101	61	0	231	65	310	0	0	10	385	89	141	206	1	1	438	0	0	0	0	3	3	1644
% App. Total	0	35.1	56.9	7.7	0.3		29.4	0.4	43.7	26.4	0		16.9	80.5	0	0	2.6		20.3	32.2	47	0.2	0.2		0	0	0	0	100		
PHF	.000	.873	.928	.625	.500	.941	.708	.250	.743	.803	.000	.802	.813	.934	.000	.000	.833	.908	.742	.839	.831	.250	.250	.817	.000	.000	.000	.000	.375	.375	.936
Lights	0	177	323	45	0	545	68	1	100	61	0	230	61	304	0	0	0	365	89	139	184	1	0	413	0	0	0	0	0	0	1553
% Lights	0	85.9	96.7	100	0	92.8	100	100	99.0	100	0	99.6	93.8	98.1	0	0	0	94.8	100	98.6	89.3	100	0	94.3	0	0	0	0	0	0	94.5
Buses	0	5	4	0	0	9	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	13
% Buses	0	2.4	1.2	0	0	1.5	0	0	0	0	0	0	0	1.0	0	0	0	0.8	0	0	0.5	0	0	0.2	0	0	0	0	0	0	0.8
Trucks	0	24	7	0	0	31	0	0	1	0	0	1	4	3	0	0	0	7	0	2	21	0	0	23	0	0	0	0	0	0	62
% Trucks	0	11.7	2.1	0	0	5.3	0	0	1.0	0	0	0.4	6.2	1.0	0	0	0	1.8	0	1.4	10.2	0	0	5.3	0	0	0	0	0	0	3.8
Pedestrians	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	1	1	0	0	0	0	3	3	16
% Pedestrians	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	100	2.6	0	0	0	0	100	0.2	0	0	0	0	100	100	1.0

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

File Name : 13-NYS_RT_22_AT_CENTRAL_WESTCHESTER_PARKWAY_CHURCH_ST_639131_04-02-2019
Site Code :
Start Date : 4/2/2019

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS RT 22 From North						RESERVOIR RD From East						CENTRAL WESTCHESTER OARKWAY From South						NYS RT 22 From Southwest						CHURCH ST From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	44	114	14	0	172	13	1	22	12	0	48	21	184	0	0	3	208	28	27	81	0	0	136	0	0	0	0	0	0	564
04:15 PM	0	47	126	14	0	187	36	0	23	16	0	75	24	201	0	0	3	228	23	31	57	0	0	111	0	0	0	0	1	1	602
04:30 PM	0	51	113	7	0	171	36	1	25	18	0	80	21	250	0	0	0	271	21	31	80	0	0	132	0	0	0	0	5	5	659
04:45 PM	0	45	132	15	0	192	23	0	24	21	0	68	20	236	0	0	1	257	19	30	60	1	0	110	0	0	0	0	0	0	627
Total	0	187	485	50	0	722	108	2	94	67	0	271	86	871	0	0	7	964	91	119	278	1	0	489	0	0	0	0	6	6	2452
05:00 PM	0	45	140	13	0	198	29	2	39	20	0	90	25	274	0	0	3	302	31	38	79	0	0	148	0	0	0	0	0	0	738
05:15 PM	0	41	133	17	0	191	25	0	35	17	0	77	30	259	0	0	4	293	23	46	73	0	0	142	0	0	0	0	0	0	703
05:30 PM	0	59	129	20	0	208	29	1	30	19	0	79	31	319	0	0	2	352	11	27	69	0	0	107	0	0	0	0	0	0	746
05:45 PM	0	52	120	21	0	193	26	0	31	19	0	76	37	255	0	0	2	294	25	30	79	0	0	134	0	0	0	0	2	2	699
Total	0	197	522	71	0	790	109	3	135	75	0	322	123	1107	0	0	11	1241	90	141	300	0	0	531	0	0	0	0	2	2	2886
06:00 PM	1	46	92	14	0	153	20	0	32	27	0	79	32	226	0	0	3	261	20	18	72	0	0	110	0	0	0	0	2	2	605
06:15 PM	1	38	87	18	0	144	19	0	25	22	0	66	20	197	0	1	5	223	17	30	107	0	0	154	0	0	0	0	1	1	588
Grand Total	2	468	1186	153	0	1809	256	5	286	191	0	738	261	2401	0	1	26	2689	218	308	757	1	0	1284	0	0	0	0	11	11	6531
Apprch %	0.1	25.9	65.6	8.5	0		34.7	0.7	38.8	25.9	0		9.7	89.3	0	0	1		17	24	59	0.1	0		0	0	0	0	100		
Total %	0	7.2	18.2	2.3	0	27.7	3.9	0.1	4.4	2.9	0	11.3	4	36.8	0	0	0.4	41.2	3.3	4.7	11.6	0	0	19.7	0	0	0	0	0.2	0.2	
Lights	2	441	1174	153	0	1770	256	5	281	190	0	732	260	2389	0	1	0	2650	215	305	730	1	0	1251	0	0	0	0	0	0	6403
% Lights	100	94.2	99	100	0	97.8	100	100	98.3	99.5	0	99.2	99.6	99.5	0	100	0	98.5	98.6	99	96.4	100	0	97.4	0	0	0	0	0	0	98
Buses	0	13	3	0	0	16	0	0	2	0	0	2	1	2	0	0	0	3	0	1	10	0	0	11	0	0	0	0	0	0	32
% Buses	0	2.8	0.3	0	0	0.9	0	0	0.7	0	0	0.3	0.4	0.1	0	0	0	0.1	0	0.3	1.3	0	0	0.9	0	0	0	0	0	0	0.5
Trucks	0	14	9	0	0	23	0	0	3	1	0	4	0	10	0	0	0	10	3	2	17	0	0	22	0	0	0	0	0	0	59
% Trucks	0	3	0.8	0	0	1.3	0	0	1	0.5	0	0.5	0	0.4	0	0	0	0.4	1.4	0.6	2.2	0	0	1.7	0	0	0	0	0	0	0.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	11	11	37
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1	0	0	0	0	0	0	0	0	0	0	100	100	0.6

Maser Consulting, P.A.

400 Columbus Avenue - Suite 180E
Valhalla, NY 10595

Customer Loyalty Through Client Satisfaction

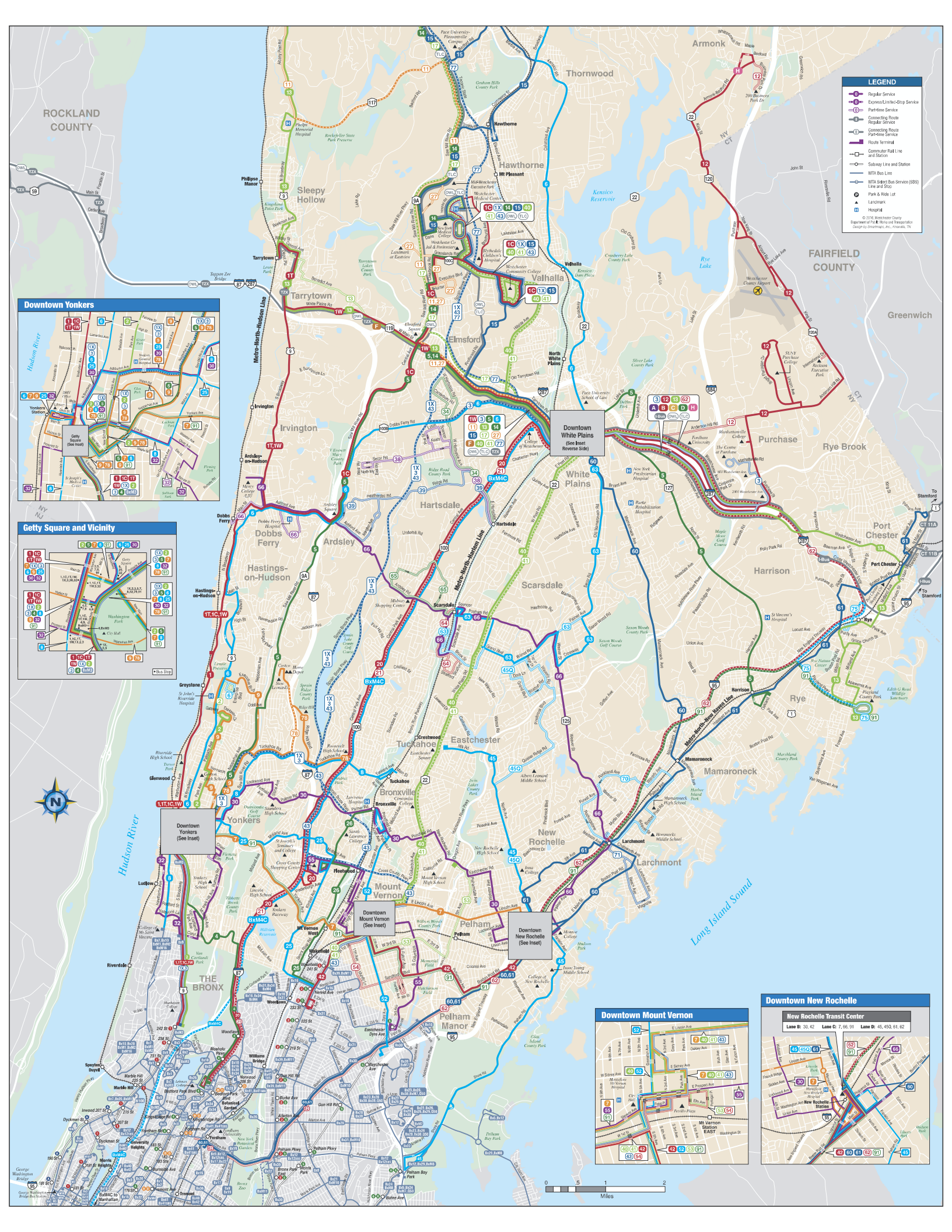
File Name : 13-NYS_RT_22_AT_CENTRAL_WESTCHESTER_PARKWAY_CHURCH_ST_639131_04-02-2019
Site Code :
Start Date : 4/2/2019
Page No : 2

	NYS RT 22 From North						RESERVOIR RD From East						CENTRAL WESTCHESTER OARKWAY From South						NYS RT 22 From Southwest						CHURCH ST From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 05:00 PM																															
05:00 PM	0	45	**140**	13	0	198	**29**	**2**	**39**	**20**	0	**90**	25	274	0	0	3	302	**31**	38	**79**	0	0	**148**	0	0	0	0	0	0	738
05:15 PM	0	41	133	17	0	191	25	0	35	17	0	77	30	259	0	0	**4**	293	23	**46**	73	0	0	142	0	0	0	0	0	0	703
05:30 PM	0	**59**	129	20	0	**208**	29	1	30	19	0	79	31	**319**	0	0	2	**352**	11	27	69	0	0	107	0	0	0	0	0	0	**746**
05:45 PM	0	52	120	**21**	0	193	26	0	31	19	0	76	**37**	255	0	0	2	294	25	30	79	0	0	134	0	0	0	0	**2**	**2**	699
Total Volume	0	197	522	71	0	790	109	3	135	75	0	322	123	1107	0	0	11	1241	90	141	300	0	0	531	0	0	0	0	2	2	2886
% App. Total	0	24.9	66.1	9	0		33.9	0.9	41.9	23.3	0		9.9	89.2	0	0	0.9		16.9	26.6	56.5	0	0		0	0	0	0	100		
PHF	.000	.835	.932	.845	.000	.950	.940	.375	.865	.938	.000	.894	.831	.868	.000	.000	.688	.881	.726	.766	.949	.000	.000	.897	.000	.000	.000	.000	.250	.250	.967
Lights	0	191	519	71	0	781	109	3	131	75	0	318	122	1102	0	0	0	1224	88	140	286	0	0	514	0	0	0	0	0	0	2837
% Lights	0	97.0	99.4	100	0	98.9	100	100	97.0	100	0	98.8	99.2	99.5	0	0	0	98.6	97.8	99.3	95.3	0	0	96.8	0	0	0	0	0	0	98.3
Buses	0	2	0	0	0	2	0	0	1	0	0	1	1	1	0	0	0	2	0	0	5	0	0	5	0	0	0	0	0	0	10
% Buses	0	1.0	0	0	0	0.3	0	0	0.7	0	0	0.3	0.8	0.1	0	0	0	0.2	0	0	1.7	0	0	0.9	0	0	0	0	0	0	0.3
Trucks	0	4	3	0	0	7	0	0	3	0	0	3	0	4	0	0	0	4	2	1	9	0	0	12	0	0	0	0	0	0	26
% Trucks	0	2.0	0.6	0	0	0.9	0	0	2.2	0	0	0.9	0	0.4	0	0	0	0.3	2.2	0.7	3.0	0	0	2.3	0	0	0	0	0	0	0.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	2	2	13
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.9	0	0	0	0	0	0	0	0	0	0	100	100	0.5

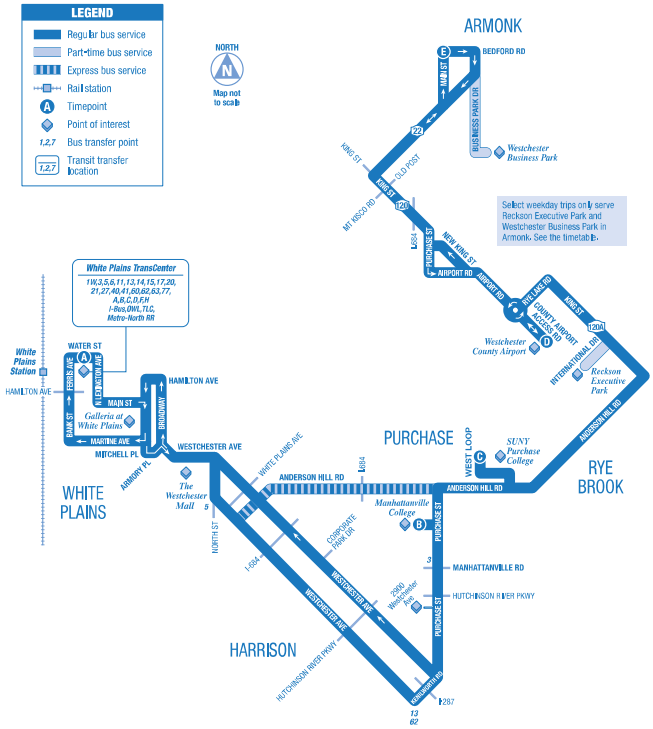
AIRPORT CAMPUS (113 KING STREET)

APPENDIX F

WESTCHESTER BEE LINE BUS ROUTE 12
SHUTTLE LOOP H
SCHEDULES AND ROUTE MAPS


LEGEND
Regular Service
Express/Limited-Stop Service
Part-time Service
Connecting Route Regular Service
Connecting Route Part-time Service
Route Terminal
Commuter Rail Line and Station
Subway Line and Station
MTA Bus Line
MTA Select Bus Service (SBS) Line and Stop
Park & Ride Lot
Landmark
Hospital
© 2016 Westchester County Department of Public Works and Transportation. Design by Smartmaps, Inc., Knoxville, TN
Downtown Yonkers
Getty Square and Vicinity
Bus Stop
Downtown Yonkers (See Inset)
Downtown Mount Vernon (See Inset)
Downtown New Rochelle (See Inset)
Downtown White Plains (See Inset Reverse Side)
Downtown Mount Vernon
Downtown New Rochelle
New Rochelle Transit Center
Lane B: 30, 42
Lane C: 7, 66, 91
Lane D: 45, 45Q, 61, 62
ROCKLAND COUNTY
FAIRFIELD COUNTY
Armonk
Thornwood
Hawthorne
Mt Pleasant
Sleepy Hollow
Philipse Manor
Tarrytown
Valhalla
Elmsford
North White Plains
White Plains
Greenwich
Purchase
Rye Brook
Port Chester
Harrison
Rye
Irvington
Ardsley-on-Hudson
Hartsdale
Dobbs Ferry
Ardsley
Hastings-on-Hudson
Scarsdale
Greystone
Glenwood
Tuckahoe
Crestwood
Eastchester
Bronxville
Yonkers
Fleetwood
Mount Vernon
Pelham
New Rochelle
Mamaroneck
Larchmont
Riverdale
THE BRONX
Pelham Manor
Hudson River
Long Island Sound
Metro-North–Hudson Line
Metro-North–New Haven Line
Kensico Reservoir
Rye Lake
Cranberry Lake County Park
Silver Lake County Park
Harbor Island Park
Marshland County Park
Saxon Woods County Park
Glen Island County Park
Pelham Bay Park
Van Cortlandt Park
Bronx Zoo
Bronx Botanical Garden
New York Botanical Garden
Fordham University
Manhattan College
College of New Rochelle
Iona College
Sarah Lawrence College
Concordia College
Westchester Community College
Pace University-Pleasantville Campus
Pace University School of Law
Westchester Medical Center
Mid-Westchester Executive Park
Phelps Memorial Hospital
Rockefeller State Park Preserve
Graham Hills County Park
Tarrytown Lakes County Park
Kingsland Point Park
Lenoir Preserve
Getty Square (See Inset)
Yonkers Station
Metro-North Train
Bus Stop
0 .5 1 2 Miles

ROUTE 12: Local — Armonk • Purchase • White Plains



NORTHBOUND FROM WHITE PLAINS TO ARMONK / MONDAY–FRIDAY

	A TransCenter (Lane B)	B Manhattanville College	C SUNY Purchase College	D Westchester County Airport	E Bedford Rd at Main St
	WHITE PLAINS	PURCHASE			ARMONK
AM	6:20	6:38	—	6:52	—
①	7:15	—	—	7:48	8:00
②	7:30	7:53	7:59	8:13	8:30
②	8:05	8:28	8:34	8:48	9:05
②	8:35	8:58	9:04	9:18	9:35
	9:30	9:48	9:53	10:04	10:16
	11:30	11:48	11:53	**12:04**	**12:16**
PM	**1:30**	**1:48**	**1:53**	**2:07**	**2:19**
	2:30	**2:48**	**2:53**	**3:07**	**3:19**
	3:30	**3:48**	**3:53**	**4:07**	**4:19**
	4:30	**4:49**	**4:54**	**5:08**	**5:22**
	5:10	**5:29**	**5:34**	**5:48**	**6:02**
	6:10	**6:28**	**6:33**	**6:43**	**6:55**

① Trip operates via Anderson Hill Rd and serves Reckson Executive Park and Westchester Business Park only.
② Trip serves Morgan Stanley, Westchester Business Park and Reckson Executive Park.

SOUTHBOUND FROM ARMONK TO WHITE PLAINS / MONDAY–FRIDAY

	E Bedford Rd at Main St	D Westchester County Airport	C SUNY Purchase College	B Manhattanville College	A TransCenter (Lane B)
	ARMONK	PURCHASE			WHITE PLAINS
AM	7:15	7:26	7:37	7:43	8:03
	8:25	8:36	8:47	8:53	9:13
	10:25	10:36	10:47	10:53	11:13
PM	**12:25**	**12:36**	**12:47**	**12:53**	**1:13**
	2:25	**2:36**	**2:50**	**2:56**	**3:16**
②	**3:30**	**3:48**	**4:02**	**4:09**	**4:33**
②	**4:30**	**4:48**	**5:02**	**5:09**	**5:33**
②	**5:30**	**5:48**	**6:02**	**6:09**	**6:33**
	6:25	**6:46**	**7:00**	**7:06**	**7:26**

② Trip serves Westchester Business Park, Reckson Executive Park and Morgan Stanley.
Train times are subject to change. Please check MetroNorth Railroad's website for the latest schedules : www.mta.info/mnr

For Bee-Line Bus/ Metro-North Connections

Consider Combined Fare Discounts using UniTicket the Monthly Bus-to-Train Pass

UniTicket is a reduced-rate ticket combining monthly round-trip local bus fare with train fare.

UniTicket is available through any Metro-North ticket office. It is accepted for the bus fare to & from a railroad station listed on the ticket.

For more information, call Metro-North Railroad at (212) 532-4900

INSTRUCTIONS

The bus passes this location at listed times. Look for the column of times below the matching symbol in the schedule.

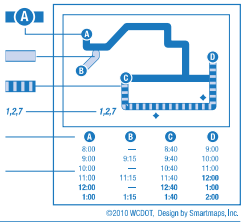
Only certain trips operate along this portion of the route. See the schedule for trips that operate here.

The bus operates express along the route. No stops are made unless indicated by the F symbol.

Transfer point. Shows where this bus intersects with other bus routes.

The bus stops at the times listed below the symbol. Light times are A.M.; **bold** times are **P.M.**

The timetable shows when the bus is scheduled to depart. Actual departure times may vary and depend upon traffic and weather conditions. Arrive at the bus stop about 5 minutes early to avoid missing the bus.



A	B	C	D
8:00	—	8:40	9:00
9:00	9:15	9:40	10:00
10:00	—	10:40	11:00
11:00	11:15	11:40	**12:00**
12:00	—	**12:40**	**1:00**
1:00	**1:15**	**1:40**	**2:00**

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BEE-LINE HOLIDAY SCHEDULE

HOLIDAY	SCHEDULE IN EFFECT
New Years Day	Sunday
Martin Luther King, Jr. Day	Saturday
Presidents' Day	Saturday
Memorial Day	Sunday
Independence Day	Sunday
Labor Day	Sunday
Columbus Day	Weekday
Election Day	Weekday
Veterans Day	Weekday
Thanksgiving Day	No Service
Christmas Day	No Service

NORTHBOUND FROM WHITE PLAINS TO PURCHASE / SATURDAY

	A TransCenter (Lane B)	B Manhattanville College	C SUNY Purchase College	D Westchester County Airport
	WHITE PLAINS	PURCHASE		
AM	8:00	8:16	8:21	8:32
	9:20	9:36	9:41	9:52
	11:00	11:16	11:21	11:32
PM	**1:00**	**1:16**	**1:21**	**1:32**
	3:10	**3:26**	**3:31**	**3:42**
	5:40	**5:56**	**6:01**	**6:12**

SOUTHBOUND FROM PURCHASE TO WHITE PLAINS / SATURDAY

	D Westchester County Airport	C SUNY Purchase College	B Manhattanville College	A TransCenter (Lane B)
	PURCHASE			WHITE PLAINS
AM	8:37	8:48	8:53	9:09
	9:57	10:08	10:13	10:29
	11:37	11:48	11:53	**12:09**
PM	**1:37**	**1:48**	**1:53**	**2:09**
	3:47	**3:58**	**4:03**	**4:19**
	6:17	**6:28**	**6:33**	**6:49**

NORTHBOUND FROM WHITE PLAINS TO PURCHASE / SUNDAY

	A TransCenter (Lane B)	B Manhattanville College	C SUNY Purchase College	D Westchester County Airport
	WHITE PLAINS	PURCHASE		
AM	8:00	8:16	8:21	8:32
	9:20	9:36	9:41	9:52
	11:00	11:16	11:21	11:32
PM	**1:00**	**1:16**	**1:21**	**1:32**
	3:00	**3:16**	**3:21**	**3:32**
	5:00	**5:16**	**5:21**	**5:32**

SOUTHBOUND FROM PURCHASE TO WHITE PLAINS / SUNDAY

	D Westchester County Airport	C SUNY Purchase College	B Manhattanville College	A TransCenter (Lane B)
	PURCHASE			WHITE PLAINS
AM	8:37	8:48	8:53	9:09
	9:57	10:08	10:13	10:29
	11:37	11:48	11:53	**12:09**
PM	**1:37**	**1:48**	**1:53**	**2:09**
	3:37	**3:48**	**3:53**	**4:09**
	5:37	**5:48**	**5:53**	**6:09**

the bee-line system

7 Easy Steps to Faster Boarding

1. Check the route number and final destination.
2. Check the route map for your desired stop.
3. Check the arrival time of the next bus.
4. To speed boarding, have your MetroCard or exact coin fare ready.
5. Transfers are issued only at the time of fare payment.
6. Children under 5 ride free when accompanied by a fare-paying adult.
7. Check the route number on the sign above the windshield before boarding.

MetroCard

Enjoy Your Ride on the Bee-Line System!

For more information, visit us online at
www.westchestergov.com/beelinebus
OR
Call (914) 813-7777

Bee-Line Cash and MetroCard Fares

Effective April 21, 2019

Cash Fares (Coins Only)

One Ride	$2.75
Paper Transfer to Bee-Line & NYC Buses	FREE
Senior/Disabled Reduced Fare One Ride	$1.35
Senior/Disabled Paper Transfer to Bee-Line & NYC Buses	FREE
BXM4C One Ride	$7.50
BXM4C Senior/Disabled Reduced Fare (Off-Peak Only)	$3.75

Pay-Per-Ride MetroCard Fares
(Includes One Transfer to Bee-Line Buses, NYC Buses & Subways)

One Ride	$2.75
Senior/Disabled Reduced Fare One Ride with Transfer	$1.35
Unlimited Ride 30-Day MetroCard Fare	$127.00
Unlimited Ride 7-Day MetroCard Fare	$33.00

Transfers

(1) Paper transfers will be accepted on **all** local routes, accept the same route initially boarded. Paper transfers must be obtained at the time of initial boarding.

(2) Pay-Per-Ride MetroCards **will** be accepted on all Bee-Line routes, except the same route initially boarded, NYC local buses and subways with no additional fare charged to the card, within two hours of the initial boarding.

Senior/Disabled Reduced Fares

Reduced fares are available to riders at least 65 years of age, certified disabled persons and valid Medicare card holders with proper photo identification.

MetroCard reduced fares are available only to holders of a personalized Reduced-Fare MetroCard.
For more information call (718) 330-1234 or go to www.mta.info/metrocard.

www.westchestergov.com/beelinebus
24-Hour Automated Schedule Information (914) 813-7777
Representatives are available 8 a.m. to 4 p.m. weekdays.
Lost & Found (914) 376-6361
Large print timetables are available upon request.
Hard of hearing individuals can use the New York State 711 Relay Service.
Fares, schedule and equipment are subject to change.

the bee-line system

Effective September 2, 2019

LOCAL ROUTE

12

Armonk
Westchester Airport
White Plains

ALSO SERVING

- Westchester Business Park
- Reckson Executive Park
- PepsiCo
- SUNY Purchase College
- Manhattanville College

Get Real-time Bee-Line info through

GOOGLE MAPS

Westchester gov.com
www.westchestergov.com/beelinebus

the bee-line system

Effective April 8, 2019

Shuttle Loop H

Get Real-time Bee-Line info through
GOOGLE MAPS

Westchester gov.com

www.westchestergov.com/beelinebus

Bee-Line Cash and MetroCard Fares

Effective April 21, 2019

Cash Fares (Coins Only)

One Ride	$2.75
Paper Transfer to Bee-Line & NYC Buses	FREE
Senior/Disabled Reduced Fare One Ride	$1.35
Senior/Disabled Paper Transfer to Bee-Line & NYC Buses	FREE
BXM4C One Ride	$7.50
BXM4C Senior/Disabled Reduced Fare (Off-Peak Only)	$3.75

Pay-Per-Ride MetroCard Fares

(Includes One Transfer to Bee-Line Buses, NYC Buses & Subways)

One Ride with Transfer	$2.75
Senior/Disabled Reduced Fare One Ride with Transfer	$1.35
Unlimited Ride 30-Day MetroCard Fare	$127.00
Unlimited Ride 7-Day MetroCard Fare	$33.00

Transfers

(1) Paper transfers will be accepted on all local routes, except the same route initially boarded. Paper transfers must be obtained at the time of initial boarding.

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For more information call (718) 330-1234 or go to www.mta.info/metrocard.

Customer Service

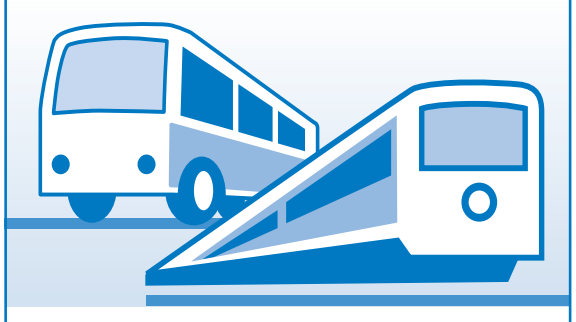
www.westchestergov.com/beeline
24-Hour Automated Schedule Information (914) 813-7777
Representatives are available 8 a.m. to 4 p.m. weekdays
Lost & Found (914) 376-6361
Large print timetables are available upon request.
Hard of hearing individuals can use the New York State 711 Relay Service
Fares, schedule and equipment are subject to change

For Bee-Line Bus/ Metro-North Connections

Consider Combined Fare Discounts using

UniTicket

the Monthly Bus-to-Train Pass

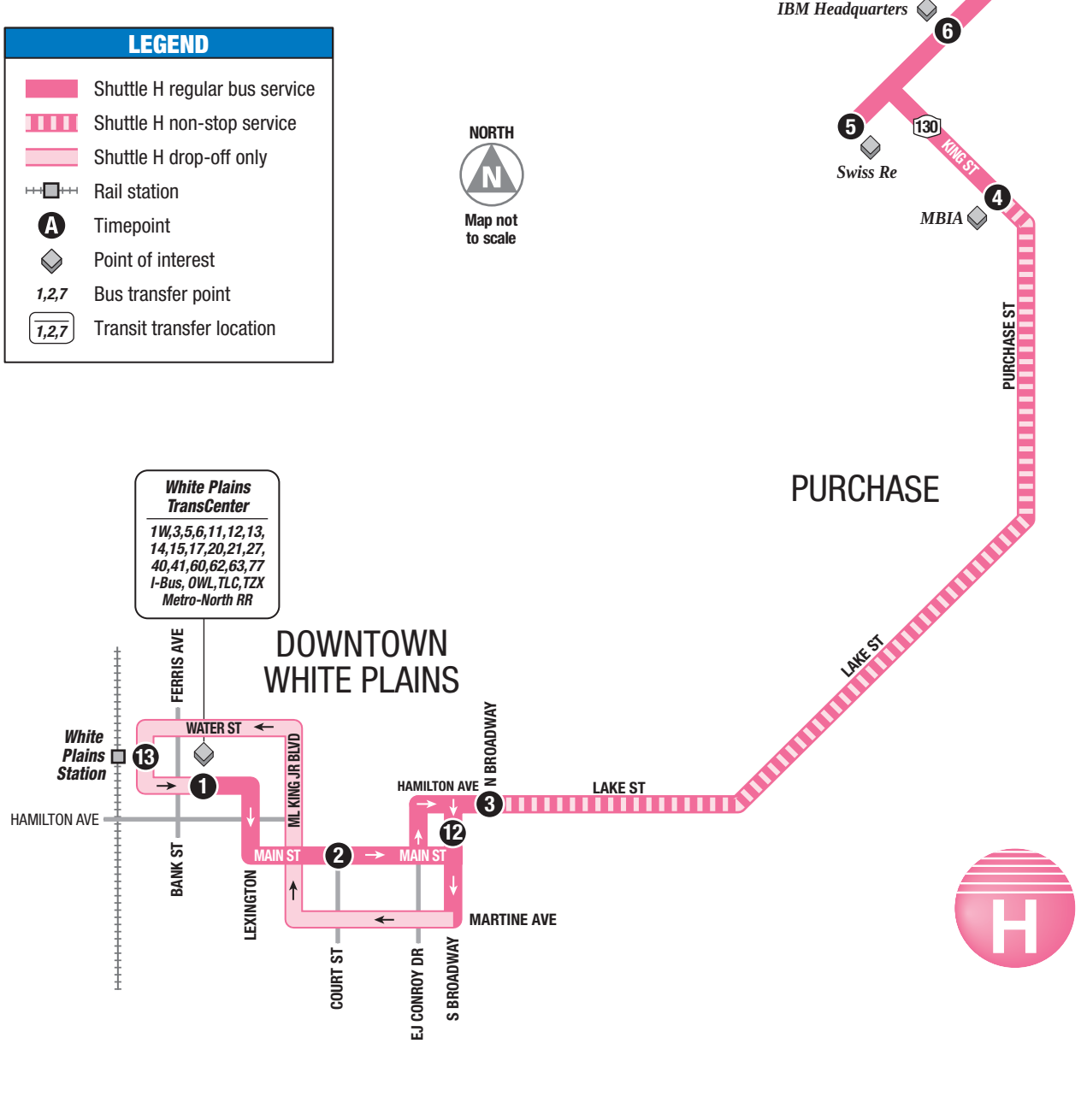


UniTicket is a reduced-rate ticket combining monthly round-trip local bus fare with train fare.

UniTicket is available through any Metro-North ticket office. It is accepted for the bus fare to & from a railroad station listed on the ticket.

For more information, call Metro-North Railroad at
(212) 532-4900

SHUTTLE LOOP H — MBIA • SWISS RE • IBM-HQ • IBM-NC



SHUTTLE LOOP H — Monday – Friday, AM Service • Northbound

	1 White Plains TransCenter (Lane A)	2 Main St at Court St	3 Hamilton Ave at N Broadway	4 MBIA	5 Swiss Re	6 IBM HQ	7 IBM North Castle
	WHITE PLAINS			ARMONK			
AM	6:33	6:35	6:38	6:51	6:54	7:00	7:04
	7:32	7:34	7:37	7:50	7:53	7:59	8:03
	7:53	7:55	7:58	8:11	8:14	8:20	8:24
	8:31	8:33	8:36	8:49	8:52	8:58	9:02
	9:04	9:06	9:09	9:22	9:25	9:31	9:35
	9:25	9:27	9:30	9:43	9:46	9:52	9:56
	9:50	9:52	9:55	10:08	10:11	10:17	10:21

SHUTTLE LOOP H — Monday – Friday, PM Service • Southbound

	7 IBM North Castle	6 IBM HQ	5 Swiss Re	4 MBIA	12 N Broadway at Main St	13 White Plains RR Station	1 White Plains TransCenter
	ARMONK				WHITE PLAINS		
PM	**2:48**	**2:52**	**2:58**	**3:01**	**3:16**	**3:21**	**3:22**
	3:16	**3:20**	**3:26**	**3:29**	**3:44**	**3:49**	**3:50**
	3:41	**3:45**	**3:51**	**3:54**	**4:09**	**4:14**	**4:15**
	4:13	**4:17**	**4:23**	**4:26**	**4:41**	**4:46**	**4:47**
	4:39	**4:43**	**4:49**	**4:52**	**5:07**	**5:12**	**5:13**
	5:16	**5:20**	**5:26**	**5:29**	**5:44**	**5:49**	**5:50**
	5:50	**5:54**	**6:00**	**6:03**	**6:18**	**6:23**	**6:24**
	6:19	**6:23**	**6:29**	**6:32**	**6:46**	**6:51**	**6:52**

INSTRUCTIONS

The bus passes this location at listed times. Look for the column of times below the matching symbol in the schedule.

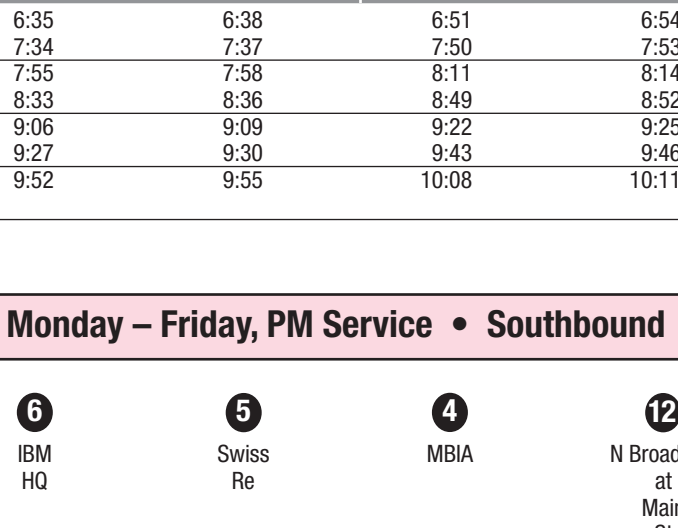
Only certain trips operate along this portion of the route. See the schedule for trips that operate here.

The bus operates express along the route. No stops are made unless indicated by the F symbol.

Transfer point. Shows where this bus intersects with other bus routes.

The bus stops at the times listed below the symbol. Light times are A.M.; **bold** times are **P.M.**

The timetable shows when the bus is scheduled to depart. Actual departure times may vary and depend upon traffic and weather conditions. Arrive at the bus stop about 5 minutes early to avoid missing the bus.



A	B	C	D
8:00	—	8:40	9:00
9:00	9:15	9:40	10:00
10:00	—	10:40	11:00
11:00	11:15	11:40	**12:00**
12:00	**—**	**12:40**	**1:00**
1:00	**1:15**	**1:40**	**2:00**

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BEE-LINE HOLIDAY SCHEDULE

HOLIDAY	SCHEDULE IN EFFECT
New Years Day	Sunday
Martin Luther King, Jr. Day	Saturday
Presidents' Day	Saturday
Memorial Day	Sunday
Independence Day	Sunday
Labor Day	Sunday
Columbus Day	Weekday
Election Day	Weekday
Veterans Day	Weekday
Thanksgiving Day	No Service
Christmas Day	No Service

AIRPORT CAMPUS (113 KING STREET)

APPENDIX G

ACCIDENT DATA

NYSDOT ACCIDENT REPORTS

NYS ROUTE 120 (KING STREET) CORRIDOR

120 87012090
22 87024048
22 87024047
120 87012087
22 87024046
120
120 87012086
22 87024045
22
22 87024044
4043
Google Earth
©2018 Google
120 87012085
Old Post Rd
New Orchard Rd
King St
N
800 ft

120 87012086
22 87024045
22 87024044
22
120
043
120 87012085
New Orchard Rd
King St
120 87012084
High Hill Rd
120 87012083
Google Earth
©2018 Google
N
800 ft

120 87012082
120
American Ln
120 87012081
Cooper Hill Rd
120 87012080
120 87012079
Google Earth
©2018 Google
N
800 ft

120
120 87012078
120 87012077
120 87012076
120 87012075
120 87012074
American Ln
684I87011055
684I87011054
684I87011053
684I87011052
684
Google Earth
©2018 Google
800 ft
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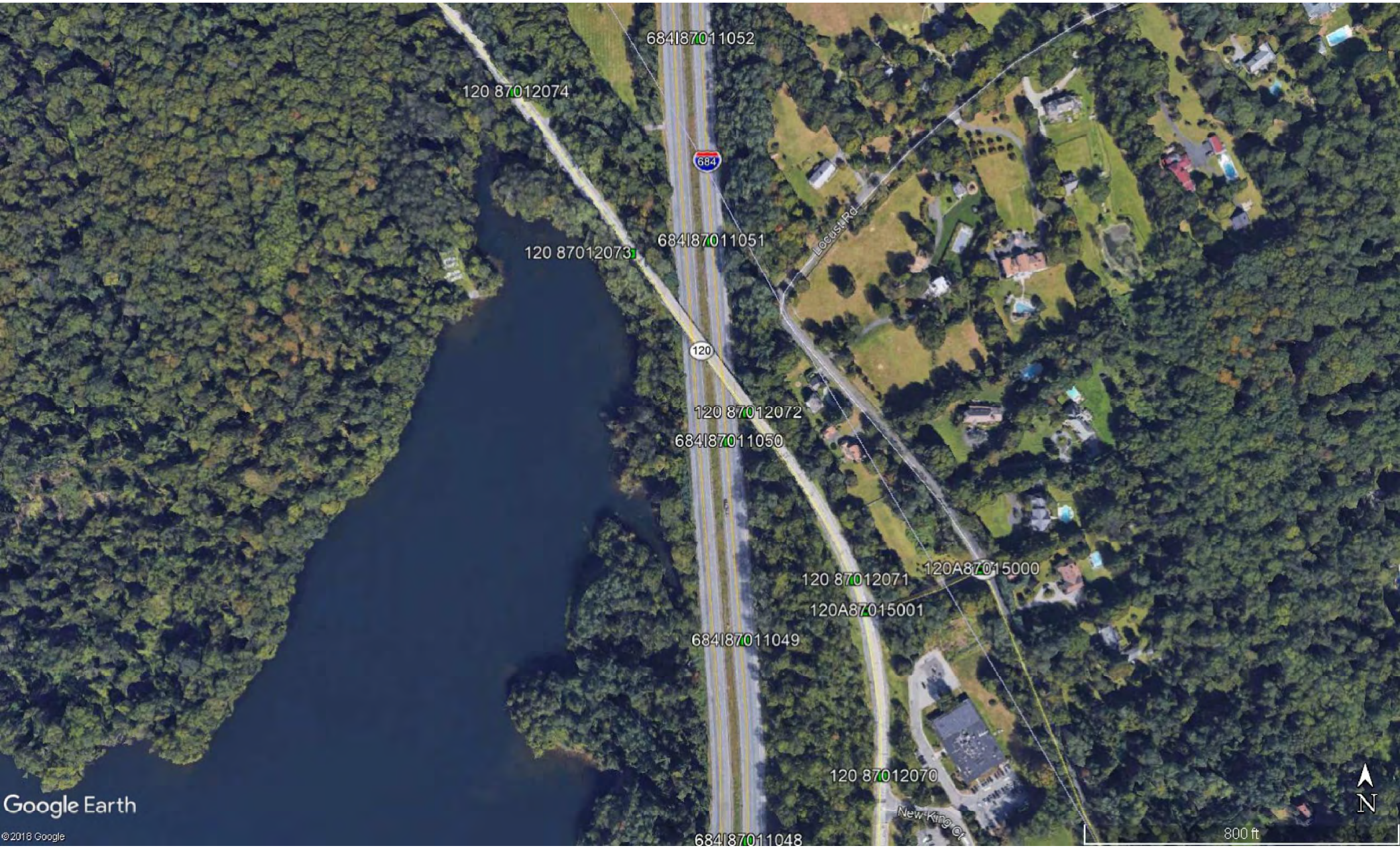

684I87011052
120 87012074
684
684I87011051
Locust Rd
120 87012073
120
120 87012072
684I87011050
120A87015000
120 87012071
120A87015001
684I87011049
120 87012070
New King Ct
684I87011048
Google Earth
©2018 Google
N
800 ft

120
684
120 87012070
684I87011048
120A
120 87012069
684I87011047
New King Ct
120 87012068
684I87011046
Airport Rd
120 87012067
684I87011045
Google Earth
©2018 Google
N
800 ft

15932_map1_segments
Old Post Rd
Bear
Gutter
Inlet
New Orchard Rd
215 Meters

15932_map2_segments
Dark Hollow
Webers Cove
Louden Cove
Tamarack Country Club
Carpenters Brook Rd
Locust Rd
King St
New King St
American Ln
Weber Pl
Airport Rd
429 Meters

NYSDOT QRA ACCIDENT SEVERITY SUMMARY

Print Date 4/9/2019 **Print Time** 10:53:06AM

Query Number/Name	Query Type	Query Sub Type	Accident Date Range
45313 15932 segments	AttributeQuery	None	1/1/2015 12:00:00AM To 12/31/2018 12:00:00AM

Case Year	Injury	Fatality	Property Damage	Non-Reportables	Totals
2015	12	0	12	5	29
2016	7	0	14	7	28
2017	11	0	34	2	47
2018	10	0	23	2	35
Grand Total:	40	0	83	16	

Accident Location Information System(ALIS)

Date: 4/9/2019
10:46:06 AM

Accident Verbal Description

15932_VDR_segments

Date in this report covers the period - 1/1/2015-12/31/2018

Complete Accident data from NYSDMV is only available thru 12/31/2018 12:00:00 AM

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024045 Street: MOUNT KISCO RD
19 Meters South of King St

1/3/2015 Sat 14:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35537291**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4944 State of Registration: NY
Num of Occupants: 2 Driver's Age: 39 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4857 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
AT INTERSECTION WITH [Route] 120

1/7/2015 Wed 09:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35543594**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3413 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4237 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: [Route] 120
AT INTERSECTION WITH GATEWAY LN

1/14/2015 Wed 17:01 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | **Case: 2015-35556874**

Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: NONE
Manner of Collision: REAR END | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 4237 | State of Registration: NY

Num of Occupants: 2 | Driver's Age: 42 | Sex: M | Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3300 | State of Registration: NY

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

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: PURCHASE ST
AT INTERSECTION WITH New King St

2/2/2015 Mon 15:32 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2015-35596909**

Accident Class: NON-REPORTABLE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING | Weather: SNOW
Road Surface Condition: SNOW/ICE | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

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

Num of Occupants: 1 | Driver's Age: 42 | Sex: M | Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

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

Num of Occupants: 1 | Driver's Age: 66 | Sex: F | Citation Issued: N

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024047 Street: KING ST
20 Meters North of Ramp
2/6/2015 Fri 14:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35598945**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024050 Street: ARMONK-BEDFORD RD
2/18/2015 Wed 08:39 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35611817**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012091 Street: KING ST
2/24/2015 Tue 09:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35621056**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3605 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4979 State of Registration: NY
Num of Occupants: 3 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012071 Street: PURCHASE ST
AT INTERSECTION WITH Gateway Ln
3/1/2015 Sun 15:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35630118**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3182 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024044 Street: [Route] 22
4/2/2015 Thu 19:56 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35674959**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3

Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2546 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024047 Street: KING ST
AT INTERSECTION WITH Ramp
4/10/2015 Fri 17:15 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35682471**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2729 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4605 State of Registration: NY
Num of Occupants: 2 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: I 684
AT INTERSECTION WITH King St
4/20/2015 Mon 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35692796**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024047 Street: KING ST
AT INTERSECTION WITH Ramp
4/27/2015 Mon 16:17 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35701364**
Accident Class: INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4049 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2877 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: I 684
AT INTERSECTION WITH King St
5/1/2015 Fri 03:08 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2015-35708285**
Accident Class: INJURY Police Agency: NYSP SOMERS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2615 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4280 State of Registration: NY
Num of Occupants: 3 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
AT INTERSECTION WITH [Route] 120

5/20/2015 Wed 07:48 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35730086**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4960 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3863 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street:
5/27/2015 Wed 10:42 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35746910**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 5513 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 23000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 8550 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: KING ST
AT INTERSECTION WITH Ramp
6/26/2015 Fri 08:59 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2015-35774780**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4860 State of Registration: NY
Num of Occupants: 2 Driver's Age: 39 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4605 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: KING ST
AT INTERSECTION WITH [Route] 22
7/6/2015 Mon 18:42 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35794869**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: GA
Num of Occupants: 2 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2965 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024047 Street: KING ST
AT INTERSECTION WITH Ramp
7/31/2015 Fri 19:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35827598**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: YIELD SIGN
Manner of Collision: OVERTAKING — Weather: CLEAR
Road Surface Condition: DRY — Road Char.: STRAIGHT AND LEVEL — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP — Registered Weight: 3269 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 67 — Sex: F — Citation Issued: N
Direction of Travel: NORTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 BUS — Registered Weight: — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 50 — Sex: M — Citation Issued: N
Direction of Travel: NORTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: KING ST
20 Meters South of Ramp

8/8/2015 Sat 04:56 AM — Persons Killed: 0 — Persons Injured: 0 — Extent of Injuries: — **Case: 2015-35834418**
Accident Class: PROPERTY DAMAGE — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL — Traffic Control: NONE
Manner of Collision: OTHER — Weather: CLEAR
Road Surface Condition: DRY — Road Char.: CURVE AND LEVEL — Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: 3761 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 20 — Sex: M — Citation Issued: N
Direction of Travel: SOUTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024047 Street: KING ST
31 Meters South of Ramp

8/11/2015 Tue 09:41 AM — Persons Killed: 0 — Persons Injured: 1 — Extent of Injuries: C — **Case: 2015-35841180**
Accident Class: INJURY — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: YIELD SIGN
Manner of Collision: REAR END — Weather: RAIN
Road Surface Condition: WET — Road Char.: STRAIGHT AND LEVEL — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: 3166 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 18 — Sex: M — Citation Issued: N
Direction of Travel: NORTH-WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: DRIVER INEXPERIENCE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120
2 Meters West of Armonk-Bedford Rd
10/1/2015 Thu 20:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35909083**
Accident Class: NON-REPORTABLE Police Agency: NEW CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, CELL PHONE (HAND HELD)

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: [Route] 120
AT INTERSECTION WITH GATEWAY LN
10/30/2015 Fri 12:44 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35947248**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2235 State of Registration: NY
Num of Occupants: 2 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, FAILURE TO YIELD RIGHT OF WAY

Veh :1 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING U TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120
AT INTERSECTION WITH [Route] 22
11/18/2015 Wed 09:09 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35970613**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY
Num of Occupants: 2 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street:
12/3/2015 Thu 22:54 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2015-35995856**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 4600 State of Registration: NY

Num of Occupants: 2 Driver's Age: 57 Sex: M Citation Issued: N

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: STATE HWY 120
AT INTERSECTION WITH Armonk-Bedford Rd

11/30/2015 Mon 21:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36004650**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1

Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: YIELD SIGN

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3759 State of Registration: NY

Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: KING ST

12/9/2015 Wed 08:58 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36006131**

Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

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

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

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

Num of Occupants: 3 Driver's Age: 37 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

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

Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012084 Street: KING ST
AT INTERSECTION WITH Unnamed Street

12/8/2015 Tue 18:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36006135**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2645 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: I 684
11 Meters South of King St
12/23/2015 Wed 16:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36022124**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5313 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

Veh :2 OTHER Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: I 684
12/27/2015 Sun 00:57 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-36027150**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP LEWISBORO SATELLITE Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE

Manner of Collision: OTHER | Weather: RAIN
Road Surface Condition: WET | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: | State of Registration: CT
Num of Occupants: 2 | Driver's Age: 25 | Sex: F | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street:
1/23/2016 Sat 07:42 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2016-36062049**
Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDERAIL - END | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER | Weather: SNOW
Road Surface Condition: SNOW/ICE | Road Char.: CURVE AND LEVEL | Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

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

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
AT INTERSECTION WITH [Route] 120
1/6/2016 Wed 15:45 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | **Case: 2016-36063156**
Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: YIELD SIGN
Manner of Collision: REAR END | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: CURVE AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 4438 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 29 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH-WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3110 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 20 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH-WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012071 Street: PURCHASE ST
AT INTERSECTION WITH Gateway Ln
2/16/2016 Tue 12:57 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36099141**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2932 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
2/16/2016 Tue 01:18 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36100837**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: SLUSH Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4357 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
AT INTERSECTION WITH [Route] 120
2/15/2016 Mon 16:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36105788**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

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

Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012076 Street: KING ST
AT INTERSECTION WITH Driveway

2/29/2016 Mon 04:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36114275**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3810 State of Registration: NY

Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: KING ST
AT INTERSECTION WITH [Route] 22

3/1/2016 Tue 16:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36118913**

Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DUSK

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

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

Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: Y

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MERGING

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024049 Street: STATE HWY 120
44 Meters North of Ramp
3/15/2016 Tue 08:59 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36137005**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4812 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4455 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: [Route] 120
AT INTERSECTION WITH AIRPORT RD
3/16/2016 Wed 06:30 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BCC **Case: 2016-36143727**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3150 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY
Num of Occupants: 2 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012087 Street: KING ST
AT INTERSECTION WITH Old Post Rd
3/24/2016 Thu 16:56 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36146749**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE — Weather: CLOUDY
Road Surface Condition: DRY — Road Char.: STRAIGHT/ GRADE — Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP — Registered Weight: — State of Registration: CT
Num of Occupants: 1 — Driver's Age: 29 — Sex: M — Citation Issued: N
Direction of Travel: WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: 3076 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 52 — Sex: F — Citation Issued: N
Direction of Travel: SOUTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024045 Street: MOUNT KISCO RD
48 Meters South of King St

4/9/2016 Sat 04:22 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36165342**
Accident Class: PROPERTY DAMAGE — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL — Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER — Weather: CLEAR
Road Surface Condition: DRY — Road Char.: CURVE AND LEVEL — Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: 5762 — State of Registration: NY
Num of Occupants: 2 — Driver's Age: 24 — Sex: F — Citation Issued: Y
Direction of Travel: NORTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT, UNSAFE SPEED

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012087 Street: [Route] 22
AT INTERSECTION WITH Mount Kisco Rd

4/15/2016 Fri 18:50 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2016-36171958**
Accident Class: PROPERTY DAMAGE AND INJURY — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER — Weather: CLEAR
Road Surface Condition: DRY — Road Char.: CURVE AND LEVEL — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: — State of Registration: CT
Num of Occupants: 3 — Driver's Age: 20 — Sex: M — Citation Issued: N
Direction of Travel: WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: 3430 State of Registration: NY
Num of Occupants: 2 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: I 684
5/8/2016 Sun 08:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36198035**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP SOMERS Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 5 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012087 Street: [Route] 22
AT INTERSECTION WITH Mount Kisco Rd
5/19/2016 Thu 03:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36217572**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2980 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH Armonk-Bedford Rd
6/20/2016 Mon 16:11 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36263256**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

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

Veh :1 CAR/VAN/PICKUP — Registered Weight: 4993 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 60 — Sex: M — Citation Issued: N
Direction of Travel: NORTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP — Registered Weight: — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 46 — Sex: F — Citation Issued: N
Direction of Travel: NORTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: [Route] 684
7/8/2016 Fri 07:57 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36288346**
Accident Class: PROPERTY DAMAGE — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END — Weather: CLEAR
Road Surface Condition: DRY — Road Char.: STRAIGHT AND LEVEL — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP — Registered Weight: — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 78 — Sex: M — Citation Issued: N
Direction of Travel: EAST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP — Registered Weight: 3891 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 26 — Sex: F — Citation Issued: N
Direction of Travel: EAST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120
AT INTERSECTION WITH [Route] 22
7/6/2016 Wed 12:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36288347**
Accident Class: NON-REPORTABLE — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: YIELD SIGN
Manner of Collision: REAR END — Weather: CLEAR
Road Surface Condition: DRY — Road Char.: STRAIGHT AND LEVEL — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012076 Street: KING ST
AT INTERSECTION WITH Driveway
8/5/2016 Fri 08:08 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36328373**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4733 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, CELL PHONE (HAND HELD)

Veh :4 CAR/VAN/PICKUP Registered Weight: 2723 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3585 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4924 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012073 Street: [Route] 120
30 Meters North of [Route] 684
8/16/2016 Tue 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36344798**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024047 Street: KING ST
88 Meters North of Mount Kisco Rd
9/8/2016 Thu 08:47 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36373806**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3564 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024048 Street: KING ST
9/15/2016 Thu 19:44 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36400271**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4505 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3912 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 18 | Sex: M | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: BRAKES DEFECTIVE, STEERING FAILURE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012086 Street: KING ST
AT INTERSECTION WITH Ramp

10/18/2016 Tue 14:34 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2016-36428676**

Accident Class: NON-REPORTABLE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: OTHER

Manner of Collision: OVERTAKING | Weather: CLEAR

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

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

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

Num of Occupants: 2 | Driver's Age: 58 | Sex: M | Citation Issued: N

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

Pre-Accd Action: MERGING

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

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

Num of Occupants: 1 | Driver's Age: 40 | Sex: M | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012069 Street: [Route] 120
73 Meters South of New King St

11/12/2016 Sat 02:15 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2016-36469580**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 1

Type Of Accident: COLLISION WITH TREE | Traffic Control: NONE

Manner of Collision: OTHER | Weather: CLEAR

Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD UNLIGHTED

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

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3585 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 32 | Sex: M | Citation Issued: N

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

Pre-Accd Action: AVOIDING OBJECT IN ROADWAY

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: GATEWAY LN
AT INTERSECTION WITH Purchase St
11/13/2016 Sun 11:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36469583**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: QC
Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: KING ST
11/26/2016 Sat 00:37 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36489323**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VA
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3693 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: STATE HWY 22
15 Meters North of Ramp
11/18/2016 Fri 13:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36499630**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: YIELD SIGN
Manner of Collision: OVERTAKING — Weather: CLOUDY
Road Surface Condition: DRY — Road Char.: STRAIGHT AND LEVEL — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: — State of Registration: NY
Num of Occupants: 2 — Driver's Age: 66 — Sex: M — Citation Issued: N
Direction of Travel: SOUTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP — Registered Weight: — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 65 — Sex: F — Citation Issued: N
Direction of Travel: SOUTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: OTHER
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120
AT INTERSECTION WITH [Route] 22
12/13/2016 Tue 15:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36517805**
Accident Class: PROPERTY DAMAGE — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: YIELD SIGN
Manner of Collision: REAR END — Weather: CLOUDY
Road Surface Condition: DRY — Road Char.: STRAIGHT/ GRADE — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: 3034 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 20 — Sex: F — Citation Issued: N
Direction of Travel: NORTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP — Registered Weight: — State of Registration: CT
Num of Occupants: 1 — Driver's Age: 36 — Sex: M — Citation Issued: N
Direction of Travel: NORTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012080 Street: KING ST
AT INTERSECTION WITH COONEY HILL RD
12/15/2016 Thu 10:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36522005**
Accident Class: PROPERTY DAMAGE — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 1
Type Of Accident: COLLISION WITH DEER — Traffic Control: NONE
Manner of Collision: OTHER — Weather: CLOUDY
Road Surface Condition: WET — Road Char.: STRAIGHT/ GRADE — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3460 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024050 Street: [Route] 22
1/16/2017 Mon 01:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36572364**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH MEDIAN/BARRIER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024044 Street: MOUNT KISCO RD
AT INTERSECTION WITH King St
1/23/2017 Mon 20:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36577328**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4438 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3635 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012074 Street: KING ST
1/30/2017 Mon 06:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36586512**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OTHER | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 2449 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 29 | Sex: M | Citation Issued: N
Direction of Travel: NORTH-WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER | Registered Weight: | State of Registration: -3
Num of Occupants: 0 | Driver's Age: | Sex: | Citation Issued:
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012071 Street: [Route] 120
61 Meters North of Gateway Ln
2/13/2017 Mon 18:24 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-36605781**
Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END | Weather: CLOUDY
Road Surface Condition: WET | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 2253 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 54 | Sex: M | Citation Issued: N
Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, BRAKES DEFECTIVE

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

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024049 Street: KING ST
42 Meters South of Armonk-Bedford Rd
1/27/2017 Fri 20:00 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-36614303**
Accident Class: PROPERTY DAMAGE | Police Agency: | Num of Veh: 1
Type Of Accident: RAN OFF ROAD ONLY | Traffic Control: NONE
Manner of Collision: OTHER | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: CURVE AND GRADE | Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3389 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024049 Street: STATE HWY 22
AT INTERSECTION WITH King St
2/25/2017 Sat 18:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2017-36621146**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5178 State of Registration: NY
Num of Occupants: 4 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: [Route] 120
AT INTERSECTION WITH I 684
3/1/2017 Wed 11:05 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36627148**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, TRAF CNTRL DEV IMPROPER/NON-WRKING

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012091 Street: KING ST
AT INTERSECTION WITH Ramp
2/20/2017 Mon 15:39 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36627959**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1

Type Of Accident: COLLISION WITH GUIDERAIL - END | Traffic Control: NONE
Manner of Collision: OTHER | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3650 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 24 | Sex: M | Citation Issued: N
Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024047 Street: KING ST
3/2/2017 Thu 09:31 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36627961**
Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 1
Type Of Accident: COLLISION WITH TREE | Traffic Control: NONE
Manner of Collision: OTHER | Weather: OTHER
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3980 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 61 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OBSTRUCTION/DEBRIS, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: PURCHASE ST
AT INTERSECTION WITH Westchester County Airport
3/10/2017 Fri 15:30 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36637584**
Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: | State of Registration: CT
Num of Occupants: 1 | Driver's Age: 63 | Sex: M | Citation Issued: N
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 4661 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 37 | Sex: F | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: KING ST
3/21/2017 Tue 18:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36652429**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3573 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024049 Street: STATE HWY 22
AT INTERSECTION WITH King St
3/25/2017 Sat 07:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36657199**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3915 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: BRAKES DEFECTIVE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: PURCHASE ST
AT INTERSECTION WITH Westchester County Airport
3/30/2017 Thu 13:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36675844**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5380 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2922 State of Registration: NY

Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N

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

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: DRIVER INATTENTION, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
AT INTERSECTION WITH Purchase St

4/6/2017 Thu 08:39 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36679243**

Accident Class: NON-REPORTABLE Police Agency: NYSP SOMERS Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

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

Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N

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

Pre-Accd Action: STARTING FROM PARKING

Apparent Factors: PAVEMENT SLIPPERY, DRIVER INATTENTION

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

Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012087 Street: [Route] 22
AT INTERSECTION WITH Mount Kisco Rd

5/5/2017 Fri 13:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36719110**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: RAIN

Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 5196 State of Registration: NY

Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N

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

Pre-Accd Action: MERGING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3457 State of Registration: NY

Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N

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

Pre-Accd Action: MERGING

Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120
AT INTERSECTION WITH [Route] 22

5/8/2017 Mon 07:36 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36720135**

Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: CLEAR

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

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

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

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

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

Num of Occupants: 2 Driver's Age: 57 Sex: M Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024048 Street: KING ST

5/22/2017 Mon 14:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36735432**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: RAIN

Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3668 State of Registration: NY

Num of Occupants: 2 Driver's Age: 42 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3436 State of Registration: NY

Num of Occupants: 2 Driver's Age: 81 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: PURCHASE ST
AT INTERSECTION WITH Westchester County Airport
5/23/2017 Tue 10:22 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36735434**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4716 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

Veh :2 TRUCK Registered Weight: 25500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012086 Street: KING ST
42 Meters South of Ramp
5/16/2017 Tue 08:31 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36736932**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3358 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 7000 State of Registration: NY
Num of Occupants: 4 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: Street: AIRPORT RD
AT INTERSECTION WITH Purchase St
6/11/2017 Sun 22:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36768642**

Accident Class: PROPERTY DAMAGE | Police Agency: NYSP SOMERS | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: YIELD SIGN
Manner of Collision: OVERTAKING | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: | State of Registration: NY
Num of Occupants: 3 | Driver's Age: 19 | Sex: F | Citation Issued: Y
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNSAFE SPEED, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3367 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 51 | Sex: F | Citation Issued: N
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012084 Street: [Route] 120
AT INTERSECTION WITH NEW ORCHARD RD

7/6/2017 Thu 16:49 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | **Case: 2017-36795263**
Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: STRAIGHT/ GRADE | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 59 | Sex: F | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3353 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 65 | Sex: F | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012076 Street: KING ST
AT INTERSECTION WITH Driveway

7/20/2017 Thu 16:03 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: A | **Case: 2017-36834980**
Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT

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

Veh :1 TRUCK Registered Weight: State of Registration: IN
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 4142 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012070 Street: [Route] 120
AT INTERSECTION WITH NEW KING ST
7/31/2017 Mon 17:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36834982**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 5631 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024050 Street: ARMONK-BEDFORD RD
8/5/2017 Sat 01:56 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2017-36835968**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FELL ASLEEP, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: [Route] 120
AT INTERSECTION WITH AIRPORT RD

8/6/2017 Sun 23:18 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2017-36838678**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 4 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TURNING IMPROPER, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3472 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
AT INTERSECTION WITH [Route] 120

8/10/2017 Thu 17:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36844010**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4513 State of Registration: NY

Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N

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

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: FOLLOWING TOO CLOSELY, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012076 Street: KING ST
33 Meters East of Ramp

8/16/2017 Wed 05:42 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36853132**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1

Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2777 State of Registration: NY

Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
AT INTERSECTION WITH Armonk-Bedford Rd

9/8/2017 Fri 11:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36880893**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT

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

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

Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MERGING

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4613 State of Registration: NY

Num of Occupants: 1 Driver's Age: 71 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
AT INTERSECTION WITH [Route] 120

9/8/2017 Fri 17:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36881682**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY | Road Char.: CURVE AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3298 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 60 | Sex: M | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3704 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 23 | Sex: M | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012087 Street: KING ST
41 Meters East of Old Post Rd
9/15/2017 Fri 08:15 AM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | **Case: 2017-36890277**
Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: NONE
Manner of Collision: REAR END | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: CURVE AND GRADE | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 7200 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 60 | Sex: M | Citation Issued: N
Direction of Travel: SOUTH-EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

Veh :1 CAR/VAN/PICKUP | Registered Weight: 4010 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 48 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH-EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012087 Street: MOUNT KISCO RD
AT INTERSECTION WITH KING ST
8/27/2017 Sun 00:00 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-36895142**
Accident Class: PROPERTY DAMAGE | Police Agency: | Num of Veh: 1
Type Of Accident: COLLISION WITH DEER | Traffic Control: NONE
Manner of Collision: OTHER | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3316 | State of Registration: NY

Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012071 Street: PURCHASE ST
AT INTERSECTION WITH Gateway Ln

9/19/2017 Tue 16:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36897897**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT

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

Veh :3 CAR/VAN/PICKUP Registered Weight: 2723 State of Registration: NY

Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3043 State of Registration: NY

Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

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

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

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024047 Street: STATE HWY 120
21 Meters South of Ramp

9/29/2017 Fri 17:33 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36908186**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3330 State of Registration: NY

Num of Occupants: 1 Driver's Age: 77 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3945 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: 4960 State of Registration: NY
Num of Occupants: 3 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: STATE HWY 120
AT INTERSECTION WITH Ramp
10/4/2017 Wed 07:04 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36915989**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2544 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3148 State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012076 Street: KING ST
AT INTERSECTION WITH Driveway
10/10/2017 Tue 07:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36925810**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3186 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 OTHER Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N

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

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012077 Street: KING ST
138 Meters North of Ramp

10/12/2017 Thu 18:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36928634**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1

Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2723 State of Registration: NY

Num of Occupants: 2 Driver's Age: 50 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH [Route] 120

11/2/2017 Thu 11:49 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36961957**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

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

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 6425 State of Registration: NY

Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3029 State of Registration: NY

Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N

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

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024045 Street: MOUNT KISCO RD
11 Meters South of King St
11/8/2017 Wed 08:37 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36970089**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3457 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3214 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012071 Street: PURCHASE ST
AT INTERSECTION WITH Gateway Ln
11/9/2017 Thu 08:37 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36972432**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3459 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: KING ST
11/8/2017 Wed 17:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36973571**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: | State of Registration: CT
Num of Occupants: 1 | Driver's Age: 62 | Sex: M | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 2690 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 21 | Sex: F | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: BRAKES DEFECTIVE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024049 Street: KING ST
15 Meters South of Armonk-Bedford Rd

11/10/2017 Fri 10:05 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-36974506**
Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3086 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 64 | Sex: M | Citation Issued: N
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP | Registered Weight: 4104 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 57 | Sex: F | Citation Issued: N
Direction of Travel: EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012071 Street: PURCHASE ST
AT INTERSECTION WITH Gateway Ln

11/14/2017 Tue 07:33 AM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | **Case: 2017-36987712**
Accident Class: INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END | Weather: CLOUDY
Road Surface Condition: WET | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3460 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2449 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012086 Street: KING ST
AT INTERSECTION WITH Ramp
11/21/2017 Tue 18:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36992223**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3395 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3223 State of Registration: NY
Num of Occupants: 3 Driver's Age: 28 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: North Castle(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH King St
12/1/2017 Fri 17:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37010033**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2813 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY

Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120

11/19/2017 Sun 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37014684**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2877 State of Registration: NY

Num of Occupants: 2 Driver's Age: 16 Sex: F Citation Issued: N

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

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012079 Street: [Route] 120

30 Meters South of COONEY HILL RD

12/27/2017 Wed 10:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37052994**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

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

Manner of Collision: SIDESWIPE Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND HILLCREST Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4947 State of Registration: NY

Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, FAILURE TO KEEP RIGHT

Veh :2 CAR/VAN/PICKUP Registered Weight: 3504 State of Registration: NY

Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012074 Street: KING ST

12/29/2017 Fri 06:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37058670**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3473 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5581 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: STATE HWY 22
AT INTERSECTION WITH Ramp

1/10/2018 Wed 08:49 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37084976**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 37780 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3150 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024044 Street: MOUNT KISCO RD
AT INTERSECTION WITH King St

1/26/2018 Fri 09:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37108944**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4358 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, EATING OR DRINKING

Veh :2 CAR/VAN/PICKUP Registered Weight: 3771 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: STATE HWY 22
AT INTERSECTION WITH Ramp
1/31/2018 Wed 08:18 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37121327**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3649 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4201 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 22
AT INTERSECTION WITH [Route] 120
2/7/2018 Wed 09:47 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37133572**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3495 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3532 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 63 | Sex: F | Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024048 Street: KING ST

2/17/2018 Sat 21:04 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37148152**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 1

Type Of Accident: COLLISION WITH GUIDE RAIL | Traffic Control: NONE

Manner of Collision: OTHER | Weather: SNOW

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

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

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3177 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 27 | Sex: M | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012084 Street: KING ST
AT INTERSECTION WITH NEW ORCHARD RD

2/2/2018 Fri 16:30 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37155645**

Accident Class: PROPERTY DAMAGE | Police Agency: | Num of Veh: 1

Type Of Accident: COLLISION WITH CURBING | Traffic Control: UNKNOWN

Manner of Collision: OTHER | Weather: UNKNOWN

Road Surface Condition: UNKNOWN | Road Char.: UNKNOWN | Light Condition: UNKNOWN

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

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

Num of Occupants: 1 | Driver's Age: 26 | Sex: M | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: PURCHASE ST
AT INTERSECTION WITH Westchester County Airport

2/24/2018 Sat 16:05 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37158536**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: LEFT TURN (WITH OTHER CAR) | Weather: RAIN

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

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4113 State of Registration: NY
Num of Occupants: 2 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120
2/16/2018 Fri 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37169089**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3141 State of Registration: NY
Num of Occupants: 2 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024044 Street: MOUNT KISCO RD
AT INTERSECTION WITH King St
3/6/2018 Tue 18:14 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37177324**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2921 State of Registration: NY
Num of Occupants: 2 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3185 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2889 State of Registration: NY

Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N

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

Pre-Accd Action: CHANGING LANES

Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: STATE HWY 22
AT INTERSECTION WITH Ramp

3/2/2018 Fri 11:36 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37178080**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: OVERTAKING Weather: SLEET/HAIL/FREEZING RAIN

Road Surface Condition: SNOW/ICE Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3230 State of Registration: NY

Num of Occupants: 3 Driver's Age: 61 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5178 State of Registration: NY

Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N

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

Pre-Accd Action: MERGING

Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012076 Street: KING ST
AT INTERSECTION WITH Driveway

3/10/2018 Sat 10:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37178085**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

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

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

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

Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4104 State of Registration: NY

Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: STATE HWY 22
AT INTERSECTION WITH Ramp

3/11/2018 Sun 18:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37180128**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN

Manner of Collision: OVERTAKING Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 5130 State of Registration: NY

Num of Occupants: 3 Driver's Age: 40 Sex: M Citation Issued: N

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

Pre-Accd Action: MERGING

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4142 State of Registration: NY

Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012091 Street: KING ST
45 Meters North of Ramp

4/9/2018 Mon 08:15 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37226282**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3

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

Manner of Collision: OTHER Weather: CLEAR

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

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

Veh :1 TRUCK Registered Weight: 19500 State of Registration: NY

Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 5248 State of Registration: NY

Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4201 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: I 684
5/14/2018 Mon 19:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37290336**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP HAWTHORNE Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2995 State of Registration: NY
Num of Occupants: 2 Driver's Age: 47 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNSAFE LANE CHANGE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4719 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :4 CAR/VAN/PICKUP Registered Weight: 3444 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012087 Street: [Route] 120
AT INTERSECTION WITH [Route] 22
5/24/2018 Thu 18:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37299168**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3432 State of Registration: NY
Num of Occupants: 5 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INEXPERIENCE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2573 State of Registration: NY
Num of Occupants: 2 Driver's Age: 68 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024050 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH King St
5/11/2018 Fri 17:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37307750**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3944 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5232 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120
5/31/2018 Thu 18:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37309370**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 684I87011049 Street: I 684
6/19/2018 Tue 16:48 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37339124**
Accident Class: INJURY Police Agency: NYSP SOMERS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3979 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3584 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024049 Street: [Route] 22
23 Meters South of [Route] 120
6/13/2018 Wed 17:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37363264**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4422 State of Registration: NY
Num of Occupants: 3 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :2 CAR/VAN/PICKUP Registered Weight: 4238 State of Registration: NY
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: KING ST
AT INTERSECTION WITH Ramp
6/26/2018 Tue 08:34 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37368353**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2693 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3817 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: AIRPORT RD
AT INTERSECTION WITH [Route] 120
7/11/2018 Wed 11:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37376944**
Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, CELL PHONE (HAND HELD)

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024045 Street: MOUNT KISCO RD
AT INTERSECTION WITH King St

7/17/2018 Tue 17:08 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | **Case: 2018-37384277**

Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE | Weather: RAIN

Road Surface Condition: WET | Road Char.: CURVE AND LEVEL | Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP | Registered Weight: 4528 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 20 | Sex: F | Citation Issued: N

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 2550 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 60 | Sex: M | Citation Issued: Y

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012076 Street: KING ST
AT INTERSECTION WITH Ramp

8/31/2018 Fri 08:26 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37458865**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END | Weather: CLOUDY

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

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

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

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

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 5513 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 30 | Sex: M | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012091 Street: KING ST
30 Meters South of Whippoorwill Rd
9/4/2018 Tue 08:51 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37470884**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4513 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FELL ASLEEP

Veh :2 CAR/VAN/PICKUP Registered Weight: 3547 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3946 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012071 Street: PURCHASE ST
AT INTERSECTION WITH Gateway Ln
9/26/2018 Wed 14:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37500747**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3468 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012091 Street: KING ST
53 Meters South of Whippoorwill Rd

10/3/2018 Wed 07:16 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37514783**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3135 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4124 State of Registration: NY
Num of Occupants: 3 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: [Route] 120
AT INTERSECTION WITH [Route] 22

10/16/2018 Tue 00:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37564261**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3109 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3344 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: KING ST

11/11/2018 Sun 15:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37576677**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3528 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: GATEWAY LN
AT INTERSECTION WITH Purchase St

11/8/2018 Thu 15:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37581019**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4237 State of Registration: NY
Num of Occupants: 2 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3682 State of Registration: NY
Num of Occupants: 1 Driver's Age: 16 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012077 Street: KING ST
106 Meters North of Ramp

11/19/2018 Mon 08:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37593945**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 2943 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 22 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP | Registered Weight: 2950 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 45 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP | Registered Weight: 3305 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 22 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024049 Street: STATE HWY 22
AT INTERSECTION WITH King St

11/26/2018 Mon 07:37 AM | Persons Killed: 0 | Persons Injured: 2 | Extent of Injuries: CC | **Case: 2018-37606877**
Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3897 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 24 | Sex: M | Citation Issued: Y
Direction of Travel: NORTH-WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP | Registered Weight: 3404 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 62 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 2972 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 47 | Sex: M | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012067 Street: PURCHASE ST
AT INTERSECTION WITH Westchester County Airport

11/14/2018 Wed 18:07 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37609522**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING | Weather: CLOUDY

Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD LIGHTED

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

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3896 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 18 | Sex: M | Citation Issued: N

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

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: UNKNOWN, UNKNOWN

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

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

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012090 Street: STATE HWY 120
32 Meters North of Ramp

12/11/2018 Tue 07:59 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37638264**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

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

Manner of Collision: REAR END | Weather: CLEAR

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

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

Veh :2 BUS Registered Weight: | State of Registration: NY

Num of Occupants: 2 | Driver's Age: 34 | Sex: F | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 4092 | State of Registration: NY

Num of Occupants: 3 | Driver's Age: 34 | Sex: F | Citation Issued: N

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

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 120 87012072 Street: KING ST
AT INTERSECTION WITH [Route] 120

11/28/2018 Wed 21:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37645169**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3309 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 120A87015001 Street: [Route] 120
AT INTERSECTION WITH GATEWAY LN

12/28/2018 Fri 08:39 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37660803**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5550 State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

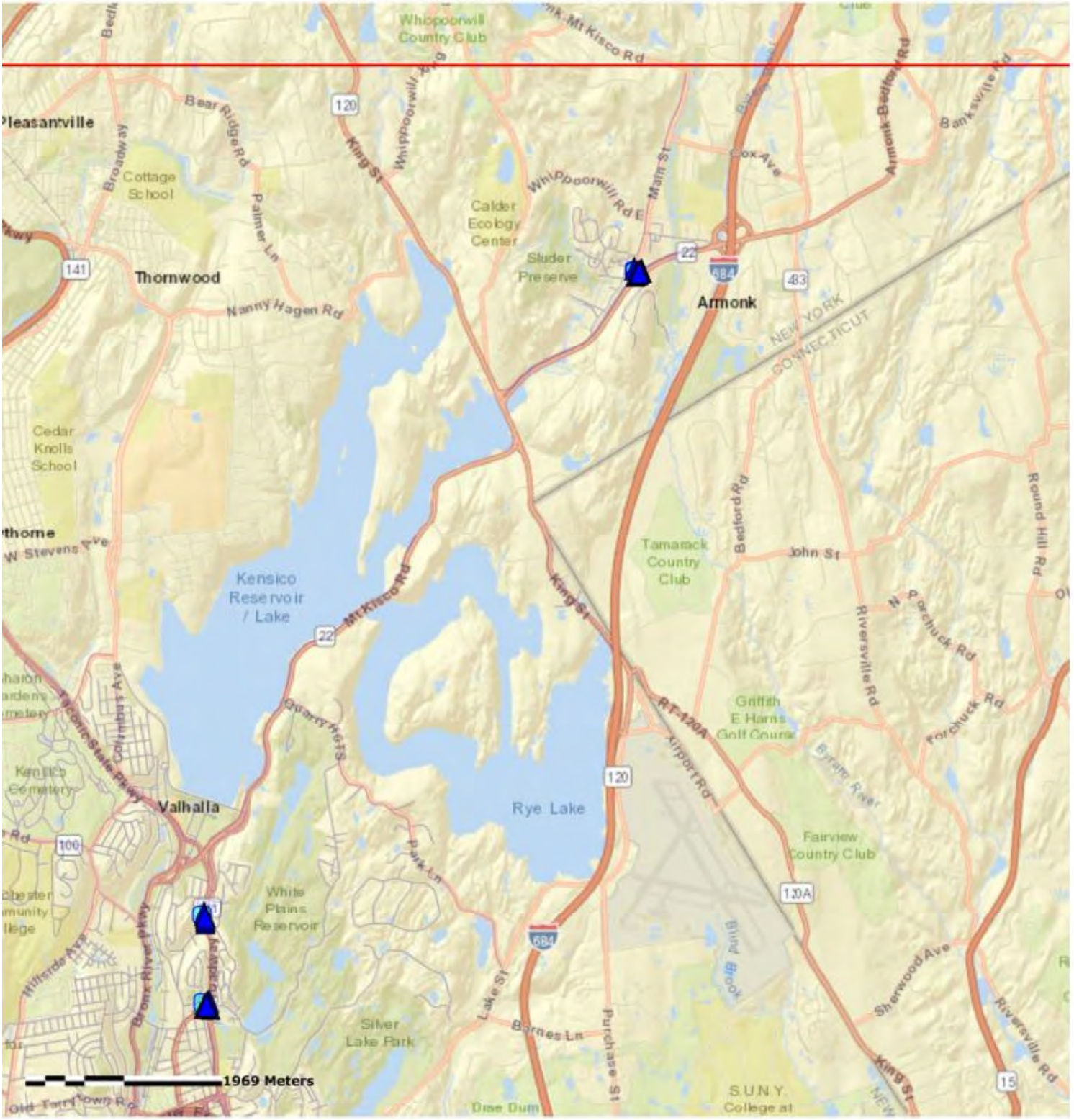
Veh :2 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

NYSDOT ACCIDENT REPORTS

NYS ROUTE 22 & NYS ROUTE 128 / NORTH CASTLE DRIVE

NYS ROUTE 22 / NORTH BROADWAY / SIR JOHN'S PLAZA
NYS ROUTE 22 / CENTRAL WESTCHESTER EXPRESSWAY / RESERVOIR ROAD / CHURCH STREET

15932_map_intersections



NYSDOT QRA ACCIDENT SEVERITY SUMMARY

Print Date 4/9/2019 **Print Time** 1:34:31PM

Query Number/Name	Query Type	Query Sub Type	Accident Date Range
45325 15932 intersections	SpotQuery		1/1/2015 12:00:00AM To 12/31/2018 12:00:00AM

Case Year	Injury	Fatality	Property Damage	Non-Reportables	Totals
2015	5	0	6	2	13
2016	5	0	11	3	19
2017	5	0	23	6	34
2018	5	0	11	4	20
Grand Total:	20	0	51	15	

Accident Location Information System(ALIS)

Date: 4/9/2019
1:30:07 PM

Accident Verbal Description

15932_VDR_intersections

Date in this report covers the period - 1/1/2015-12/31/2018

Complete Accident data from NYSDMV is only available thru 12/31/2018 12:00:00 AM

County: Westchester Muni: North Castle(T) Ref. Marker: Street: CENTRAL WESTCHESTER PKWY
AT INTERSECTION WITH N Broadway
1/28/2015 Wed 09:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35579609**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3875 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3451 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024001 Street: CENTRAL WESTCHESTER PKWY
4/7/2015 Tue 16:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35679984**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: WHITE PLAINS CITY PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4613 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5824 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH CENTRAL WESTCHESTER PKWY

4/9/2015 Thu 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35682467**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2668 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3455 State of Registration: NY
Num of Occupants: 3 Driver's Age: 36 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH Mount Kisco Rd

4/21/2015 Tue 10:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35701371**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 BUS Registered Weight: 33 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3816 State of Registration: NY
Num of Occupants: 2 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: BEDFORD RD
AT INTERSECTION WITH Ramp
5/9/2015 Sat 14:18 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2015-35716086**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4743 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4889 State of Registration: NY
Num of Occupants: 3 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
31 Meters North of Central Westchester Pkwy
7/30/2015 Thu 17:58 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2015-35822942**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: OVERTURNED Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4201 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TIRE FAILURE/INADEQUATE, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy
9/21/2015 Mon 19:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35895580**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

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

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

Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH Main St

9/26/2015 Sat 10:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35901388**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

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

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

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

Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3155 State of Registration: NY

Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH CENTRAL WESTCHESTER PKWY

10/19/2015 Mon 09:08 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35931160**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLOUDY

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

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

Veh :1 TRUCK Registered Weight: State of Registration: CT

Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N

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

Pre-Accd Action: CHANGING LANES

Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

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

Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: BROADWAY
AT INTERSECTION WITH [Route] 22

10/22/2015 Thu 20:17 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2015-35937844**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: HEAD ON Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 2881 State of Registration: NY

Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N

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

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3027 State of Registration: NY

Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FAILURE TO KEEP RIGHT, EATING OR DRINKING

County: Westchester Muni: North Castle(T) Ref. Marker: 128 87011000 Street: [Route] 22
AT INTERSECTION WITH MAIN ST

10/29/2015 Thu 19:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35967016**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN

Manner of Collision: UNKNOWN Weather: UNKNOWN

Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3035 State of Registration: NY

Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N

Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 OTHER Registered Weight: State of Registration: -3

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

Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy
12/15/2015 Tue 12:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36010645**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 BUS Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Westchester Muni: North Castle(T) Ref. Marker: Street: CENTRAL WESTCHESTER PKWY
1/17/2016 Sun 21:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36055300**
Accident Class: PROPERTY DAMAGE Police Agency: WHITE PLAINS CITY PD Num of Veh: 1
Type Of Accident: COLLISION WITH BRIDGE STRUCTURE Traffic Control: NONE
Manner of Collision: OTHER Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
25 Meters South of Mount Kisco Rd
1/22/2016 Fri 16:35 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36071279**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3232 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 2550 | State of Registration: NY

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

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD

2/17/2016 Wed 12:15 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | **Case: 2016-36100834**

Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 1

Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE | Traffic Control: NONE

Manner of Collision: OTHER | Weather: CLOUDY

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

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

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3209 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 72 | Sex: F | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
12 Meters West of Main St

2/24/2016 Wed 08:31 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2016-36129915**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

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

Manner of Collision: OVERTAKING | Weather: RAIN

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

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

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3760 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 28 | Sex: F | Citation Issued: N

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

Pre-Accd Action: MERGING

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

Veh :2 CAR/VAN/PICKUP | Registered Weight: | State of Registration: -3

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

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

Pre-Accd Action: UNKNOWN

Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: Street:
4/1/2016 Fri 16:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36156865**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

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

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD
3/30/2016 Wed 12:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36159811**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3188 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4108 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 128 87011000 Street: MAIN ST
AT INTERSECTION WITH [Route] 22
4/8/2016 Fri 14:58 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36163870**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (WITH OTHER CAR) | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: CURVE AND GRADE | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 4719 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 81 | Sex: M | Citation Issued: N
Direction of Travel: NORTH-WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: | State of Registration: CT
Num of Occupants: 1 | Driver's Age: 56 | Sex: F | Citation Issued: N
Direction of Travel: SOUTH-EAST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH [Route] 22

5/4/2016 Wed 17:11 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2016-36209322**
Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END | Weather: RAIN
Road Surface Condition: WET | Road Char.: STRAIGHT AND LEVEL | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3327 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 68 | Sex: M | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3392 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 30 | Sex: F | Citation Issued: N
Direction of Travel: NORTH | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024008 Street: MOUNT KISCO RD
AT INTERSECTION WITH [Route] 22

5/18/2016 Wed 04:00 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2016-36250473**
Accident Class: PROPERTY DAMAGE | Police Agency: | Num of Veh: 1
Type Of Accident: COLLISION WITH DEER | Traffic Control: NONE
Manner of Collision: OTHER | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: CURVE AND GRADE | Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3390 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: BEDFORD RD
AT INTERSECTION WITH Main St
6/28/2016 Tue 09:10 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36274685**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3772 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3616 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD
6/22/2016 Wed 10:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36307000**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3640 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy
8/24/2016 Wed 17:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36356144**

Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: GLARE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: N BROADWAY
25 Meters North of Mount Kisco Rd
9/21/2016 Wed 07:56 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36397068**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MD
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 2548 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2332 State of Registration: NY
Num of Occupants: 1 Driver's Age: 79 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, BRAKES DEFECTIVE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD
9/28/2016 Wed 19:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36420246**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: N BROADWAY
11 Meters North of Mount Kisco Rd
10/18/2016 Tue 13:08 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36428666**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, DRIVER INEXPERIENCE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3924 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024008 Street: MOUNT KISCO RD
AT INTERSECTION WITH N Broadway
10/4/2016 Tue 13:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36436752**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) — Weather: CLEAR
Road Surface Condition: DRY — Road Char.: CURVE AND LEVEL — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER — Registered Weight: — State of Registration: FL
Num of Occupants: 1 — Driver's Age: 19 — Sex: M — Citation Issued: N
Direction of Travel: SOUTH-WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP — Registered Weight: 3776 — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 75 — Sex: M — Citation Issued: N
Direction of Travel: NORTH-WEST — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: MOUNT KISCO RD
AT INTERSECTION WITH Mount Kisco Rd

10/22/2016 Sat 12:42 PM — Persons Killed: 0 — Persons Injured: 0 — Extent of Injuries: — **Case: 2016-36437590**
Accident Class: NON-REPORTABLE — Police Agency: NORTH CASTLE TOWN PD — Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING — Weather: RAIN
Road Surface Condition: WET — Road Char.: STRAIGHT/ GRADE — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP — Registered Weight: — State of Registration: NY
Num of Occupants: 1 — Driver's Age: 75 — Sex: M — Citation Issued: N
Direction of Travel: NORTH — Public Property Damage: OTHER — School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

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

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: CENTRAL WESTCHESTER PKWY
AT INTERSECTION WITH [Route] 22

10/24/2016 Mon 08:00 AM — Persons Killed: 0 — Persons Injured: 0 — Extent of Injuries: — **Case: 2016-36482012**
Accident Class: PROPERTY DAMAGE — Police Agency: — Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE — Traffic Control: NONE
Manner of Collision: REAR END — Weather: CLEAR
Road Surface Condition: UNKNOWN — Road Char.: CURVE AND GRADE — Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE — Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4125 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3596 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: ENTERING PARKED POSITION
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH [Route] 22
12/12/2016 Mon 07:03 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36516164**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2548 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3177 State of Registration: NY
Num of Occupants: 2 Driver's Age: 16 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, DRIVER INEXPERIENCE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy
1/11/2017 Wed 13:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36559862**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N

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

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, BRAKES DEFECTIVE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy

2/1/2017 Wed 09:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36590909**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

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

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4076 State of Registration: NY

Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N

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

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3366 State of Registration: NY

Num of Occupants: 2 Driver's Age: 74 Sex: F Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH CENTRAL WESTCHESTER PKWY

3/4/2017 Sat 16:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36628790**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4126 State of Registration: NY

Num of Occupants: 2 Driver's Age: 57 Sex: F Citation Issued: N

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

Pre-Accd Action: CHANGING LANES

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2949 State of Registration: NY

Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH Main St

4/6/2015 Mon 14:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-36644634**

Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

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

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

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

Num of Occupants: 2 Driver's Age: 66 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 128 87011000 Street: [Route] 128
AT INTERSECTION WITH [Route] 22

3/12/2017 Sun 10:00 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36661936**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: LEWISBORO TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR

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

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3025 State of Registration: NY

Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3413 State of Registration: NY

Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH CENTRAL WESTCHESTER PKWY
4/8/2017 Sat 09:17 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36677188**
Accident Class: INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING AGAINST SIGNAL

Veh :1 CAR/VAN/PICKUP Registered Weight: 3115 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE, PEDESTRIAN'S ERROR/CONFUSION

County: Westchester Muni: North Castle(T) Ref. Marker: 128 87011000 Street: MAIN ST
6 Meters North of Ramp
4/21/2017 Fri 15:03 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: **Case: 2017-36694248**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD
4/12/2017 Wed 16:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36694250**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3462 State of Registration: NY

Num of Occupants: 2 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 25950 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD
6/6/2017 Tue 17:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36761381**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3457 State of Registration: NY
Num of Occupants: 1 Driver's Age: 83 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: OK
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024001 Street: N BROADWAY
30 Meters West of RESERVOIR RD
6/20/2017 Tue 18:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36776186**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3400 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH Mount Kisco Rd
7/19/2017 Wed 09:22 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36834978**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 8900 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4092 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: Street: N BROADWAY
15 Meters North of Mount Kisco Rd
7/31/2017 Mon 17:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36837151**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3138 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD

7/30/2017 Sun 15:15 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-36837674**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: LEFT TURN (AGAINST OTHER CAR) | Weather: CLEAR

Road Surface Condition: DRY | Road Char.: STRAIGHT/ GRADE | Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3192 | State of Registration: NY

Num of Occupants: 2 | Driver's Age: 31 | Sex: M | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 4129 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 40 | Sex: F | Citation Issued: Y

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, TURNING IMPROPER

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH Ramp

8/10/2017 Thu 09:01 AM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-36844011**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END | Weather: CLEAR

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

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

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3560 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 45 | Sex: F | Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

Num of Occupants: 3 | Driver's Age: 28 | Sex: F | Citation Issued: Y

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

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
50 Meters South of Mount Kisco Rd
8/13/2017 Sun 08:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36847066**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: ALONG HIGHWAY WITH TRAFFIC

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 74 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

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

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH Mount Kisco Rd
8/9/2017 Wed 22:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36851554**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3638 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH CENTRAL WESTCHESTER PKWY
8/5/2017 Sat 09:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36852564**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3031 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024001 Street: N BROADWAY
30 Meters West of RESERVOIR RD
8/23/2017 Wed 16:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36867168**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3538 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4123 State of Registration: NY
Num of Occupants: 1 Driver's Age: 84 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH Main St
9/2/2017 Sat 19:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36873624**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3756 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH [Route] 128
8/28/2017 Mon 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36888994**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 1 Driver's Age: Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 OTHER Registered Weight: State of Registration: VA
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy
9/15/2017 Fri 15:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36890248**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NJ

Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N

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

Pre-Accd Action: CHANGING LANES

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH Mount Kisco Rd

9/20/2017 Wed 17:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36897253**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 5278 State of Registration: NY

Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2978 State of Registration: NY

Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: MOUNT KISCO RD
AT INTERSECTION WITH Mount Kisco Rd

9/12/2017 Tue 13:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36903318**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLEAR

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

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3493 State of Registration: NY

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

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD
9/14/2017 Thu 15:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36903325**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3490 State of Registration: NY
Num of Occupants: 2 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3478 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH Main St
10/11/2017 Wed 09:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36925802**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3532 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH Main St

10/13/2017 Fri 17:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36939684**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
AT INTERSECTION WITH Main St

11/14/2017 Tue 00:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36980110**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: MD
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024001 Street: CENTRAL WESTCHESTER PKWY

11/16/2017 Thu 10:43 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36985402**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024001 Street: N BROADWAY
21 Meters West of Central Westchester Pkwy

11/21/2017 Tue 11:37 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-37004212**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4867 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2445 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
26 Meters South of Mount Kisco Rd

12/6/2017 Wed 21:56 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37023980**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
35 Meters North of Central Westchester Pkwy
12/11/2017 Mon 09:34 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37026166**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4893 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 35000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: North Castle(T) Ref. Marker: 128 87011000 Street: MAIN ST
AT INTERSECTION WITH Armonk-Bedford Rd
12/12/2017 Tue 11:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37029928**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024008 Street: MOUNT KISCO RD
11 Meters North of N Broadway

12/13/2017 Wed 10:44 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37033587**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 80 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3629 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
20 Meters South of Mount Kisco Rd

12/18/2017 Mon 18:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37043531**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 78 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: [Route] 22
23 Meters West of MAIN ST

11/25/2017 Sat 05:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37044692**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: North Castle(T) Ref. Marker: Street: N BROADWAY
48 Meters North of Mount Kisco Rd
1/3/2018 Wed 09:07 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AC **Case: 2018-37068135**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3816 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2677 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: LOST CONSCIOUSNESS, UNKNOWN

County: Westchester Muni: North Castle(T) Ref. Marker: Street: CENTRAL WESTCHESTER PKWY
AT INTERSECTION WITH N Broadway
1/9/2018 Tue 10:22 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37079316**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

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

Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: CENTRAL WESTCHESTER PKWY
AT INTERSECTION WITH N BROADWAY

1/22/2018 Mon 16:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37105589**

Accident Class: PROPERTY DAMAGE Police Agency: WHITE PLAINS CITY PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 2326 State of Registration: NY

Num of Occupants: 1 Driver's Age: 79 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3739 State of Registration: NY

Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 128 87011000 Street: [Route] 22
AT INTERSECTION WITH [Route] 128

2/1/2018 Thu 18:33 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2018-37119640**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

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

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: CT

Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4448 State of Registration: NY

Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4153 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy
1/28/2018 Sun 15:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37121335**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3845 State of Registration: NY
Num of Occupants: 2 Driver's Age: 87 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4237 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH Mount Kisco Rd
2/15/2018 Thu 09:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37156521**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3638 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N

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

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy

3/10/2018 Sat 16:23 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37178079**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING | Weather: CLOUDY

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

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

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3547 | State of Registration: NY

Num of Occupants: 2 | Driver's Age: 23 | Sex: F | Citation Issued: N

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

Pre-Accd Action: CHANGING LANES

Apparent Factors: UNSAFE LANE CHANGE, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP | Registered Weight: 4617 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 31 | Sex: M | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD

3/3/2018 Sat 18:52 PM | Persons Killed: 0 | Persons Injured: 1 | Extent of Injuries: C | **Case: 2018-37178972**

Accident Class: INJURY | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END | Weather: CLOUDY

Road Surface Condition: DRY | Road Char.: STRAIGHT/ GRADE | Light Condition: DUSK

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

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3481 | State of Registration: NY

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

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

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3131 | State of Registration: NY

Num of Occupants: 2 | Driver's Age: 40 | Sex: F | Citation Issued: N

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH RESERVOIR RD
3/19/2018 Mon 17:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37193603**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3390 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2826 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH Mount Kisco Rd
3/28/2018 Wed 08:32 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37217177**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4826 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy
4/11/2018 Wed 09:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37230838**

Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3272 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2548 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy
7/6/2018 Fri 12:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37368345**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024001 Street: N BROADWAY
30 Meters East of Cloverdale Ave
6/27/2018 Wed 09:07 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37368360**
Accident Class: NON-REPORTABLE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

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

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH CENTRAL WESTCHESTER PKWY
9/18/2018 Tue 18:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37490523**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4078 State of Registration: NY
Num of Occupants: 2 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

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

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024061 Street: ARMONK-BEDFORD RD
17 Meters East of Main St
9/28/2018 Fri 06:43 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37521077**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3580 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 62 | Sex: M | Citation Issued: N

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
AT INTERSECTION WITH Central Westchester Pkwy

10/11/2018 Thu 18:48 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37527859**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

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

Manner of Collision: OVERTAKING | Weather: RAIN

Road Surface Condition: WET | Road Char.: CURVE AND GRADE | Light Condition: DARK-ROAD LIGHTED

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

Veh :2 CAR/VAN/PICKUP | Registered Weight: 3613 | State of Registration: NY

Num of Occupants: 2 | Driver's Age: 64 | Sex: F | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP | Registered Weight: 3340 | State of Registration: NY

Num of Occupants: 1 | Driver's Age: 46 | Sex: F | Citation Issued: N

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: N BROADWAY
13 Meters North of Central Westchester Pkwy

10/12/2018 Fri 12:33 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2018-37546109**

Accident Class: PROPERTY DAMAGE | Police Agency: NORTH CASTLE TOWN PD | Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING | Weather: CLEAR

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

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

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

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

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

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4142 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: N BROADWAY
AT INTERSECTION WITH [Route] 22
10/27/2018 Sat 18:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37553057**
Accident Class: PROPERTY DAMAGE Police Agency: NORTH CASTLE TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2449 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3010 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024002 Street: CENTRAL WESTCHESTER PKWY
AT INTERSECTION WITH N BROADWAY
12/13/2018 Thu 18:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37645020**
Accident Class: NON-REPORTABLE Police Agency: WHITE PLAINS CITY PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, PASSING TOO CLOSELY

County: Westchester Muni: North Castle(T) Ref. Marker: 22 87024007 Street: [Route] 22
AT INTERSECTION WITH Mount Kisco Rd

1/3/2018 Wed 16:31 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37701717**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2762 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

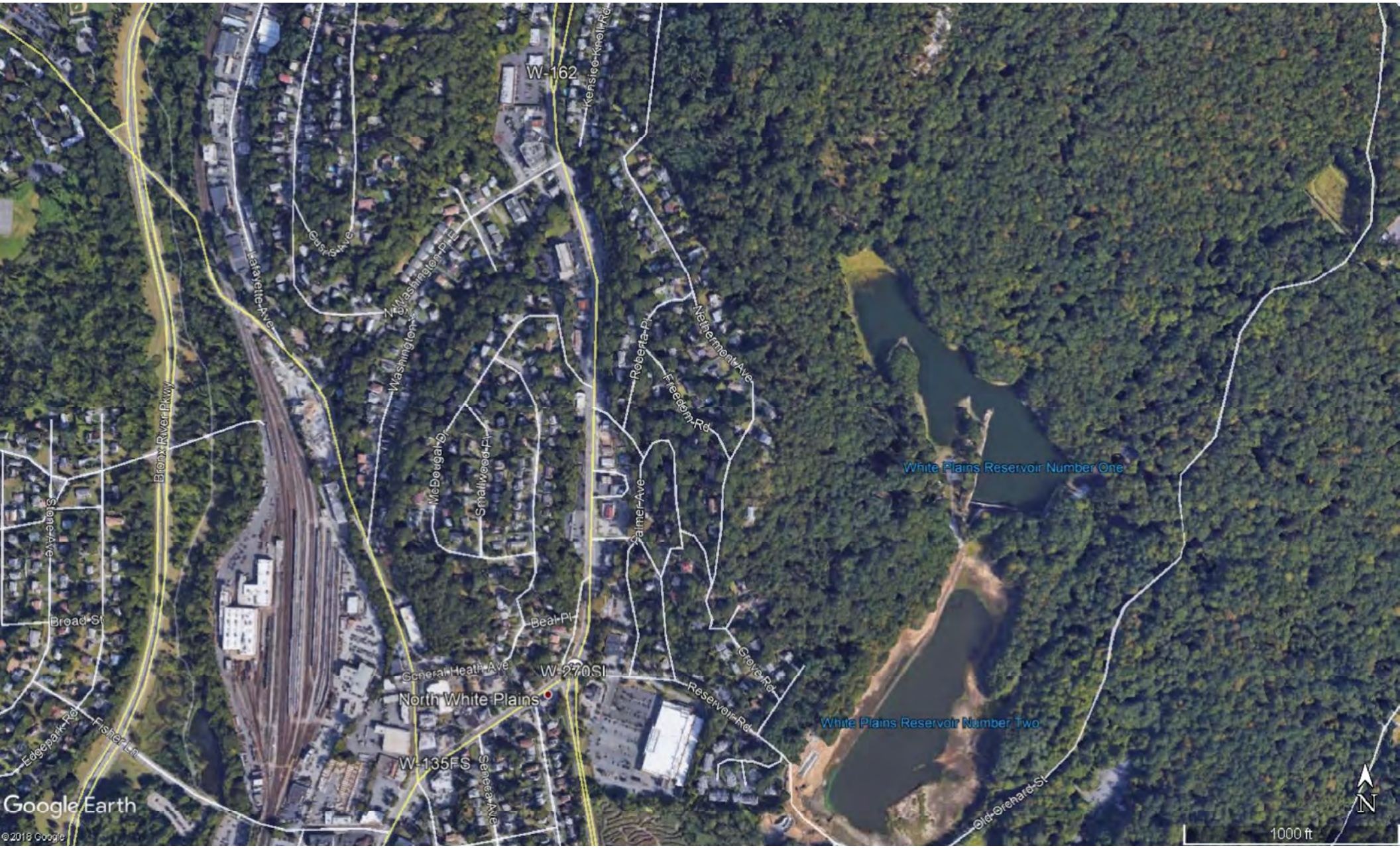
Veh :1 CAR/VAN/PICKUP Registered Weight: 4068 State of Registration: NY
Num of Occupants: 1 Driver's Age: 74 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT ENTERED, NOT ENTERED

AIRPORT CAMPUS (113 KING STREET)

APPENDIX H

TRAFFIC SIGNAL TIMING PLANS

North Castle
W-154
W-210
W-524PS
W-252PS
W-586
W-571
W-144
W-473
340
22
120A
15
Kensico Lake
Great Island
Rye Lake
Quarry Lakes
Closes Pond
Lake Mead
Carringtons Pond
Wooley Pond
Topping Pon
John St
King St
Bedford Rd
Riversville Rd
Merritt Pkwy
Round Hill Rd
Google Earth
©2018 Google
N
1 mi


W-162
Kensico-Knoll-Rd
Crest-Ave
Lafayette-Ave
Washington-Pl-E
Washington-Pl
Bronx-River-Pkwy
McDougal-Pl
Small-Wood-Pl
Roberta-Pl
Nethermont-Ave
Freedom-Rd
Palmer-Ave
White Plains Reservoir Number One
Broad-St
Beal-Pl
General-Heath-Ave
W-270SI
North White Plains
Reservoir-Rd
Greve-Rd
White Plains Reservoir Number Two
Edgepark-Rd
Fisher-Ln
W-135FS
Seaview-Ave
Old-Orchard-St
Google Earth
©2018 Google
1000 ft
N

TE 4d(8/82)

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

Study:
Contract:
P.I.N.:
File:

Signal No(s). 154 County Westchester Page 1 of 22 Pages

☐ City, ☐ Village, ☒ Town of North Castle

Department Order filed 11-23-64 (Date) as Section 2055.18 Subdivision (h)

Prior specifications hereby superceded: ☐ None ☒ July 17 19 85

Purpose: Install Micro 179

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

I. This Signal shall:

A. Operate in accordance with the Table of Operations and/or Change Intervals as shown on page(s) 3 as a:
- ☐ Pretimed signal
- ☐ Semi-traffic actuated signal
- ☒ Full-traffic actuated signal
- ☐ Pedestrian actuated signal
- ☐ Other _____

B.
- ☒ Display vehicular indications
- ☐ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☐ Be equipped with Pedestrian push buttons

as shown in the ☒ schematic, ☐ scaled drawing on page 2.

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

3/29/90 (Date) M. Mangano (Signature) RTE (Title)

cc:
- ☒ Main Office (2) ✓
- ☒ Region 8 Traffic Engineer
- ☒ D. Sywyk (2)
- ☒ Talay (1) Glover

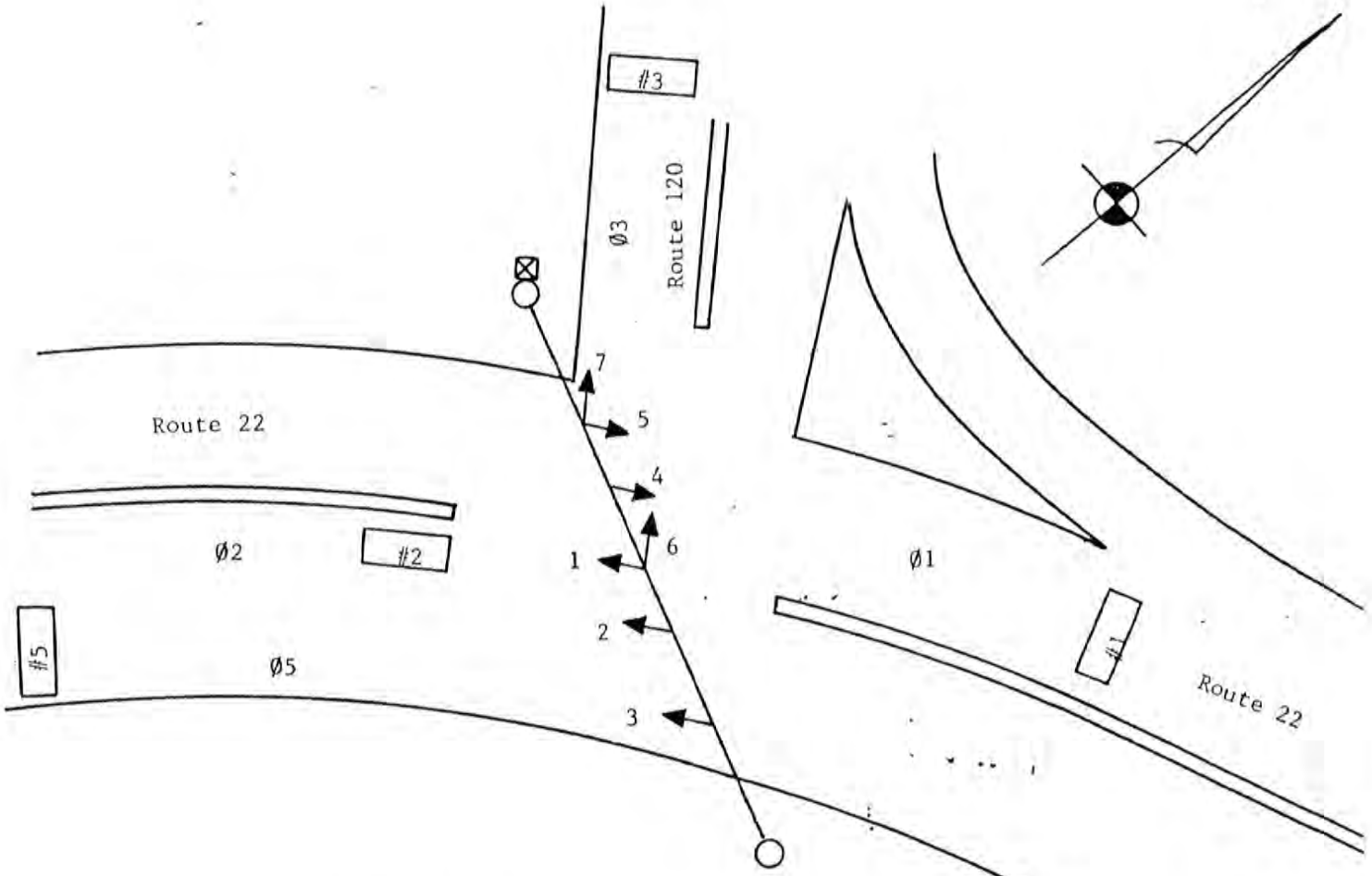
Installation Date Oct. 3, 1989

Modification Date _____

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

Study:
Contract:
P.I.N.:
File:

154 SIGNAL NO(S). | Westchester COUNTY | 3/29/90 DATE | PAGE 2 OF 22 PAGES



All Heads 12"

1	2,3	4,5,6,7
R	R	R
Y	Y	Y
G	A G	G

STD8

Phase Times [1.1.1]

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

Options+ [1.1.3]

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

ID: 7154 RTE 22 @ RTE 120

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

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1 Coor									13 Coor								
2 Coor									14 Coor								
3 Coor									15 Coor								
4 Coor									16 Coor								
5 Coor									17 Coor								
6 Coor									18 Coor								
7 Coor									19 Coor								
8 Coor									20 Coor								
9 Coor									21 Coor								
10 Coor									22 Coor								
11 Coor									23 Coor								
12 Coor									24 Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	On
2	1	RED	On
3	1	RED	On
4	1	RED	Off
5	2	RED	On
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	0

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	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

Concurrency [1.1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4	0	0	0	0	9	1	1	2	4	3	0	0	0	0
1	2	5	6	7	8	0	0	0	0	9	2	5	6	7	8	0	0	0	0
1	3	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0
2	1	1	2	3	4	0	0	0	0	10	1	1	2	4	3	0	0	0	0
2	2	6	5	7	8	0	0	0	0	10	2	6	5	7	8	0	0	0	0
2	3	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0
3	1	2	1	3	4	0	0	0	0	11	1	2	1	4	3	0	0	0	0
3	2	5	6	7	8	0	0	0	0	11	2	5	6	7	8	0	0	0	0
3	3	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0
4	1	2	1	3	4	0	0	0	0	12	1	2	1	4	3	0	0	0	0
4	2	6	5	7	8	0	0	0	0	12	2	6	5	7	8	0	0	0	0
4	3	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	0	0
5	1	1	2	3	4	0	0	0	0	13	1	1	2	4	3	0	0	0	0
5	2	5	6	8	7	0	0	0	0	13	2	5	6	8	7	0	0	0	0
5	3	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	0	0	0
6	1	1	2	3	4	0	0	0	0	14	1	1	2	4	3	0	0	0	0
6	2	6	5	8	7	0	0	0	0	14	2	6	5	8	7	0	0	0	0
6	3	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	0	0
7	1	2	1	3	4	0	0	0	0	15	1	2	1	4	3	0	0	0	0
7	2	5	6	8	7	0	0	0	0	15	2	5	6	8	7	0	0	0	0
7	3	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	0	0	0
8	1	2	1	3	4	0	0	0	0	16	1	2	1	4	3	0	0	0	0
8	2	6	5	8	7	0	0	0	0	16	2	6	5	8	7	0	0	0	0
8	3	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock: OFF | Overlap Lock Inhibit: OFF | Parent Ph Clearance: ON | Extra Included Ph: OFF

| | | |

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	2
2	2		2				45	50	2
3	3		3				45	50	2
4									
5	5						45	50	2
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									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add 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	
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	15
Vol/Occ Period Minutes	0

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					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 Dwel	Link
1	ON		ON		ON		OFF	
2	ON		ON		ON		OFF	
3	ON		ON		ON		OFF	
4	ON		ON		ON		OFF	
5	ON		ON		ON		OFF	
6	ON		ON		ON		OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | DayLink | |
|---|---|---

Day Plans [4.4]

Day Plan 1

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

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												
41												
42	48											
43												
44	98											
45	99											
46	100	255										
47												
48												

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															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	189	Unused
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1		C11S Connector
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
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	39	Ch15 Yellow
O5-6	63	Ch15 Green
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	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	7154
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
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		

ID: 7154 RTE 22 @ RTE 120

TE XXX-1 (11/23/87) TABLE OF SWITCH PACKS TAPS

154 SIGNAL NO. Westchester COUNTY 3/29/90 DATE PAGE 20 OF 22 PAGES

SWITCH PACK	FUNCT.	INDICATIONS	FACE	TERMINAL WIRING BOARD Terminal	Wire Color Code	FACE	TERMINAL WIRING BOARD Terminal	Wire Color Code
SP 1	Ø1	Grnd Wire	4,5	SP 1 R			SP 1 R	
				SP 1 Y			SP 1 Y	
				SP 1 G			SP 1 G	
				Grnd Bus			Grnd Bus	
SP 2	Ø2	Grnd Wire	1	SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
				Grnd Bus			Grnd Bus	
SP 3	Ø3	Grnd Wire	6,7	SP 3 R			SP 3 R	
				SP 3 Y			SP 3 Y	
				SP 3 G			SP 3 G	
				Grnd Bus			Grnd Bus	
SP 4		Grnd Wire		SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
				Grnd Bus			Grnd Bus	
SP 5	Ø5	Grnd Wire	2,3	SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
				Grnd Bus			Grnd Bus	
SP 6		Grnd Wire		SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
				Grnd Bus			Grnd Bus	
SP 7		Grnd Wire		SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
				Grnd Bus			Grnd Bus	
SP 8		Grnd Wire		SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
				Grnd Bus			Grnd Bus	
SP 9		Grnd Wire		SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
				Grnd Bus			Grnd Bus	
SP 10		Grnd Wire		SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
				Grnd Bus			Grnd Bus	
SP 11		Grnd Wire		SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
				Grnd Bus			Grnd Bus	
				Grnd Bus			Grnd Bus	
SP 12		Grnd Wire		SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
				Grnd Bus			Grnd Bus	
SP 13		Grnd Wire		SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
				Grnd Bus			Grnd Bus	
SP 14		Grnd Wire		SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
				Grnd Bus			Grnd Bus	

TE XXX-1R(8/1/85)

TABLE OF SWITCH PACKS

TAPS

154 (SIGNAL NO.) Waste (COUNTY) 3/29/90 (DATE)

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5				
SP2 - SP5				

NOTES:

TE XXX-1(8/1/85)

TAPS
STUDY NO _____
FILE: _____

TABLE OF INPUT WIRING

154 (SIGNAL NO) | Waste (COUNTY) | 3/29/90 (DATE) | PAGE 22 OF 22 PAGES

TERM. NO	FUNCTION	DET. NO	DET. TYPE	DET. AN. OVER	REMARKS
1A, 1B	ϕ 1	1	loop		point det.
2A, 2B	ϕ 2	2	loop		presence det.
3A, 3B	ϕ 3	3	loop		point det.
5A, 5B	ϕ 5	5	loop		point det.

Rev

TE 44(6/82) STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
TRAFFIC CONTROL SIGNAL SPECIFICATIONS

Study:
Contract:
P.I.N.:
File: 5538.22

Signal No(s): 210 County: Westchester Page 1 of 8 Pages

☐ City, ☐ Village, ☒ Town of NORTH Castle

Department prior approval: 11/13/64 (Date) as Serial: 2055.38 Supplement (i)

Are specifications hereby supplemented: ☐ None ☒ _____

Purpose: Install Micro Processor

These specifications will be effective upon the ☐ installation, ☒ modification of the necessary traffic control device(s) required by the conforming to the State Manual of Uniform Traffic Control Devices.

I. This Signal shall:

A. Operate in accordance with the Table of Operations and/or Change Intervals as shown on page(s) 2&3 as a:

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

B. ☒ Display vehicular indications
☐ Display pedestrian indications
☒ Be equipped with vehicle detectors
☐ Be equipped with Pedestrian push buttons
as shown in the ☒ schematic, ☐ scaled drawing on page 2.

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

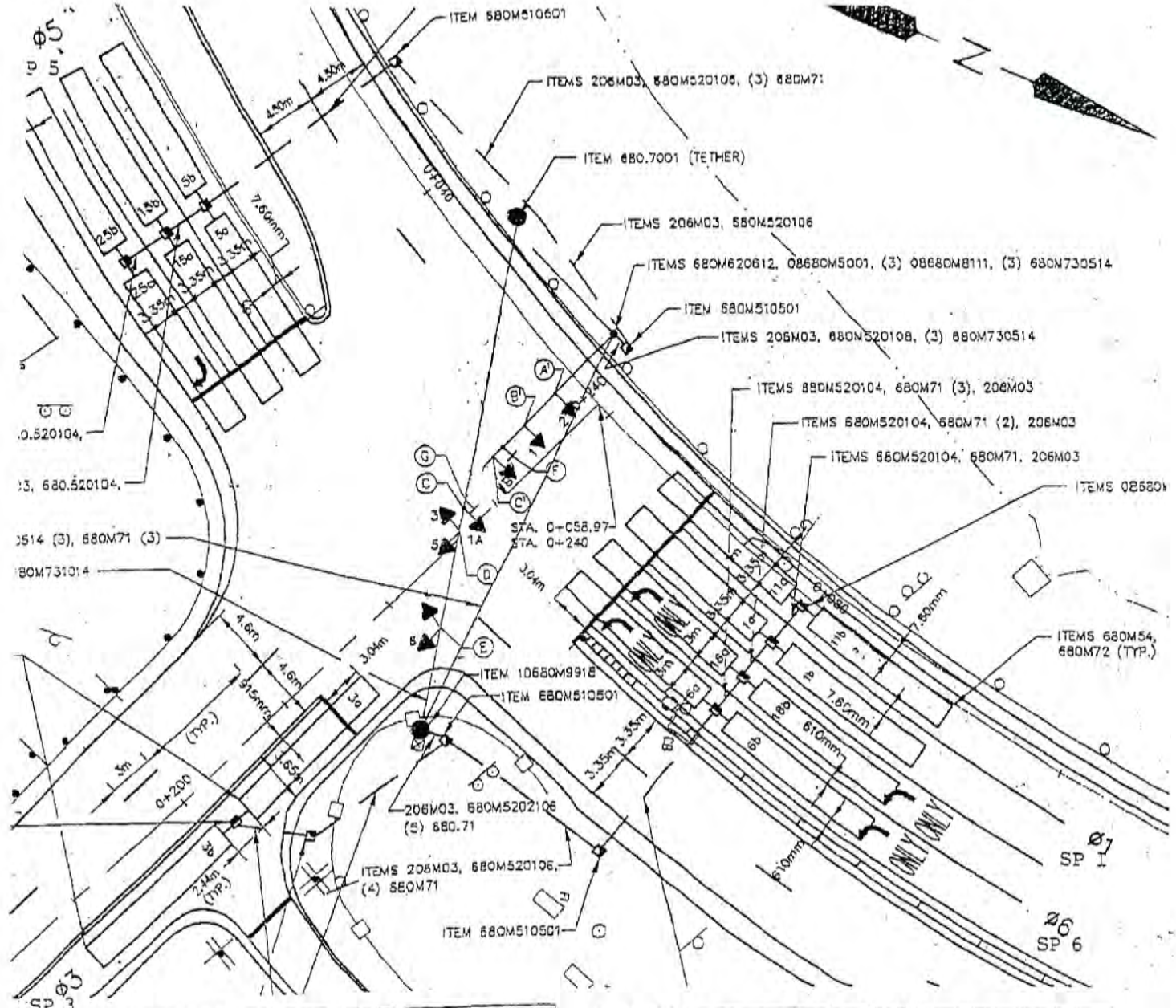
MEM

8/18/85 (Date) M J Mignogna (Signature) RE (Title)

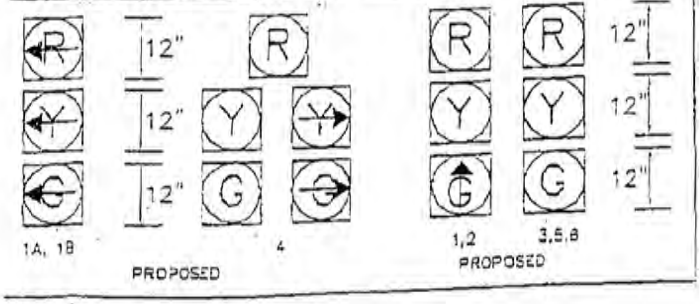
cc: ☒ Main Office
☒ Region 8 Traffic Engineer
☒ D. Sywyk (3)
☒ F. Haalck (1)

Installation Date _____

Modification Date 3/18/85



SIGNAL FACE LAYOUT



OVERHEAD SIGNS		
F	ONLY	ITEM 645M01, N.Y.S.D.O.T. MUTCD SIGN NO. R3-24C
G	ONLY	ITEM 680M8201, N.Y.S.D.O.T. MUTCD SIGN NO. R3-24C

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		5		10	3		
Gap, Ext	2		2		2	2		
Max 1	35		35		35	35		
Max 2								
Yel Clearance	5		5		5	5		
Red Clearance	2		1		2	2		
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		
Min Recall	On				On			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls						On		
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		On		On		On		On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

ID: 7210 RTE 22 @ RTE 120

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

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor									13	Coor								
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

STD8

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	On
2	1	RED	Off
3	1	RED	On
4	1	RED	Off
5	2	RED	On
6	2	RED	On
7	2	RED	Off
8	2	RED	Off

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	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	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Fish Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

01/11/19 **Page 1**

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

| | | |

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	25
2									
3									
4									
5	5						45	50	25
6									
7									
8									
9	6						45	50	2
10									
11	1						45	50	25
12									
13									
14									
15	5						45	50	25
16									
17	6		3				45	50	25
18									
19									
20									
21									
22									
23	3						45	50	25
24									
25	5						45	50	25
26									
27									
28									
29									
30									
31									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1			15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

ID: 7210 RTE 22 @ RTE 120

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 Dwel	Link
1	ON		ON		ON		OFF	
2	ON		ON		ON		OFF	
3	ON		ON		ON		OFF	
4	ON		ON		ON		OFF	
5	ON		ON		ON		OFF	
6	ON		ON		ON		OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min 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																															DayLink	
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	Plan	To
	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			
2				10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
41												
48												
43												
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	189	Unused
I1-3	189	Unused
I1-4	189	Unused
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	9	Veh Call 9
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	15	Veh Call 15
I2-8	189	Unused
I3-1	17	Veh Call 17
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	23	Veh Call 23
I3-8	189	Unused
I4-1		C11S Connector
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	25	Veh Call 25
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	39	Ch15 Yellow
O5-6	63	Ch15 Green
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	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper	Fcn	Oper	Fcn	Timer	
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	7210
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
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		

ID: 7210 RTE 22 @ RTE 120

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # W210 COUNTY # WEST. DATE _____

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	RED	1	SP 1 R	14 / 5C - B1 - R	2	SP 1 R	14 / 5C - A1 - R
		YELLOW		SP 1 Y	- O		SP 1 Y	- O
		GREEN		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø3	RED	5	SP 3 R	14 / 10C - D - R/B	6	SP 3 R	14 / 15C - E - R/W
		YELLOW		SP 3 Y	- O/B		SP 3 Y	- BL/W
		GREEN		SP 3 G	- G/B		SP 3 G	- G/W
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	- B/W
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø5	RED	3	SP 5 R	14 / 10C - D - R	4	SP 5 R	14 / 15C - E - R
		YELLOW		SP 5 Y	- O		SP 5 Y	- O
		GREEN		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6	Ø6	←	1A	SP 6 R	14 / 5C - C - R	1B	SP 6 R	14 / 5C - C1 - R
		⇐		SP 6 Y	- O		SP 6 Y	- O
		←		SP 6 G	- G		SP 6 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
7	OVL. 'A' Ø3+Ø5	----------	4	SP 7 R	----------		SP 7 R	
		⇒		SP 7 Y	14 / 15C - E - O/B		SP 7 Y	
		→		SP 7 G	- G/B		SP 7 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # W210 COUNTY # WEST. DATE _____

CONFLICT/CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP 1 - SP 5				2, 4, 7 to 14
SP 1 - SP 6				
SP 1 - SP 7				
SP 3 - SP 7				
SP 5 - SP 7				

NOTES: _____

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # W210 COUNTY # WEST. DATE _____

TABLE OF INPUT WIRING

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

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		3	5			3		
Gap, Ext		2	3			2		
Max 1	40	20	40		40	20		
Max 2								
Yel Clearance	5	5	4	3.5	5	5	3.5	3.5
Red Clearance	2	2	1	1.5	2	2	1.5	1.5
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	On	On	On		On	On		
Min Recall								
Max Recall	On				On			
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								

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

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor									13	Coor								
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

STD8

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	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	0

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	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

Concurrency [1.1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4	0	0	0	0	9	1	1	2	4	3	0	0	0	0
1	2	5	6	7	8	0	0	0	0	9	2	5	6	7	8	0	0	0	0
1	3	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0
2	1	1	2	3	4	0	0	0	0	10	1	1	2	4	3	0	0	0	0
2	2	6	5	7	8	0	0	0	0	10	2	6	5	7	8	0	0	0	0
2	3	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0
3	1	2	1	3	4	0	0	0	0	11	1	2	1	4	3	0	0	0	0
3	2	5	6	7	8	0	0	0	0	11	2	5	6	7	8	0	0	0	0
3	3	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0
4	1	2	1	3	4	0	0	0	0	12	1	2	1	4	3	0	0	0	0
4	2	6	5	7	8	0	0	0	0	12	2	6	5	7	8	0	0	0	0
4	3	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	0	0
5	1	1	2	3	4	0	0	0	0	13	1	1	2	4	3	0	0	0	0
5	2	5	6	8	7	0	0	0	0	13	2	5	6	8	7	0	0	0	0
5	3	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	0	0	0
6	1	1	2	3	4	0	0	0	0	14	1	1	2	4	3	0	0	0	0
6	2	6	5	8	7	0	0	0	0	14	2	6	5	8	7	0	0	0	0
6	3	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	0	0
7	1	2	1	3	4	0	0	0	0	15	1	2	1	4	3	0	0	0	0
7	2	5	6	8	7	0	0	0	0	15	2	5	6	8	7	0	0	0	0
7	3	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	0	0	0
8	1	2	1	3	4	0	0	0	0	16	1	2	1	4	3	0	0	0	0
8	2	6	5	8	7	0	0	0	0	16	2	6	5	8	7	0	0	0	0
8	3	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock: OFF | Overlap Lock Inhibit: OFF | Parent Ph Clearance: ON | Extra Included Ph: OFF

| | | |

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIn	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	15
Vol/Occ Period Minutes	0

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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 Dwel	Link
1	ON	ON		ON		OFF	
2	ON	ON		ON		OFF	
3	ON	ON		ON		OFF	
4	ON	ON		ON		OFF	
5	ON	ON		ON		OFF	
6	ON	ON		ON		OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | DayLink | |
|---|---|---

Day Plans [4.4]

Day Plan 1

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

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]

							Overlap Off									
Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	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	189	Unused
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	189	Unused
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	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		C11S Connector
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	39	Ch15 Yellow
O5-6	63	Ch15 Green
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	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper	Fcn	Oper	Fcn	Timer	
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	7524
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
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		

TE-26X

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

STUDY :
CONTRACT :
PIN :
FILE :

W-252PS — SIGNAL NO(S)
WESTCHESTER — COUNTY

INTERSECTION Route 120 @ Greenwich American Center South Drive & Trafalgar House Drive

☐ CITY ☐ VILLAGE ☒ TOWN OF NORTH CASTLE

Department Order filed 12/22/88 as Section 2055.38 Subdivision (I)

Prior specifications hereby superseded ☐ None ☒ December 5, 1986

Purpose : UPGRADE TO 179 MICROPROCESSOR

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

I. This Signal shall

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

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

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

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

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

FILE SHOP CABINET

FINAL COPY

8/11/94 Date — m J Mignogna Signature / KRF Title — RTE

cc:
- (2) ☒ Main Office
- (1) ☒ Region 8 Traffic Engineer
- (2) ☒ D, SYWYK
- ( ) ☐

Installation Date

Modification Date August 11, 1994

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		5		10	3		
Gap, Ext	2		2		2	2		
Max 1	45		15		45	6		
Max 2								
Yel Clearance	5		4		5	5		
Red Clearance	2		1		2	2		
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		
Min Recall								
Max Recall	On		On		On	On		
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		On		On		On		On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

ID: 7252 RTE 120 @ SO DR AMERICAN CAN CO

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

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor									13	Coor								
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

STD8

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	GREEN	On
6	2	RED	On
7	2	RED	Off
8	2	RED	Off

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	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	0

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	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

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Concurrency [1.1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4	0	0	0	0	9	1	1	2	4	3	0	0	0	0
1	2	5	6	7	8	0	0	0	0	9	2	5	6	7	8	0	0	0	0
1	3	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0
2	1	1	2	3	4	0	0	0	0	10	1	1	2	4	3	0	0	0	0
2	2	6	5	7	8	0	0	0	0	10	2	6	5	7	8	0	0	0	0
2	3	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0
3	1	2	1	3	4	0	0	0	0	11	1	2	1	4	3	0	0	0	0
3	2	5	6	7	8	0	0	0	0	11	2	5	6	7	8	0	0	0	0
3	3	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0
4	1	2	1	3	4	0	0	0	0	12	1	2	1	4	3	0	0	0	0
4	2	6	5	7	8	0	0	0	0	12	2	6	5	7	8	0	0	0	0
4	3	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	0	0
5	1	1	2	3	4	0	0	0	0	13	1	1	2	4	3	0	0	0	0
5	2	5	6	8	7	0	0	0	0	13	2	5	6	8	7	0	0	0	0
5	3	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	0	0	0
6	1	1	2	3	4	0	0	0	0	14	1	1	2	4	3	0	0	0	0
6	2	6	5	8	7	0	0	0	0	14	2	6	5	8	7	0	0	0	0
6	3	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	0	0
7	1	2	1	3	4	0	0	0	0	15	1	2	1	4	3	0	0	0	0
7	2	5	6	8	7	0	0	0	0	15	2	5	6	8	7	0	0	0	0
7	3	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	0	0	0
8	1	2	1	3	4	0	0	0	0	16	1	2	1	4	3	0	0	0	0
8	2	6	5	8	7	0	0	0	0	16	2	6	5	8	7	0	0	0	0
8	3	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

| | | |

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add 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	
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	15
Vol/Occ Period Minutes	0

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					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 Dwel	Link
1	ON	ON		ON		OFF	
2	ON	ON		ON		OFF	
3	ON	ON		ON		OFF	
4	ON	ON		ON		OFF	
5	ON	ON		ON		OFF	
6	ON	ON		ON		OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | DayLink Plan To |
|---|---|---

Day Plans [4.4]

Day Plan 1

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

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												
41												
42												
43												
44												
45												
46												
47												
48												

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															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	189	Unused
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper	Fcn	Oper	Fcn	Timer	
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	7252
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø				
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		

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # W-252PS COUNTY # Westchester DATE Aug 11, 1994

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	Red Yellow Green Ground Wire	1,2	SP 1 R SP 1 Y SP 1 G Grnd Bus	14/19c-1-R 14/19c-1-O 14/19c-1-G 14/19c-1-W		SP 1 R SP 1 Y SP 1 G Grnd Bus	
2		Ground Wire		SP 2 R SP 2 Y SP 2 G Grnd Bus			SP 2 R SP 2 Y SP 2 G Grnd Bus	
3	Ø3	Red Yellow Green Ground Wire	5,6 7,8	SP 3 R SP 3 Y SP 3 G Grnd Bus	14/19c-1-R/W 14/19c-1-Bl/W 14/19c-1-G/W 14/19c-1-B/W		SP 3 R SP 3 Y SP 3 G Grnd Bus	
4		Ground Wire		SP 4 R SP 4 Y SP 4 G Grnd Bus			SP 4 R SP 4 Y SP 4 G Grnd Bus	
5	Ø5	Red Yellow Green Ground Wire	3,4	SP 5 R SP 5 Y SP 5 G Grnd Bus	14/19c-1-B/R 14/19c-1-O/R 14/19c-1-Bl/R 14/19c-1-W/R		SP 5 R SP 5 Y SP 5 G Grnd Bus	
6	Ø6	- - - - - - ◀ ◀ Ground Wire	1	SP 6 R SP 6 Y SP 6 G Grnd Bus	- - - - - - - 14/19c-1-O/B 14/19c-1-G/B 14/19c-1-W/B		SP 6 R SP 6 Y SP 6 G Grnd Bus	
7		Ground Wire		SP 7 R SP 7 Y SP 7 G Grnd Bus			SP 7 R SP 7 Y SP 7 G Grnd Bus	
8		Ground Wire		SP 8 R SP 8 Y SP 8 G Grnd Bus			SP 8 R SP 8 Y SP 8 G Grnd Bus	
9		Ground Wire		SP 9 R SP 9 Y SP 9 G Grnd Bus			SP 9 R SP 9 Y SP 9 G Grnd Bus	
10		Ground Wire		SP 10 R SP 10 Y SP 10 G Grnd Bus			SP 10 R SP 10 Y SP 10 G Grnd Bus	
11		Ground Wire		SP 11 R SP 11 Y SP 11 G Grnd Bus			SP 11 R SP 11 Y SP 11 G Grnd Bus	
12		Ground Wire		SP 12 R SP 12 Y SP 12 G Grnd Bus			SP 12 R SP 12 Y SP 12 G Grnd Bus	
13		Ground Wire		SP 13 R SP 13 Y SP 13 G Grnd Bus			SP 13 R SP 13 Y SP 13 G Grnd Bus	
14		Ground Wire		SP 14 R SP 14 Y SP 14 G Grnd Bus			SP 14 R SP 14 Y SP 14 G Grnd Bus	

TE 262-13 (7/91)

MODEL 170 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS V 1.0
STUDY #
FILE #

SIGNAL # W-252PS COUNTY # Westchester DATE Aug 11,1994

CONFLICT/CURRENT MONITOR PROGRAMMING

Diodes to be Cut			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
Sp 1 - 5			None	2,4,6 thru 14
1 - 6				

NOTES:

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS V 1.0
STUDY #
FILE #
PAGE 20 OF 20

SIGNAL # W-252PS COUNTY # Westchester DATE Aug 11,1994

TABLE OF INPUT WIRING

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

TE-26X

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

Study :
Contract : D258096
PIN: 8130.75.321
File : 55.38-120

W-586 SIGNAL NO(S) | WESTCHESTER COUNTY

INTERSECTION ROUTE 120 AT GATEWAY LANE

☐ CITY ☐ VILLAGE ☒ TOWN OF NORTH CASTLE

Department Order filed 9/6/05 as Section 2055.38 Subdivision (W)

Prior specifications hereby superseded ☒ None ☐ _____

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D258096.

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

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 3 as a :

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

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

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

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

TBC W/ W-571

cc:
- ( ) ☐ Main Office
- (1) ☒ Region 8 Traffic Engineer
- (2) ☒ SIGNAL SHOP
- (1) ☒ CONTRACT MAINTAINER

9/1/05 Date | DILLMAN / KRF Signature | RTE Title

Installation Date 9/1/05

Modification Date _____

ALL FACES

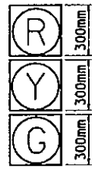


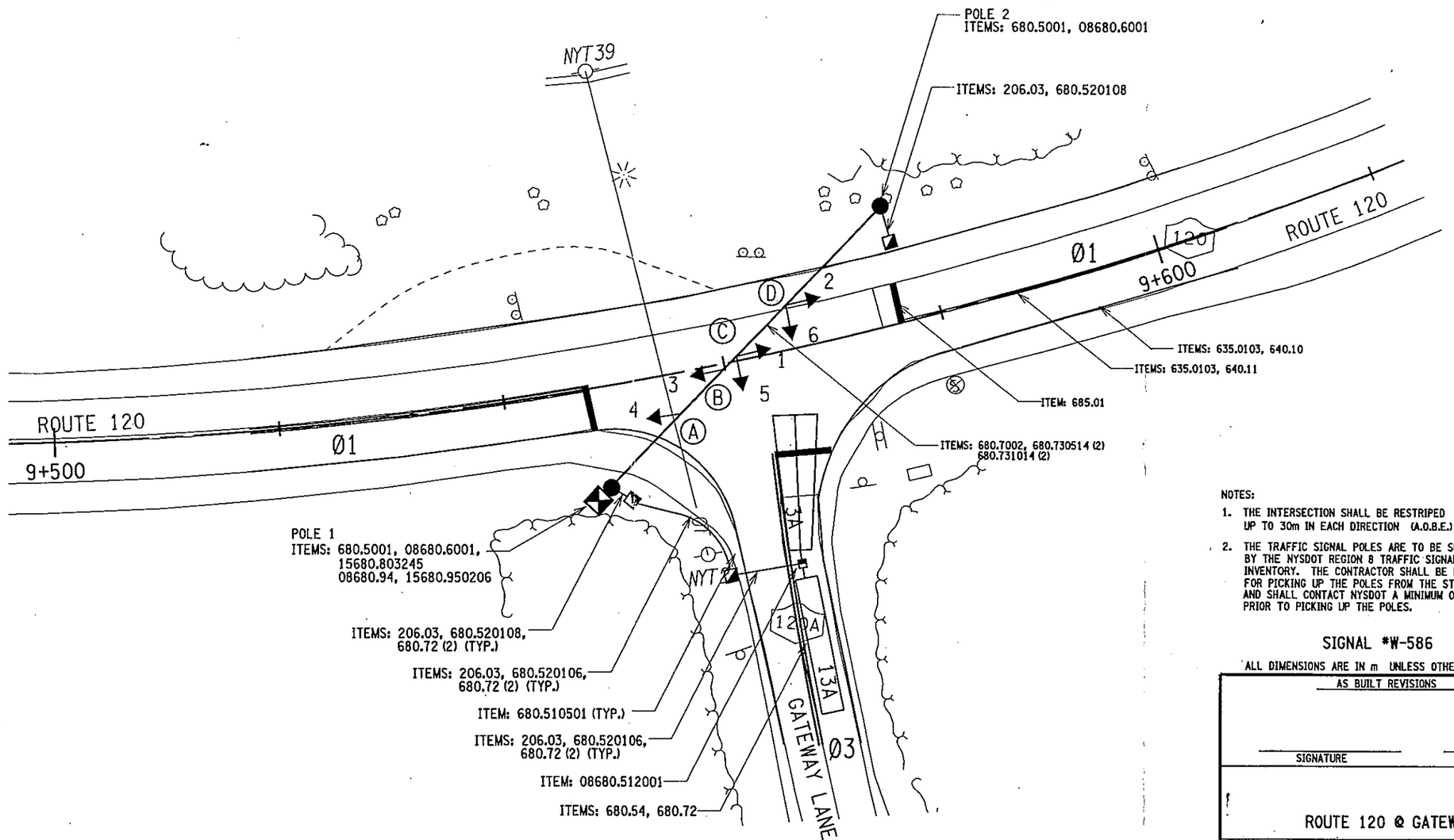
TABLE OF CLEARANCES			
		FROM	
		G	R
TO	G	X	R/R
	R	Y/R	X

TABLE OF POLES						
POLE	STA., OFFSET, SIDE	ELEV.	ITEM	HT	DESIGN LOAD	FOOTING MOMENT
1	9+547.825, 8.877 ℄ POLE RT.	123.533	08680.6001	9 m	30 kN	257 kN-m
2	9+577.275, 10.583 ℄ POLE LT.	122.479	08680.6001	10 m	30 kN	287 kN-m

FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.	D259096		

ROUTE 120 @ GATEWAY LANE
TOWN OF NORTH CASTLE
WESTCHESTER COUNTY

P.I.N. 8130.75 B.I.N.



NOTES:

1. THE INTERSECTION SHALL BE RESTRIPED UP TO 30m IN EACH DIRECTION (A.O.B.E.)
2. THE TRAFFIC SIGNAL POLES ARE TO BE SUPPLIED BY THE NYSDOT REGION 8 TRAFFIC SIGNAL POLE INVENTORY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PICKING UP THE POLES FROM THE STOCK PILE, AND SHALL CONTACT NYSDOT A MINIMUM OF ONE WEEK PRIOR TO PICKING UP THE POLES.

SIGNAL *W-586

ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

ROUTE 120 @ GATEWAY

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
	8	2-24-05	TS-1

DESIGN SUPERVISOR ____ JOB MANAGER ____ DESIGNED BY ____ CHECKED BY ____

ESTIMATED BY ____ DRAFTED BY ____ CHECKED BY ____

FILE NAME = d:\PW_Working\akaiser\dms22822\813075h_trf.dgn
DATE/TIME = 24-FEB-2005 08:34
USER = akaiser

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green			5					
Gap, Ext			3					
Max 1	35		30					
Max 2								
Yel Clearance	5		4					
Red Clearance	2		1					
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					
Min Recall								
Max Recall	On							
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry	On			On	On			On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
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	80	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2			2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3			3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4			4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5			5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6			6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7			7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8			8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9			9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10			10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11			11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12			12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	45		35						13	Coor								
	1	MAX		NON															
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	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	0

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	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

ID: 7586 RTE 120 @ GATEWAY LANE

06/13/19 Page 1

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock: OFF | Overlap Lock Inhibit: OFF | Parent Ph Clearance: ON | Extra Included Ph: OFF

	Included Ø									NORMAL			Included Ø									NORMAL	
1	Modifier Ø									Grn		9	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	1.5	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
2	Modifier Ø									Grn		10	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
3	Modifier Ø									Grn		11	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
4	Modifier Ø									Grn		12	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
5	Modifier Ø									Grn		13	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
6	Modifier Ø									Grn		14	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
7	Modifier Ø									Grn		15	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
8	Modifier Ø									Grn		16	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3							1														
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 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									
2									
3	3		3				45	50	25
4									
5									
6									
7									
8									
9									
10									
11									
12									
13	3		3				45	50	25
14									
15	5						45	50	25
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1			15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					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 Dwel	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min 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 Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	0	0	99	9			
2	6	30	1	10			
3	19	0	99	11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call 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	189	Unused
I1-2	189	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	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
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	39	Ch15 Yellow
O5-6	63	Ch15 Green
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	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper	Fcn	Oper	Fcn	Timer	
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	7586
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
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		

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____

SIGNAL # W-586 COUNTY # WESTCHSTER DATE 08/29/05

D259096

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP10				2, 4 - 9, 11 - 14

NOTES:

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # W-586 COUNTY WESTCHESTER DATE 08/29/05

D259096

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B					
2A, 2B					
3A, 3B	Ø 3	3A	QUADRAPOLE		PRESENCE LOOP
4A, 4B					
5A, 5B					
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B	Ø 3	13A	NORMAL		PRESENCE LOOP
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # W-586 COUNTY WESTCHESTER DATE 08/29/05
D259096

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	Red	1	SP 1 R	14 / 10C - 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
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø 3	Red	5	SP 3 R	14 / 10C - C - R / B	6	SP 3 R	14 / 10C - D - R / B
		Yellow		SP 3 Y	- O / B		SP 3 Y	- O / B
		Green		SP 3 G	- G / B		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10	Ø 1	Red	3	SP 10 R	14 / 5C - B - R	4	SP 10 R	14 / 5C - A - R
		Yellow		SP 10 Y	- O		SP 10 Y	- O
		Green		SP 10 G	- G		SP 10 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE-26X

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

Study :
Contract : D258096
PIN: 8826.11.321
File : 55.37-120

W-571 SIGNAL NO(S)

WESTCHESTER COUNTY

INTERSECTION ROUTE 120 AT NEW KING STREET

☐ CITY ☐ VILLAGE ☒ TOWN OF NORTH CASTLE

Department Order filed _____ as Section _____ Subdivision _____

Prior specifications hereby superseded ☒ None ☐ _____

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D258096.

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

I. This Signal shall

A. Operate in accordance with the Table of Operations and / of Change intervals as shown on page(s) 3 as a :

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

B.

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

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

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

TBC W/ W-586

cc: ( ) ☐ Main Office
(1) ☒ Region 8 Traffic Engineer
(2) ☒ SIGNAL SHOP
(1) ☒ CONTRACT NAINTAINER

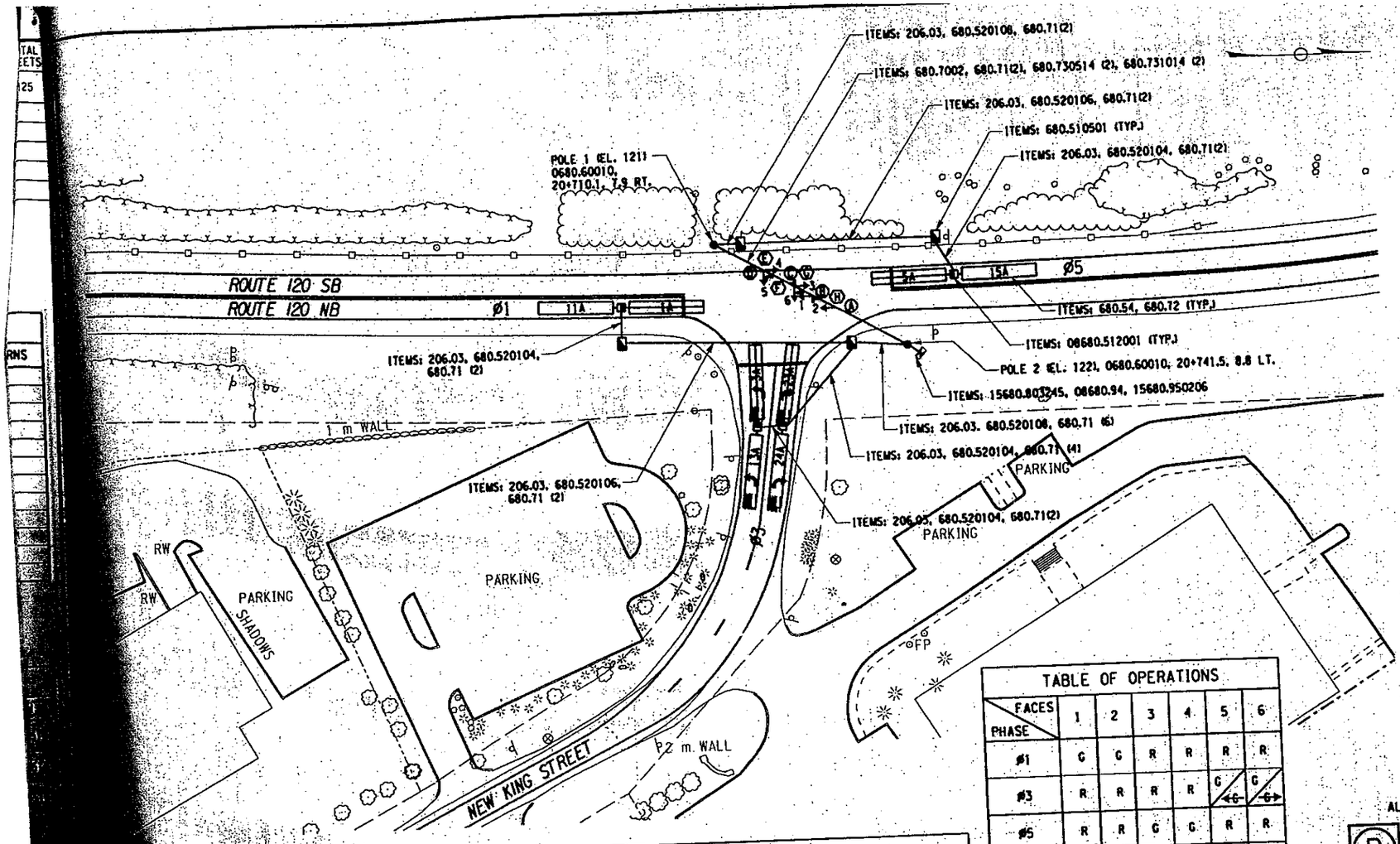
_____ _____ RTE
Date Signature Title

Installation Date _____

Modification Date 10/03

1	N.Y.	D259096	107	125

S.H. 5003 ARMONK - BYRAM LAKE (ROUTE 22)
S.H. 9248 NORTH GREENWICH ROAD (ROUTE 433)
S.H. 5226 WHITE PLAINS - RYE LAKE (ROUTE 120)
TOWN OF NORTH CASTLE, WESTCHESTER COUNTY
P.I.N. 8026.11 B.I.N.



ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	m	114
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	m^3	12
680.510501	PULL BOX - RECT. REINF. CONC. 660mm x 457mm	EA	4
08680.512001	CAST ALUMINUM JUNCTION BOX	EA	4
680.520104	CONDUIT - STEEL, ZINC COATED, 1¼ NPS	m	23
680.520106	CONDUIT - STEEL, ZINC COATED, 2 NPS	m	70
680.520108	CONDUIT - STEEL, ZINC COATED, 3 NPS	m	24
680.54	INDUCTANCE LOOP INSTALLATION	m	280
08680.6001	INSTALL TRAFFIC SIGNAL POLE	EA	2
680.7002	DUAL, SPAN WIRE ASSEMBLY WITH UPPER TETHER	EA	1
680.71	SHIELDED LEAD-IN CABLE	m	300
680.72	INDUCTANCE LOOP WIRE	m	1248
680.730514	SIGNAL CABLE - 5 CONDUCTOR, 14 AWG	m	30
680.731014	SIGNAL CABLE - 10 CONDUCTOR, 14 AWG	m	45
15680.803245	INSTALL MICROCOMPUTER CABINET	EA	1
680.810101	T.S.M. 300mm, RED BALL, LED	EA	6
680.810103	T.S.M. 300mm, YELLOW BALL, LED	EA	6
680.810105	T.S.M. 300mm, GREEN BALL, LED	EA	6
680.810106	T.S.M. 300mm, GREEN ARROW, LED	EA	2
680.810107	TRAFFIC SIGNAL SECT. - TYPE 1, 300mm	EA	20
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY	EA	2
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY - 2 WAY	EA	2
680.8201	OVERHEAD SIGN ASSEMBLY - TYPE A	EA	4
08680.94	TRAFFIC SIGNAL SERVICE ENTRANCE	EA	1
15680.950206	SERVICE CABLE - 2 CONDUCTOR, 6 AWG	m	21

TABLE OF POLES

POLE NO.	LOCATION	ITEM CODE	HEIGHT	DESIGN LOAD	FTG. MOMENT
1	20+710.1, 7.9 RT.	08680.6001	10m	40 KN	382 KN-m
2	20+741.5, 8.8 LT.	08680.6001	10m	40 KN	382 KN-m

TABLE OF OPERATIONS

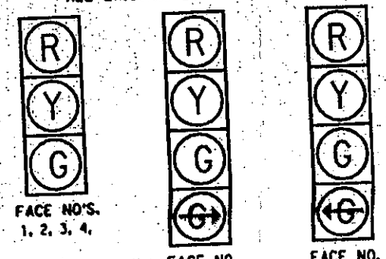
FACES / PHASE	1	2	3	4	5	6
ø1	G	G	R	R	R	R
ø3	R	R	R	R	G/←G	G/G→
ø5	R	R	G	G	R	R
ø(1+5)	G	G	G	G	R	R
FLASHING OPERATION	FL.-Y	FL.-Y	FL.-Y	FL.-Y	FL.-R	FL.-R

TABLE OF CLEARANCES

TO \ FROM	G	G/←G	R	R/←G
G		G/←Y/G	R/←Y/R	R/R
G/←G	G/G		R/←G/R/←G	R/R
R	Y/R	Y/←G/R/←G		R/R
R/←G	Y/R	Y/←Y/R	R/←Y/R	

SIGNAL FACE DISPLAY

ALL EXISTING 300 mm SECTIONS



FACE NO'S. 1, 2, 3, 4. FACE NO. 6 FACE NO. 5

NOTE:

TRAFFIC SIGNAL POLES ARE TO BE SUPPLIED BY NYSDOT, REGION 8 TRAFFIC SIGNAL POLE INVENTORY. THE CONTRACTOR SHALL CONTACT NYSDOT ONE WEEK IN ADVANCE OF HAVING A TRAFFIC SIGNAL POLE DELIVERED TO THE JOB SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PICKING TRAFFIC SIGNAL POLES FROM THE REGION 8 TRAFFIC SIGNAL POLE STOCKPILE.

WORK IN THIS STAGE SHALL BE COMPLETED NO LATER THAN 90 DAYS AFTER THE AWARD OF THIS CONTRACT. IF THE CONTRACTOR FAILS TO COMPLETE THIS WORK ON TIME, LIQUIDATED DAMAGES WILL BE ASSESSED AT THE RATE OF $1,000 A DAY FOR NON-COMPLIANCE.

0 10 20 30 40
SCALE

SIGNAL NO. W-571

ALL DIMENSIONS ARE IN m. UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

SIGNATURE DATE

TRAFFIC SIGNAL PLAN
ROUTE 120/NEW KING STREET

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FILENAME	REGION	DATE	DRAWING NO.
80261105.TRF	8	JAN 2003	TRF-5

Frederic R. Harris, Inc
605 Third Avenue
New York, New York 10158

TABLE OF VEHICLE DETECTORS

ER	TYPE	FUNCTION	SIZE (M)	NO. OF TURNS
	LOOP	#1 PRESENCE	2 X 12	3
	QUAD	#1 PRESENCE	2-1 X 12	3
	LOOP	#5 PRESENCE	2 X 12	3
	QUAD	#5 PRESENCE	2-1 X 12	3
	QUAD	#3 PRESENCE	2-1 X 12	3
	LOOP	#3 PRESENCE	2 X 12	3
	LOOP	#3 PRESENCE	2 X 12	3
	QUAD	#3 PRESENCE	2-1 X 12	3

TABLE OF HEADS AND CABLE

ITEM	CABLE	ITEM
0)(1), 680.810103(1), 680.810105(1), 0)(7), 680.8111	14/05 C-A-X/X	680.730514
0)(1), 680.810103(1), 680.810105(1), 0)(7), 680.8111	14/05 C-B-X/X	680.730514
0)(2), 681.810103(2), 680.810105(2), 0)(1), 680.810107(7), 680.8112	14/10 C-C-X/X	680.731014
0)(2), 680.810103(2), 680.810105(2), 0)(1), 680.810107(7), 680.8112	14/10 C-C-X/X	680.731014

TABLE OF SIGNS

SIGN	PAY ITEM	M.U.T.C.D. NO.	TEXT
E	680.8201	R3-22C	ONLY
F	680.8201	R3-1C	
G	680.8201	R3-24C	ONLY
H	680.8201	R3-2C	

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	5		5		5			
Gap, Ext	3		3		3			
Max 1	35		30		35			
Max 2								
Yel Clearance	5		4		5			
Red Clearance	2		1		2			
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			
Min Recall	On				On			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry	On			On	On			On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

ID: 7571 RTE 120 @ NEW KING STREET

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	80	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2			2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3			3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4			4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5			5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6			6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7			7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8			8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9			9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10			10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11			11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12			12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	45		35		45		35		13	Coor								
	1	MAX																	
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	On
2	1	RED	Off
3	1	RED	On
4	1	RED	Off
5	2	GREEN	On
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 Split	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	45
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
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

06/13/19 **Page 1**

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock: OFF | Overlap Lock Inhibit: OFF | Parent Ph Clearance: ON | Extra Included Ph: OFF

| | | |

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	25
2									
3	3		3				45	50	25
4									
5	5						45	50	25
6									
7									
8									
9									
10									
11	1						45	50	25
12									
13	3		3				45	50	25
14									
15	5						45	50	25
16									
17									
18									
19									
20									
21									
22									
23	3		3				45	50	25
24	3		3				45	50	25
25									
26									
27									
28									
29									
30									
31									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1			15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

ID: 7571 RTE 120 @ NEW KING STREET

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 Dwel	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	189	Unused
I1-5	5	Veh Call 5
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	189	Unused
I2-6	189	Unused
I2-7	15	Veh Call 15
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	23	Veh Call 23
I3-8	24	Veh Call 24
I4-1		C11S Connector
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
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	39	Ch15 Yellow
O5-6	63	Ch15 Green
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	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	7571
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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																															DayLink	
	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	Plan	To
1	On	On	On	On	On	On	On	On	On	On	On	On		On	On	On	On	On		On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	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	99	9			
2	6	30	1	10			
3	19	0	99	11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	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	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	On
18	Cycle Failure	On	On
19	Coordination Fault	On	On
20	Controller Fault	On	On
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	On	On
26	Detector Diagnostic Failur		
27	BIU Detector Failure	On	On
28	Queue detector alarm	On	On
29	Ped Detector Fault	On	On
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	On	On
49	Preempt 1 Input	On	On
50	Preempt 2 Input	On	On
51	Preempt 3 Input	On	On
52	Preempt 4 Input	On	On
53	Preempt 5 Input	On	On
54	Preempt 6 Input	On	On
55	Preempt 7 Input	On	On
56	Preempt 8 Input	On	On
57	Preempt 9 Input	On	On
58	Preempt 10 Input	On	On
61	In Transition	On	On
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
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		

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # W-571 COUNTY WESTCHESTER DATE 09/07/03

D259096

TABLE OF SWITCH PACKS

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		161XFA	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	Red	1	SP 1 R	14 / 5C - B - R	2	SP 1 R	14 / 5C - A - R
		Yellow		SP 1 Y	- O		SP 1 Y	- O
		Green		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø 3 WIRE ARROWS TO BALL GREENS	Red	5	SP 3 R	14 / 10C - D - R / B	6	SP 3 R	14 / 10C - C - R / B
		Yellow		SP 3 Y	- O / B		SP 3 Y	- O / B
		Green ◄ / ►		SP 3 G	- G / B		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø 5	Red	3	SP 5 R	14 / 10C - C - R	4	SP 5 R	14 / 10C - D - R
		Yellow		SP 5 Y	- O		SP 5 Y	- O
		Green		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9				SP 9 R			SP 9 R	
				SP 9 Y			SP 9 Y	
				SP 9 G			SP 9 G	
		Ground Wire		Grnd Bus			Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 19 OF 20

SIGNAL # W-571 COUNTY # WESTCHESTER DATE 10/15/03

D259096

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5				2, 4, 6 - 14

NOTES:

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # W-571 COUNTY WESTCHESTER DATE 09/07/03

D259096

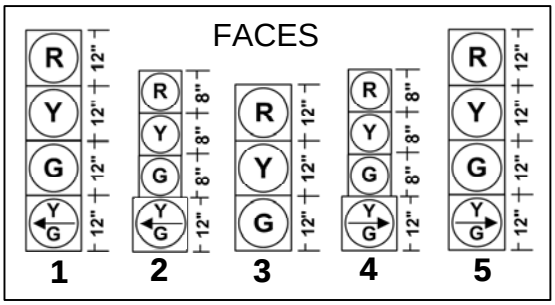
TABLE OF INPUT WIRING

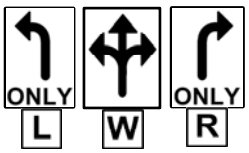
TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø 1	1A	QUADRAPOLE		PRESENCE LOOP
2A, 2B					
3A, 3B	Ø 3	3A	QUADRAPOLE		PRESENCE LOOP
4A, 4B					
5A, 5B	Ø 5	5A	QUADRAPOLE		PRESENCE LOOP
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø 1	11A	NORMAL		PRESENCE LOOP
12A, 12B					
13A, 13B	Ø 3	13A	NORMAL		PRESENCE LOOP
14A, 14B					
15A, 15B	Ø 5	15A	NORMAL		PRESENCE LOOP
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B	Ø 3	23A	QUADRAPOLE		PRESENCE LOOP
24A, 24B	Ø 3	24A	NORMAL		PRESENCE LOOP
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

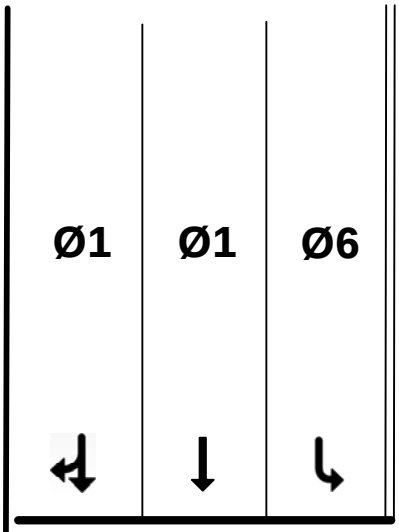
W-144
Signal #

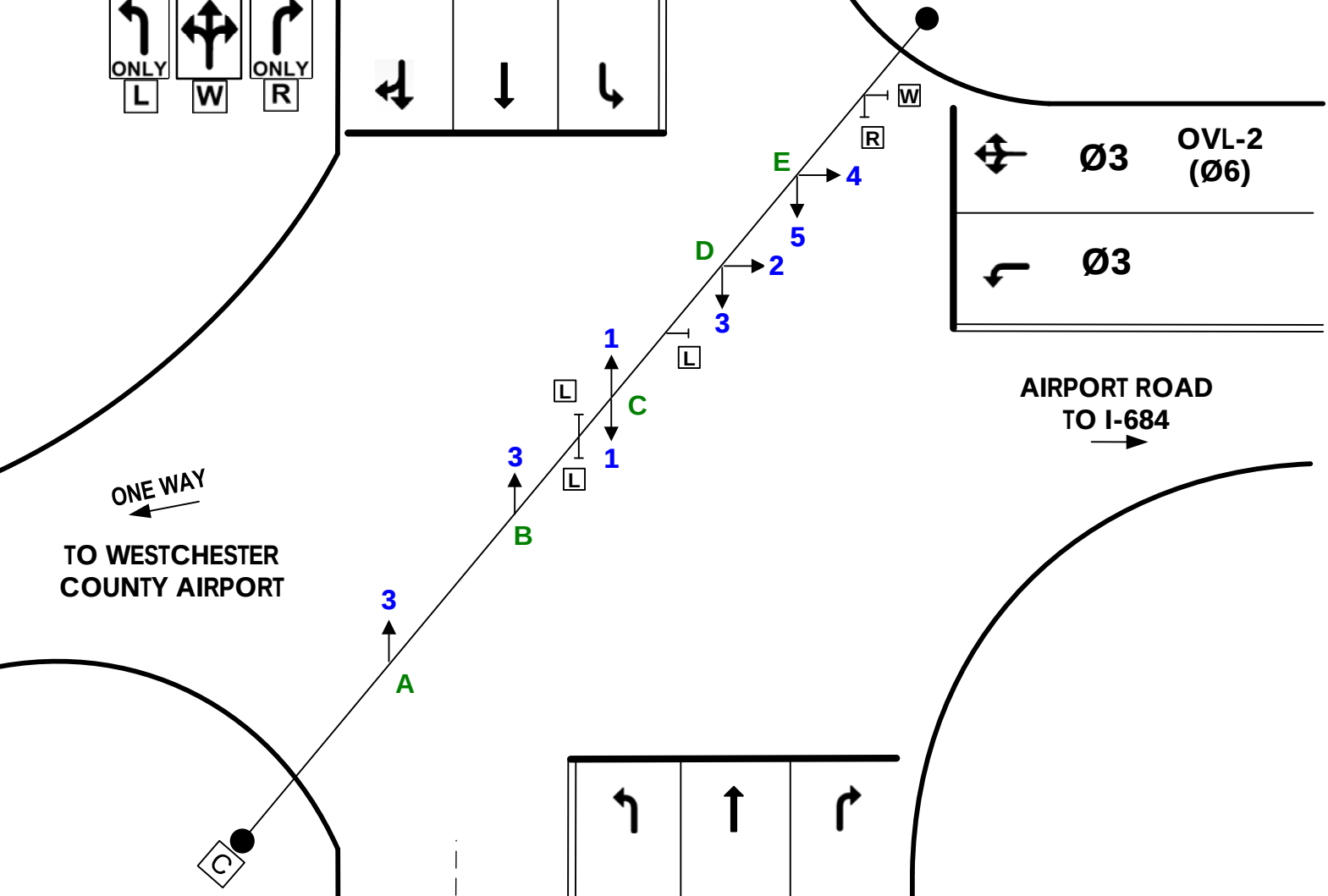
STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
in the Town of ***NORTH CASTLE***

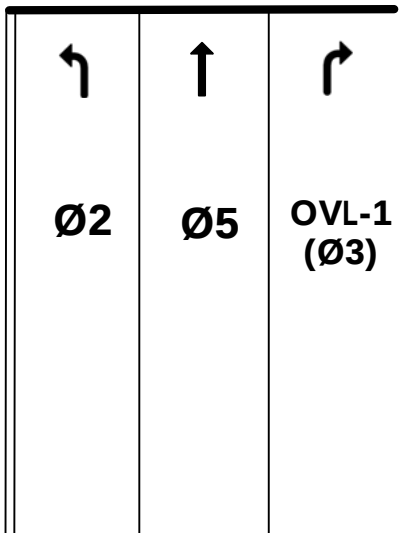
Signal: **W-144**
File: 55.38-120











Printed: 6/26/2018

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	8	3	5		25	3		
Gap, Ext	2	2	3		2	2		
Max 1	40	15	40		40	15		
Max 2	20	15	60		20	15		
Yel Clearance	5	5	4		5	5		
Red Clearance	2	2	1		2	2		
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		
Min Recall	On				On			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry	On			On	On			On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

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

ID: 7144 RTE 120 @ AIRPORT DR RAMP TO I-684

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

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								
2 Coor									14 Coor								
3 Coor									15 Coor								
4 Coor									16 Coor								
5 Coor									17 Coor								
6 Coor									18 Coor								
7 Coor									19 Coor								
8 Coor									20 Coor								
9 Coor									21 Coor								
10 Coor									22 Coor								
11 Coor									23 Coor								
12 Coor									24 Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	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	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	0

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	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

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Perm File

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

1	Included Ø	3	5							NORMAL		9	Included Ø										NORMAL		
	Modifier Ø	5								Grn			Modifier Ø										Grn		
	Conflict Ø									Yel	4		Conflict Ø										Yel	3.5	
A	Conflict Olap									Red	1	I	Conflict Olap										Red	1.5	
	Conflict Ped									LG			Conflict Ped										LG		
2	Included Ø	3	6							NORMAL		10	Included Ø										NORMAL		
	Modifier Ø									Grn			Modifier Ø										Grn		
	Conflict Ø									Yel	4		Conflict Ø										Yel	3.5	
B	Conflict Olap									Red	1	J	Conflict Olap										Red	1.5	
	Conflict Ped									LG			Conflict Ped										LG		
3	Included Ø									NORMAL		11	Included Ø										NORMAL		
	Modifier Ø									Grn			Modifier Ø										Grn		
	Conflict Ø									Yel	3.5		Conflict Ø										Yel	3.5	
C	Conflict Olap									Red	1.5	K	Conflict Olap										Red	1.5	
	Conflict Ped									LG			Conflict Ped										LG		
4	Included Ø									NORMAL		12	Included Ø										NORMAL		
	Modifier Ø									Grn			Modifier Ø										Grn		
	Conflict Ø									Yel	3.5		Conflict Ø										Yel	3.5	
D	Conflict Olap									Red	1.5	L	Conflict Olap										Red	1.5	
	Conflict Ped									LG			Conflict Ped										LG		
5	Included Ø									NORMAL		13	Included Ø										NORMAL		
	Modifier Ø									Grn			Modifier Ø										Grn		
	Conflict Ø									Yel	3.5		Conflict Ø										Yel	3.5	
E	Conflict Olap									Red	1.5	M	Conflict Olap										Red	1.5	
	Conflict Ped									LG			Conflict Ped										LG		
6	Included Ø									NORMAL		14	Included Ø										NORMAL		
	Modifier Ø									Grn			Modifier Ø										Grn		
	Conflict Ø									Yel	3.5		Conflict Ø										Yel	3.5	
F	Conflict Olap									Red	1.5	N	Conflict Olap										Red	1.5	
	Conflict Ped									LG			Conflict Ped										LG		
7	Included Ø									NORMAL		15	Included Ø										NORMAL		
	Modifier Ø									Grn			Modifier Ø										Grn		
	Conflict Ø									Yel	3.5		Conflict Ø										Yel	3.5	
G	Conflict Olap									Red	1.5	O	Conflict Olap										Red	1.5	
	Conflict Ped									LG			Conflict Ped										LG		
8	Included Ø									NORMAL		16	Included Ø										NORMAL		
	Modifier Ø									Grn			Modifier Ø										Grn		
	Conflict Ø									Yel	3.5		Conflict Ø										Yel	3.5	
H	Conflict Olap									Red	1.5	P	Conflict Olap										Red	1.5	
	Conflict Ped									LG			Conflict Ped										LG		

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #		2	3		5	6			1	1		2												
Channel Type		VEH	VEH		VEH	VEH			OLP	VEH		OLP												
Channel Flash																								
Alt Hz																								

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode USER BIU Map SINGLE Invert Rail Input OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1						45	50	30
2	2	5	1				45	50	10
3	3		2				45	50	30
4							45	50	2
5	5						45	50	30
6	6	1	1				45	50	10
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11	1						45	50	30
12	2	5	2				45	50	10
13							45	50	2
14							45	50	2
15	5						45	50	30
16	6						45	50	10
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21	1						45	50	30
22	1						45	50	30
23	3		8				45	50	30
24							45	50	
25							45	50	
26							45	50	
27	5						45	50	30
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	
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	15
Vol/Occ Period Minutes	0

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					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 Dwel	Link
1	ON	ON		ON		OFF	
2	ON	ON		ON		OFF	
3	ON	ON		ON		OFF	
4	ON	ON		ON		OFF	
5	ON	ON		ON		OFF	
6	ON	ON		ON		OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min 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 | DayLink

	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	Plan	To
1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1	
2																																																			1	
3																																																			1	
4																																																			1	
5																																																			1	
6																																																			1	
7																																																			1	
8																																																			1	
9																																																			1	
10																																																			1	
11																																																			1	
12																																																			1	
13																																																			1	
14																																																			1	
15																																																			1	
16																																																			1	
17																																																			1	
18																																																			1	
19																																																			1	
20																																																			1	
21																																																			1	
22																																																			1	
23																																																			1	
24																																																			1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1	0	0	2
2	7	0	1
3	9	30	2
4			
5			
6			
7			
8			

Day Plan 2

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 3

	Hour	Min	Act
1			
2			
3			
4			
5			
6			
7			
8			

Day Plan 4

	Hour	Min	Act

Day Plan 5

	Hour	Min	Act

Day Plan 6

	Hour	Min	Act

Day Plan 7

	Hour	Min	Act

Day Plan 8

	Hour	Min	Act

Day Plan 9

	Hour	Min	Act

Day Plan 10

	Hour	Min	Act

Day Plan 11

	Hour	Min	Act

Day Plan 12

	Hour	Min	Act

Day Plan 13

	Hour	Min	Act

Day Plan 14

	Hour	Min	Act

Day Plan 15

	Hour	Min	Act

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	On
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	189	Unused
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	12	Veh Call 12
I2-5	189	Unused
I2-6	14	Veh Call 14
I2-7	15	Veh Call 15
I2-8	16	Veh Call 16
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	21	Veh Call 21
I3-6	22	Veh Call 22
I3-7	23	Veh Call 23
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	26	Veh Call 26
I5-3	27	Veh Call 27
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	39	Ch15 Yellow
O5-6	63	Ch15 Green
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	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper	Fcn	Oper	Fcn	Timer	
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY
I	0	=	I	---- 0	I	---- 0	I	---- 0	DLY

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6.1]

Station ID	7144
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
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		

TE-26X

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

STUDY :
CONTRACT :
PIN :
FILE :

W-204 — SIGNAL NO(S)

WESTCHESTER — COUNTY

INTERSECTION Rte.22 @ Rte.128 & IBM Drive

☐ CITY ☐ VILLAGE ☒ TOWN OF NORTH CASTLE

Department Order filed 9/6/78 as Section 2055.38 Subdivision (j)

Prior specifications hereby superseded ☐ None ☒ March 12, 1984

Purpose : INSTALL RED LEFT TURN ARROWS FOR PHASES 2 & 6

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

I. This Signal shall

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

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

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

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

C. Be equipped with ☐ Pre-emption ☐ Interconnection and / or Coordination

Which are described as follows :

cc:
- (2) ☒ Main Office
- (1) ☒ Region 8 Traffic Engineer
- (1) ☒ E.MARSH
- ( ) ☐

1/20/99 — Date
Signature
RTE — Title

Installation Date

Modification Date January 20, 1999

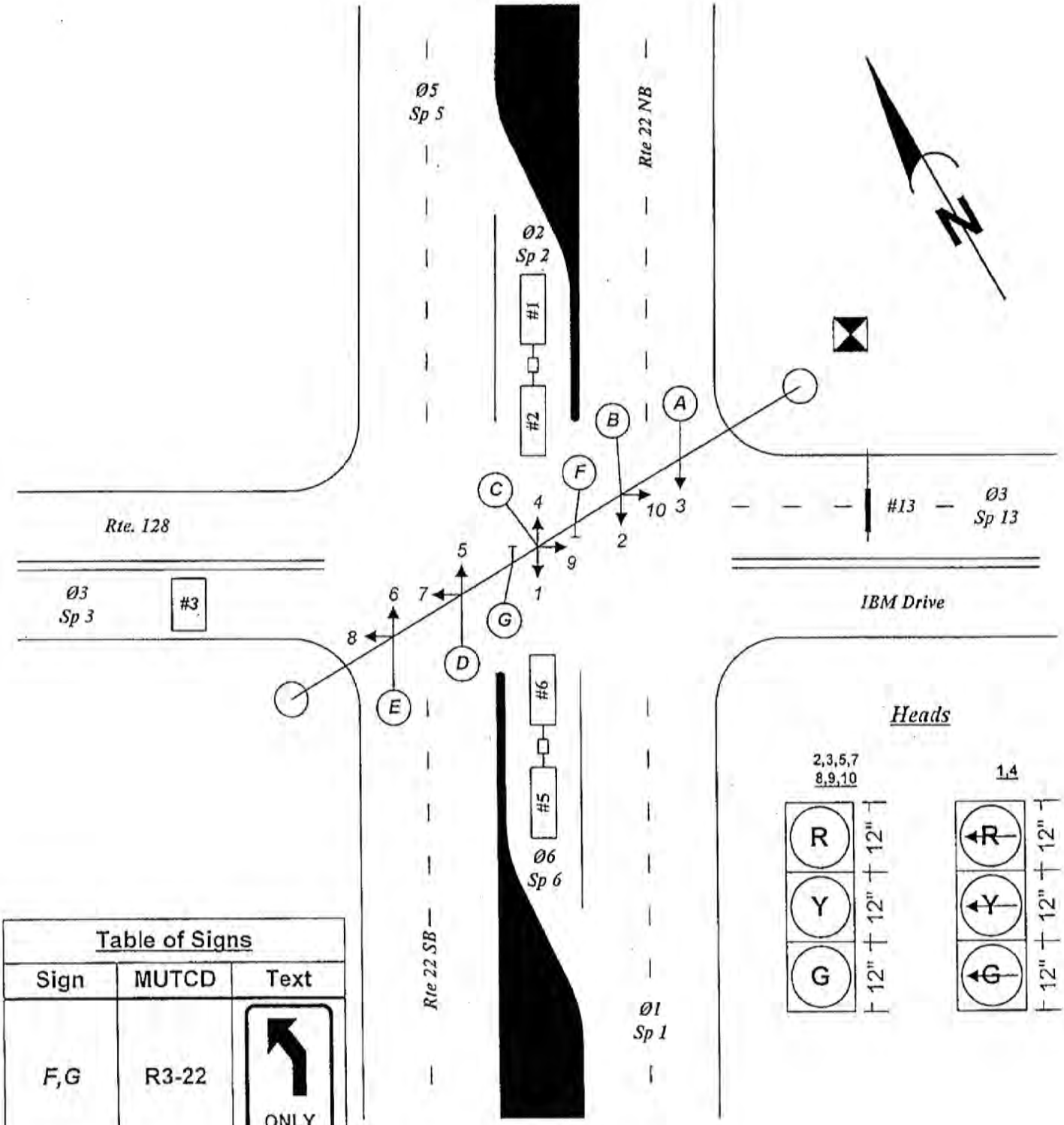


Table of Signs		
Sign	MUTCD	Text
F,G	R3-22	ONLY

MJK

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		3	8			5	5	
Gap, Ext		2	3			3	2	
Max 1	35	30	40		35	30	40	
Max 2								
Yel Clearance	5	5	4		5	5	4	
Red Clearance	2	2	2		2	2	2	
Walk								
Ped Clearance								
Red Revert								
Add Initial			4					
Max Initial			12					
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								
Max Recall	On				On			
Ped Recall								
Soft Recall								
Lock Calls			On			On		
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								

ID: 7204 RTE 22 @ RTE 128 & IBM DR

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

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor									13	Coor								
2	Coor									14	Coor								
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	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	0

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	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

12/21/17 Page 1

Concurrency [1.1.4]

Phs	Concurrent Phases							
1	5	6	0	0	0	0	0	0
2	5	6	0	0	0	0	0	0
3	7	8	0	0	0	0	0	0
4	7	8	0	0	0	0	0	0
5	1	2	0	0	0	0	0	0
6	1	2	0	0	0	0	0	0
7	3	4	0	0	0	0	0	0
8	3	4	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0

Sequence [1.2.4]

Seq	Rng	Concurrent Phases								Seq	Rng	Concurrent Phases							
1	1	1	2	3	4	0	0	0	0	9	1	1	2	4	3	0	0	0	0
1	2	5	6	7	8	0	0	0	0	9	2	5	6	7	8	0	0	0	0
1	3	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0
2	1	1	2	3	4	0	0	0	0	10	1	1	2	4	3	0	0	0	0
2	2	6	5	7	8	0	0	0	0	10	2	6	5	7	8	0	0	0	0
2	3	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0
2	4	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0
3	1	2	1	3	4	0	0	0	0	11	1	2	1	4	3	0	0	0	0
3	2	5	6	7	8	0	0	0	0	11	2	5	6	7	8	0	0	0	0
3	3	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0
3	4	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0
4	1	2	1	3	4	0	0	0	0	12	1	2	1	4	3	0	0	0	0
4	2	6	5	7	8	0	0	0	0	12	2	6	5	7	8	0	0	0	0
4	3	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0	0	0
5	1	1	2	3	4	0	0	0	0	13	1	1	2	4	3	0	0	0	0
5	2	5	6	8	7	0	0	0	0	13	2	5	6	8	7	0	0	0	0
5	3	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0
5	4	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	0	0	0
6	1	1	2	3	4	0	0	0	0	14	1	1	2	4	3	0	0	0	0
6	2	6	5	8	7	0	0	0	0	14	2	6	5	8	7	0	0	0	0
6	3	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0
6	4	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	0	0
7	1	2	1	3	4	0	0	0	0	15	1	2	1	4	3	0	0	0	0
7	2	5	6	8	7	0	0	0	0	15	2	5	6	8	7	0	0	0	0
7	3	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0
7	4	0	0	0	0	0	0	0	0	15	4	0	0	0	0	0	0	0	0
8	1	2	1	3	4	0	0	0	0	16	1	2	1	4	3	0	0	0	0
8	2	6	5	8	7	0	0	0	0	16	2	6	5	8	7	0	0	0	0
8	3	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	0	0	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

	Included Ø									NORMAL			Included Ø									NORMAL	
1	Modifier Ø									Grn		9	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	1.5	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
2	Modifier Ø									Grn		10	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
3	Modifier Ø									Grn		11	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
4	Modifier Ø									Grn		12	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
5	Modifier Ø									Grn		13	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
6	Modifier Ø									Grn		14	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
7	Modifier Ø									Grn		15	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
	Included Ø									NORMAL			Included Ø									NORMAL	
8	Modifier Ø									Grn		16	Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3		5	6							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 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	2		2				45	50	15
2	2		2				45	50	15
3	3						45	50	25
4									
5									
6									
7	6						45	50	15
8	6						45	50	15
9									
10									
11									
12									
13	7		2				45	50	25
14	7		2				45	50	25
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIn	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	15
Vol/Occ Period Minutes	0

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					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 Dwel	Link
1	ON	ON		ON		OFF	
2	ON	ON		ON		OFF	
3	ON	ON		ON		OFF	
4	ON	ON		ON		OFF	
5	ON	ON		ON		OFF	
6	ON	ON		ON		OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min 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 Entry								
Enabl SimGap	On	On	On	On	On	On	On	On
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 1 Veh Parameters [5.5.1.1]

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

Alt# 1 Veh Options [5.5.1.2]

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

Alt# 1 Veh Parameters+ [5.5.1.3]

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

Alt# 1 Ped Parameters+ [5.5.1.4]

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

Alt# 2 Options Table [1.1.6.2.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	On	On	On	On	On	On	On	On
Soft Recall								
Dual 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | DayLink | |
|---|---|---

Day Plans [4.4]

Day Plan 1

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

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	189	Unused
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	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	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
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	39	Ch15 Yellow
O5-6	63	Ch15 Green
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	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	7204
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø				
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		

TE XXX-1 (8/1/85) TABLE OF SWITCH PACKS TAPS

W-204 SIGNAL NO. Westchester COUNTY _____ DATE

SWITCH PACK	FUNCTION	FACE NUMBERS	FLASH PLUG	INDICATIONS	TERMINAL WIRING BOARD Terminal	Wire Color Code
SP 1	Ø1	1 + 2	Yellow	Red	SP 1 R	
				Yellow	SP 1 Y	
				Green	SP 1 G	
				Grnd Wire	Grnd Bus	
SP 2	Ø2	3	White		SP 2 R	
				←	SP 2 Y	
				←	SP 2 G	
				Grnd Wire	Grnd Bus	
SP 3	Ø3	5 + 6 7 + 8	Red	Red	SP 3 R	
				Yellow	SP 3 Y	
				Green	SP 3 G	
				Grnd Wire	Grnd Bus	
SP 4					SP 4 R	
					SP 4 Y	
					SP 4 G	
				Grnd Wire	Grnd Bus	
SP 5	Ø5	3 + 4	Yellow	Red	SP 5 R	
				Yellow	SP 5 Y	
				Green	SP 5 G	
				Grnd Wire	Grnd Bus	
SP 6	Ø6	1	White		SP 6 R	
				←	SP 6 Y	
				←	SP 6 G	
				Grnd Wire	Grnd Bus	
SP 7					SP 7 R	
					SP 7 Y	
					SP 7 G	
				Grnd Wire	Grnd Bus	
SP 8					SP 8 R	
					SP 8 Y	
					SP 8 G	
				Grnd Wire	Grnd Bus	
SP 9					SP 9 R	
					SP 9 Y	
					SP 9 G	
				Grnd Wire	Grnd Bus	
SP 10					SP 10 R	
					SP 10 Y	
					SP 10 G	
				Grnd Wire	Grnd Bus	
SP 11					SP 11 R	
					SP 11 Y	
					SP 11 G	
				Grnd Wire	Grnd Bus	
					Grnd Bus	
SP 12					SP 12 R	
					SP 12 Y	
					SP 12 G	
				Grnd Wire	Grnd Bus	
SP 13					SP 13 R	
					SP 13 Y	
					SP 13 G	
				Grnd Wire	Grnd Bus	
SP 14					SP 14 R	
					SP 14 Y	
					SP 14 G	
				Grnd Wire	Grnd Bus	

TE XXX-1R(8/1/85) TAPS

TABLE OF SWITCH PACKS

W-204 Westchester _____ PAGE 21 OF 22 PAGES

SIGNAL NO. COUNTY DATE

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
1 - 5				
1 - 6				
2 - 5				
2 - 6				

NOTES:

TE XXX-1(8/1/85)

TAPS STUDY NO _____
FILE: _____

TABLE OF INPUT WIRING

W-204 SIGNAL NO | Westchester COUNTY | _____ DATE

TERM. NO	FUNCTION	DET. NO	DET. TYPE	DET. AN. OVER	REMARKS
1A, 1B	Ø2	1	Normal		Presence
2A, 2B	Ø2	2	"		"
3A, 3B	Ø3	3	"		Mag Probe
4A, 4B					
5A, 5B	Ø6	5	"		Presence
6A, 6B	Ø6	6	"		Presence
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B					
13A, 13B	Ø3	13	Normal		Mag Probe
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					

SEE BACK OF PAGE FOR INPUTS 23-28.

TE 4d(8/82)

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

Study:
Contract:
P.I.N.:
File:

Signal No(s). 162 County Westchester Page 1 of 22 Pages

☐ City, ☐ Village, ☒ Town of North Castle

Department Order filed 12-2-85 (Date) as Section 2055.38 Subdivision (f)

Prior specifications hereby superceded: ☐ None ☒ Oct. 28, 1985

Purpose: Install Micro 179 controller

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

I. This Signal shall:

A. Operate in accordance with the Table of Operations and/or Change Intervals as shown on page(s) 2 as a:
- ☐ Pretimed signal
- ☒ Semi-traffic actuated signal
- ☐ Full-traffic actuated signal
- ☐ Pedestrian actuated signal
- ☐ Other _____

B.
- ☒ Display vehicular indications
- ☐ Display pedestrian indications
- ☒ Be equipped with vehicle detectors
- ☐ Be equipped with Pedestrian push buttons

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

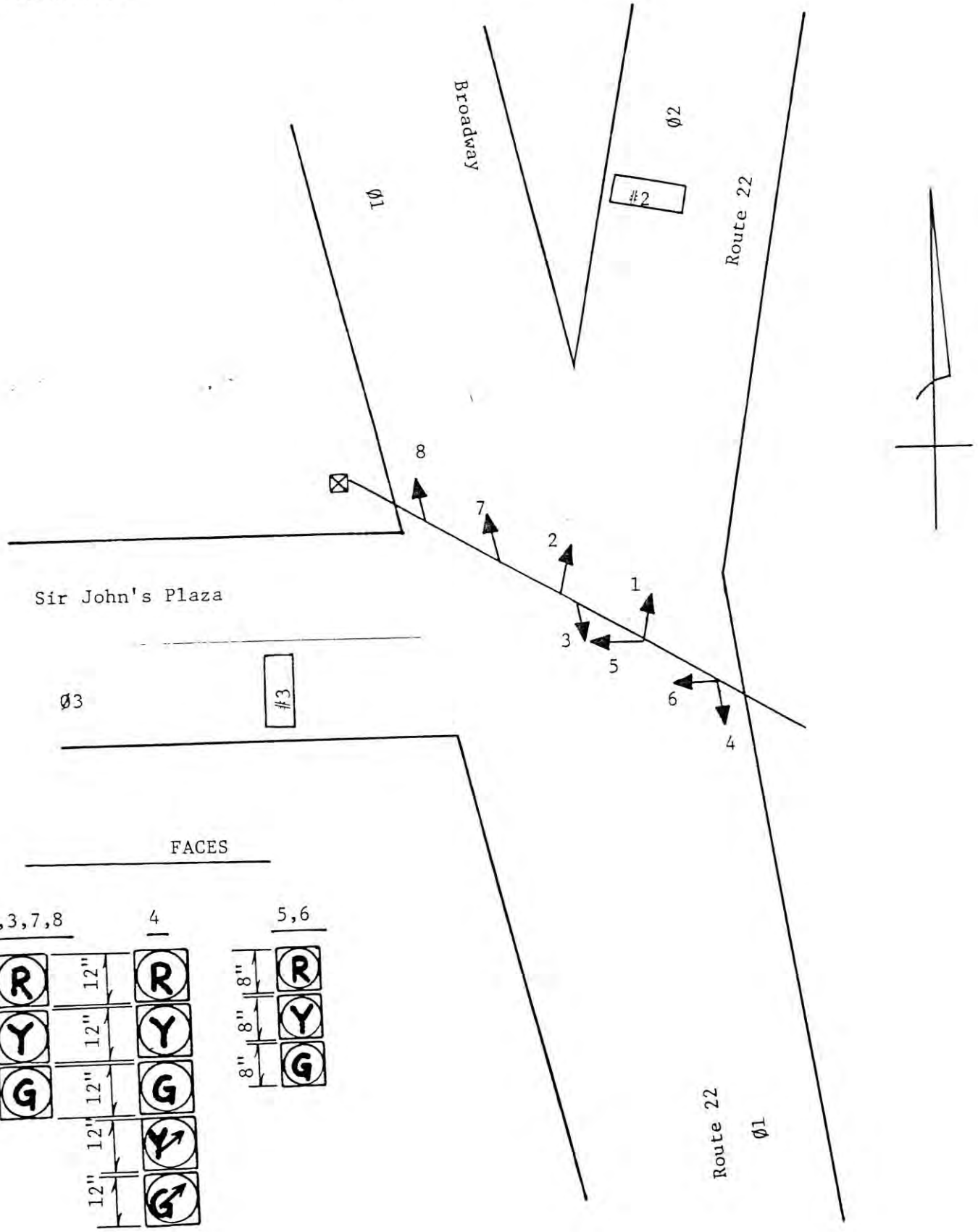
C. Be equipped with ☐ pre-emption, ☐ interconnection and/or coordination which are described as follows:

7/6/90 (Date) M. J. Mignogna (Signature) RTE (Title)

cc:
- ☒ Main Office (2)
- ☒ Region 8 Traffic Engineer
- ☒ D. Sywyk, M. Talay
- ☒ ~~M. Glover~~

Installation Date _____

Modification Date June 21, 1990



FACES

1,2,3,7,8

4

5,6

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	5		5	5	5			
Gap, Ext	5		3	5	5			
Max 1	45		50	20	45			
Max 2								
Yel Clearance	5		5	4	5			
Red Clearance	1	1	1	1	1			
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			
Min Recall								
Max Recall	On							
Ped Recall								
Soft Recall	On				On			
Lock Calls				On	On			
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								

ID: 7162 RTE 22 @ NO BROADWAY

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	Coord	100	0	15	5	100	0	0	0	13	Coord	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	Coord	100	0	25	15	100	0	0	0	14	Coord	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	Coord	0	0	0	0	0	0	0	0	15	Coord	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	Coord	0	0	0	0	0	0	0	0	16	Coord	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	Coord	0	0	0	0	0	0	0	0	17	Coord	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	Coord	0	0	0	0	0	0	0	0	18	Coord	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	Coord	0	0	0	0	0	0	0	0	19	Coord	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	Coord	0	0	0	0	0	0	0	0	20	Coord	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	Coord	0	0	0	0	0	0	0	0	21	Coord	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	Coord	0	0	0	0	0	0	0	0	22	Coord	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	Coord	0	0	0	0	0	0	0	0	23	Coord	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	Coord	0	0	0	0	0	0	0	0	24	Coord	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

STD8

W-162

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	On
2	1	RED	Off
3	1	RED	On
4	1	RED	On
5	2	GREEN	On
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	0

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	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

01/25/16 Page 1

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

| | | |

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1	0	0	0	0	0	45	50	45
2	0	0	0	0	0	0	45	50	0
3	3	0	0	0	0	0	45	50	20
4	4	0	0	0	0	0	45	50	10
5	5	0	0	0	0	0	45	50	45
6	0	0	0	0	0	0	45	50	0
7	0	0	0	0	0	0	45	50	0
8	0	0	0	0	0	0	45	50	0
9	0	0	0	0	0	0	45	50	0
10	0	0	0	0	0	0	45	50	0
11	0	0	0	0	0	0	45	50	0
12	0	0	0	0	0	0	45	50	0
13	3	0	0	0	0	0	45	50	20
14	0	0	0	0	0	0	45	50	0
15	0	0	0	0	0	0	45	50	0
16	0	0	0	0	0	0	45	50	0
17	0	0	0	0	0	0	45	50	0
18	0	0	0	0	0	0	45	50	0
19	0	0	0	0	0	0	45	50	0
20	0	0	0	0	0	0	45	50	0
21	0	0	0	0	0	0	45	50	0
22	0	0	0	0	0	0	45	50	0
23	0	0	0	0	0	0	45	50	0
24	0	0	0	0	0	0	45	50	0
25	0	0	0	0	0	0	45	50	0
26	0	0	0	0	0	0	45	50	0
27	0	0	0	0	0	0	45	50	0
28	0	0	0	0	0	0	45	50	0
29	0	0	0	0	0	0	45	50	0
30	0	0	0	0	0	0	45	50	0
31	0	0	0	0	0	0	45	50	0
32	0	0	0	0	0	0	45	50	0

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33	0	0	0	0	0	0	45	50	0
34	0	0	0	0	0	0	45	50	0
35	0	0	0	0	0	0	45	50	0
36	0	0	0	0	0	0	45	50	0
37	0	0	0	0	0	0	45	50	0
38	0	0	0	0	0	0	45	50	0
39	0	0	0	0	0	0	45	50	0
40	0	0	0	0	0	0	45	50	0
41	0	0	0	0	0	0	45	50	0
42	0	0	0	0	0	0	45	50	0
43	0	0	0	0	0	0	45	50	0
44	0	0	0	0	0	0	45	50	0
45	0	0	0	0	0	0	45	50	0
46	0	0	0	0	0	0	45	50	0
47	0	0	0	0	0	0	45	50	0
48	0	0	0	0	0	0	45	50	0
49	0	0	0	0	0	0	45	50	0
50	0	0	0	0	0	0	45	50	0
51	0	0	0	0	0	0	45	50	0
52	0	0	0	0	0	0	45	50	0
53	0	0	0	0	0	0	45	50	0
54	0	0	0	0	0	0	45	50	0
55	0	0	0	0	0	0	45	50	0
56	0	0	0	0	0	0	45	50	0
57	0	0	0	0	0	0	45	50	0
58	0	0	0	0	0	0	45	50	0
59	0	0	0	0	0	0	45	50	0
60	0	0	0	0	0	0	45	50	0
61	0	0	0	0	0	0	45	50	0
62	0	0	0	0	0	0	45	50	0
63	0	0	0	0	0	0	45	50	0
64	0	0	0	0	0	0	45	50	0

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				0	0	NORM	0
2				0	0	NORM	0
3				0	0	NORM	0
4				0	0	NORM	0
5				0	0	NORM	0
6				0	0	NORM	0
7				0	0	NORM	0
8				0	0	NORM	0
9				0	0	NORM	0
10				0	0	NORM	0
11				0	0	NORM	0
12				0	0	NORM	0
13				0	0	NORM	0
14				0	0	NORM	0
15				0	0	NORM	0
16				0	0	NORM	0
17				0	0	NORM	0
18				0	0	NORM	0
19				0	0	NORM	0
20				0	0	NORM	0
21				0	0	NORM	0
22				0	0	NORM	0
23				0	0	NORM	0
24				0	0	NORM	0
25				0	0	NORM	0
26				0	0	NORM	0
27				0	0	NORM	0
28				0	0	NORM	0
29				0	0	NORM	0
30				0	0	NORM	0
31				0	0	NORM	0
32				0	0	NORM	0

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33				0	0	NORM	0
34				0	0	NORM	0
35				0	0	NORM	0
36				0	0	NORM	0
37				0	0	NORM	0
38				0	0	NORM	0
39				0	0	NORM	0
40				0	0	NORM	0
41				0	0	NORM	0
42				0	0	NORM	0
43				0	0	NORM	0
44				0	0	NORM	0
45				0	0	NORM	0
46				0	0	NORM	0
47				0	0	NORM	0
48				0	0	NORM	0
49				0	0	NORM	0
50				0	0	NORM	0
51				0	0	NORM	0
52				0	0	NORM	0
53				0	0	NORM	0
54				0	0	NORM	0

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
55				0	0	NORM	0
56				0	0	NORM	0
57				0	0	NORM	0
58				0	0	NORM	0
59				0	0	NORM	0
60				0	0	NORM	0
61				0	0	NORM	0
62				0	0	NORM	0
63				0	0	NORM	0
64				0	0	NORM	0

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	0	0	15	0
2	0	0	15	0
3	0	0	15	0
4	0	0	15	0
5	0	0	15	0
6	0	0	15	0
7	0	0	15	0
8	0	0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					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 1, 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]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	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								

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	
	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		
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
1	7	3	1
2	9	3	99
3	16	0	2
4	19	0	99
5	0	0	99
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	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												
41												
48												
43												
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	189	Unused
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1		C11S Connector
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	7162
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	
Dial Time	
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
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		

TE XXX-1 (8/1/85) TABLE OF [illegible]

STUDY #____
FILE #____
PAGE 20 OF 22

SIGNAL # 162 COUNTY # Wash DATE 7/6/90

SWITCH PACK	FUNCTION	FACE NUMBERS	FLASH PLUG	INDICATIONS	TERMINAL WIRING BOARD	
					TERMINAL	WIRE COLOR CODE
1	Φ1	3, 4 7, 8		RED YELLOW GREEN		14/19C-1-R 14/19C-1-O 14/19C-1-G 14/19C-1-W
2	Φ2	1, 2		RED YELLOW GREEN		14/19C-1-R/B 14/19C-1-O/B 14/19C-1-G/B 14/19C-1-W/B
3	Φ3	5, 6		RED YELLOW GREEN		14/19C-1-R/W 14/19C-1-O/W 14/19C-1-G/W 14/19C-1-B/W
4						
5	OVL A	4		Y→ G→		14/19C-1-O/R 14/19C-1-B/R 14/19C-1-W/R
6						
7						
8						
9						
10						
11						
12						
13						
14						

TE XXX-1R (8/1/85) TABLE OF SWITCH PACKS

STUDY #____
FILE #____

SIGNAL # 162 COUNTY # Wash DATE 7/6/90

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP 1 - SP 5				
SP 2 - SP 5				

NOTES:

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # _____ COUNTY # _____ DATE MAR 23 2000

TABLE OF INPUT WIRING

TERM NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN. OVER	REMARKS
1A, 1B					
2A, 2B	Ø2	2	Loop		
3A, 3B	Ø3	3	Loop		
4A, 4B					
5A, 5B					
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B	Ø1	10	Mirco WAVE		
11A, 11B	Ø1	11	Mirco WAVE		
12A, 12B					
13A, 13B					
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

W-59
Signal #

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

County of WESTCHESTER

Signal: **W-59**
D/HWP: crew
PIN:
File: 55.38-22

INTERSECTION: RT 22 @ CENTRAL WESTCHESTER PKWY & RESEVOIR RD

☐ CITY ☐ VILLAGE ☑ TOWN OF: NORTH CASTLE

Department Order filed long ago as Section: 2055.38 Subdivision: (a)

Prior specification hereby superseded ☐ None ☑ Dated: 3-13-2009

Purpose: NOA PAPERWORK UPDATE.

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

This signal shall

A. Operate in accordance with the table of operations and / or change intervals as shown on the attached pages as a:

- ☐ Pretimed Signal
- ☐ Semi-traffic actuated
- ☑ Full-traffic actuated
- ☑ Pedestrian actuated
- ☐ Other

B.
- ☑ Display vehicular indications
- ☑ Display pedestrian indications
- ☑ Be equipped with vehicle detectors
- ☑ Be equipped with pedestrian buttons

as shown in the attached plans / drawings.

C. Be equipped with ☑ Pre-emption ☐ Interconnection and/or coordination which are described as follows:

Description: FIRE PREEMPTION FOR NB RT 22.

cc:
- ☐ Region 8 Traffic Engineer
- ☑ Signal Shop
- ☐ Contract Maintainer
- ☐ Main Office

6-8-2016 NOA Date

ADAM LEVINE Signature

Acting R.T.E. Title

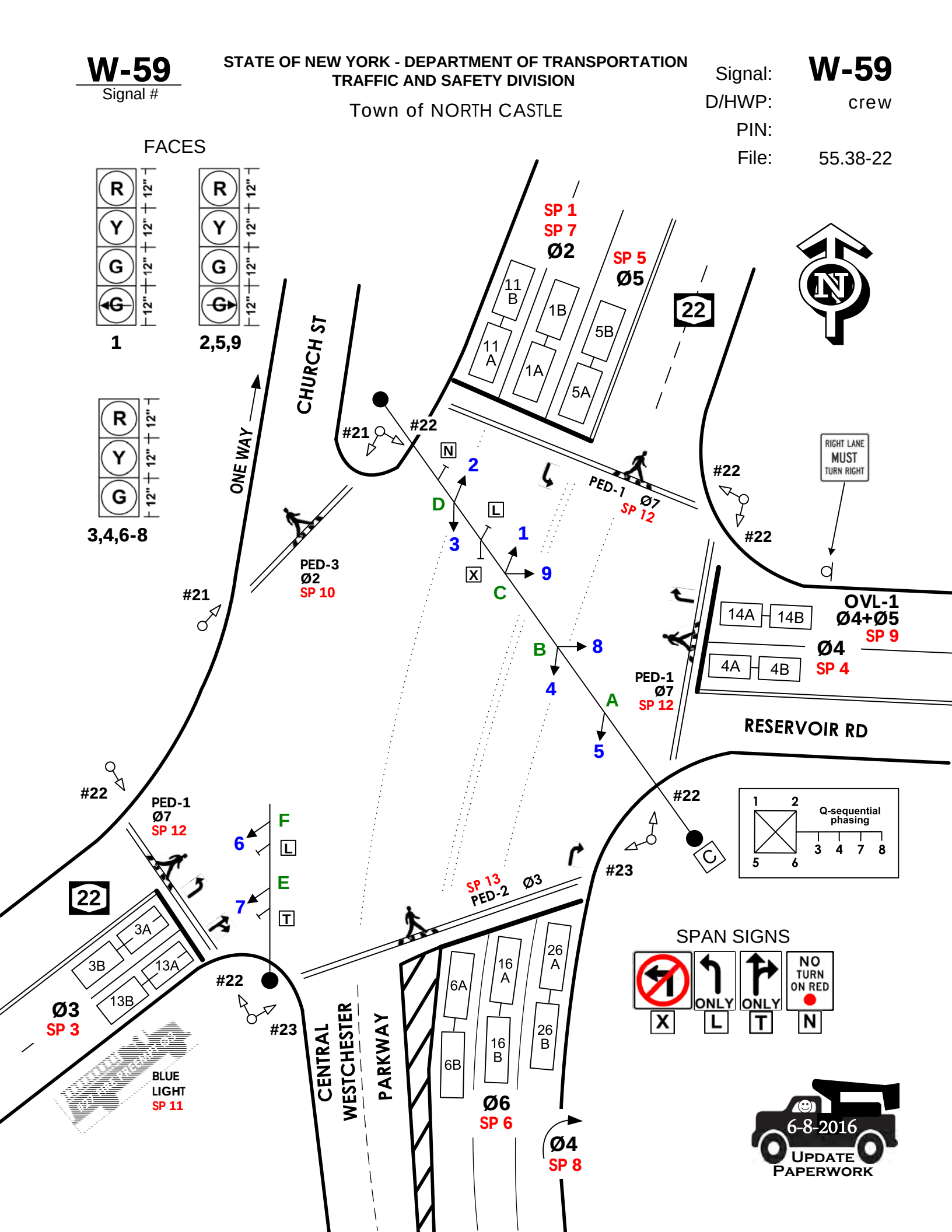
Installation Date

Reinstallation/Modification

W-59
Signal #

STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION
TRAFFIC AND SAFETY DIVISION
Town of NORTH CASTLE

Signal: **W-59**
D/HWP: crew
PIN:
File: 55.38-22



W-59
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

Signal: **W-59**
D/HWP: crew
PIN:

TABLE OF SWITCH PACKS

Date: 6/8/2016
File: 55.38-22

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL	WIRE COLOR CODE	FACE	TERMINAL	WIRE COLOR CODE
1	Ø2	Red	1	SP 1 R	14 / 19C - C - R	2	SP 1 R	14 / 15C - D - R
		Yellow		SP 1 Y	- O		SP 1 Y	- O
		Green		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2				SP 2 R			SP 2 R	
				SP 2 Y			SP 2 Y	
				SP 2 G			SP 2 G	
		Ground Wire		Grnd Bus			Grnd Bus	
3	Ø3	Red	6	SP 3 R	14 / 05C - E - R	7	SP 3 R	14 / 05C - F - R
		Yellow		SP 3 Y	- O		SP 3 Y	- O
		Green		SP 3 G	- G		SP 3 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
4.	Ø4	Red	8	SP 4 R	14 / 10C - B - R / B	9	SP 4 R	14 / 19C - C - R / W
		Yellow		SP 4 Y	- O / B		SP 4 Y	- BL / W
		Green		SP 4 G	- G / B		SP 4 G	- G / W
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- B / W
5.	Ø5	- - - - -	1	SP 5 R	- - - - - - - - - -		SP 5 R	
		⟵		SP 5 Y	14 / 19C - C - O / B		SP 5 Y	
		←		SP 5 G	- G / B		SP 5 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
6.	Ø6	Red	3	SP 6 R	14 / 15C - D - R / W	4	SP 6 R	14 / 10C - B - R
		Yellow		SP 6 Y	- BL / W		SP 6 Y	- O
		Green		SP 6 G	- G / W		SP 6 G	- G
		Ground Wire		Grnd Bus	- B / W		Grnd Bus	- W
6.	Ø6	Red	5	SP 7 R	14 / 10C - A - R		SP 7 R	
		Yellow		SP 7 Y	- O		SP 7 Y	
		Green		SP 7 G	- G		SP 7 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
7.	Ø2	- - - - -	2	SP 8 R	- - - - - - - -		SP 8 R	
		⟶		SP 8 Y	14 / 10C - D - O/B		SP 8 Y	
		→		SP 8 G	- G/B		SP 8 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
8	Ø4	- - - - -	5	SP 9 R	- - - - - - - -		SP 9 R	
		⟶		SP 9 Y	14 / 10C - A - O/B		SP 9 Y	
		→		SP 9 G	- G/B		SP 9 G	
		Ground Wire		Grnd Bus	- W/B		Grnd Bus	
9	OVL-1 Ø4 + Ø5	- - - - -	9	SP 10 R	- - - - - - - - - -		SP 10 R	
		⟶		SP 10 Y	14 / 19C - C - O / R		SP 10 Y	
		→		SP 10 G	- BL / R		SP 10 G	
		Ground Wire		Grnd Bus	- W / R		Grnd Bus	
10	PED-3 Ø2	HAND	21	SP 11 R			SP 11 R	
		- - - - - - -		SP 11 Y			SP 11 Y	
		MAN		SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11.	PRE-EMPT TELL-TALE LIGHT	- - - - - - -	BLUE Light	SP 12 R			SP 12 R	
		BLUE LIGHT		SP 12 Y			SP 12 Y	
		- - - - - - -		SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12.	PED-1 Ø7	HAND	22	SP 13 R			SP 13 R	
		- - - - - - -		SP 13 Y			SP 13 Y	
		MAN		SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	PED-2 Ø3	HAND	23	SP 14 R			SP 14 R	
		- - - - - - -		SP 14 Y			SP 14 Y	
		MAN		SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14.				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP 14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

W-59
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

County of WESTCHESTER

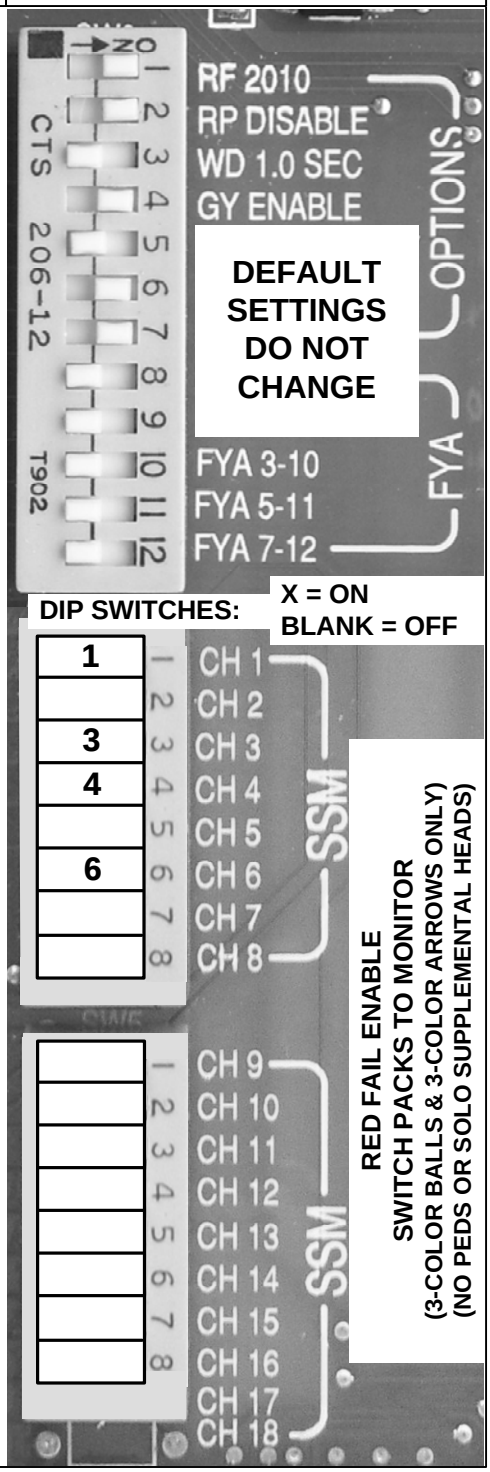
Signal: **W-59**
D/HWP: crew
PIN:
File: 55.38-22
Date: 6/8/2016

TRAFFIC SIGNAL MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT (SWITCH PACKS TO RUN TOGETHER)		
1 - 5	**6 - 7**	**1 - 11**
1 - 6	**6 - 10**	**2 - 11**
1 - 7		**3 - 11**
1 - 8	**7 - 8**	**4 - 11**
1 - 10	**7 - 10**	**5 - 11**
		6 - 11
3 - 13	**8 - 9**	**7 - 11**
	8 - 10	**8 - 11**
4 - 8		**9 - 11**
4 - 9		**10 - 11**
		12 - 11
5 - 7		**13 - 11**
5 - 8		**14 - 11**
5 - 10		

YELLOW DISABLE: WIRE JUMPERS TO BE INSTALLED FOR PEDS	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	**10**
11	**Blue**
12	**12**
13	**13**
14	
15	
16	

210NYR MONITOR BOARD
(SWITCH PACKS TO MONITOR)



CURRENT MONITOR BOARD (IF USED)

CURRENT MONITOR DIODES TO BE CUT (SWITCH PACKS TO *NOT* MONITOR)
2, 5, 7-16

Notes:

_____

_____

_____

W-59
Signal #

MODEL 2070 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

County of WESTCHESTER

Signal: **W-59**
D/HWP: crew
PIN:
File: 55.38-22
Date: 6/8/2016

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	**Ø 2**	1 A,B	NORMAL		PRESENCE LOOP
2A, 2B					
3A, 3B	**Ø 3**	3 A,B	QUAD+NORMAL		PRESENCE LOOP
4A, 4B	**Ø 4**	4 A,B	NORMAL		PRESENCE LOOP
5A, 5B	**Ø 5**	5 A,B	NORMAL		PRESENCE LOOP
6A, 6B	**Ø 6**	6 A,B	NORMAL		PRESENCE LOOP
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	**Ø 2**	11 A,B	NORMAL		PRESENCE LOOP
12A, 12B					
13A, 13B	**Ø 3**	13 A,B	QUAD+NORMAL		PRESENCE LOOP
14A, 14B	**Ø 4**	14 A,B	NORMAL		PRESENCE LOOP
15A, 15B					
16A, 16B	**Ø 6**	16 A,B	NORMAL		PRESENCE LOOP
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B	**PED 3 - Ø 2**	21	BUTTON		PEDESTRIAN
22A, 22B	**PED 1 - Ø 7**	22	BUTTON		PEDESTRIAN
23A, 23B	**PED 2 - Ø 3**	23	BUTTON		PEDESTRIAN
24A, 24B					
25A, 25B					
26A, 26B	**Ø 6**	26 A,B	NORMAL		PRESENCE LOOP
27A, 27B	**FIRE PREEMPT Ø3**	27	STROBE		NB RT 22 / 242 CARD
28A, 28B					

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green		5	5	5	5	5		
Gap, Ext		3	3	3	3	3		
Max 1		45	45	30	20	45		
Max 2								
Yel Clearance	3.5	4	4	4	4	4	3.5	3.5
Red Clearance	1.5	2	2	2	2	2	1.5	1.5
Walk		8	8				8	
Ped Clearance		17	25				23	
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		X	X	X	X	X	X	
Min Recall		X				X		
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		5	5					

ID: 7059 RTE 22 (NO BROADWAY) @ CENTRAL WESTC

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															
2																			
3																			
4																			

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1	Coord																

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	*Permanent File W-59*

QSeq

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	Off
2	1	GREEN	On
3	1	RED	On
4	1	RED	On
5	2	RED	On
6	2	GREEN	On
7	1	RED	On
8	1	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	0

Unit Params [1.2.1]

Phase Mode	QSeq
IO Mode	USER
Loc Flsh Start	ON
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

06/08/16 **Page 1**

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

1	Included Ø	4	5							NORMAL															
	Modifier Ø									Grn															
	Conflict Ø									Yel	4														
A	Conflict Olap									Red	2														
	Conflict Ped									LG															
2	Included Ø									NORMAL															
	Modifier Ø									Grn															
	Conflict Ø									Yel	3.5														
B	Conflict Olap									Red	1.5														
	Conflict Ped									LG															
3	Included Ø									NORMAL															
	Modifier Ø									Grn															
	Conflict Ø									Yel	3.5														
C	Conflict Olap									Red	1.5														
	Conflict Ped									LG															
4	Included Ø									NORMAL															
	Modifier Ø									Grn															
	Conflict Ø									Yel	3.5														
D	Conflict Olap									Red	1.5														
	Conflict Ped									LG															

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	2		3	4	5	6	2	4	1	2		7	3											
Channel Type	VEH		VEH	VEH	VEH	VEH	VEH	VEH	OLP	PED		PED	PED											
Channel Flash																								
Alt Hz																								

Channel+ Settings [1.8.4]

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

Channel Params[1.8.3] C1 IO Mode: USER | Single BIU Map: SINGLE | Invert Rail Input: OFF

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1													
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													
32													
33													
34													
35													
36													
37													
38													
39													
40													
41													
42													
43													
44													
45													
46													
47													
48													

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Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	2	0	0	0	0	0	45	50	30
2									
3	3	0	0	0	0	0	45	50	30
4	4	0	0	0	0	0	45	50	20
5	5	2	5	0	0	0	45	50	10
6	6	0	0	0	0	0	45	50	30
7									
8									
9									
10									
11	2	0	0	0	0	0	45	50	30
12									
13	3	0	0	0	0	0	45	50	30
14	4	0	1	0	0	0	45	50	20
15									
16	6	0	0	0	0	0	45	50	30
17									
18									
19									
20									
21									
22									
23									
24									
25									
26	6	0	0	0	0	0	45	50	30
27									
28									
29									
30									
31									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33									
34									
35									
36									
37									
38									
39									
40									
41									
42									
43									
44									
45									
46									
47									
48									
49									
50									
51									
52									
53									
54									
55									
56									
57									
58									
59									
60									
61									
62									
63									
64									

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
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								
32								

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1				0	0	NORM	0
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							
32							

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	7	0	15	0
2	3	0	15	0
3	2	0	15	0
4				
5				
6				
7				
8				

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

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Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DELAY		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3	30				ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		30	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	3
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwel	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	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]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	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								

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Annual Schedule [4.3] Month of Year Day of Week Date Day Plan Link To

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

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Day Plans [4.4]

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

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Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
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33																
34																
35																
36																
37																
38																
39																
40																
41																
42																
43																
44																
45																
46																
47																
48																

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	189	
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	189	
I1-8	189	
I2-1	189	
I2-2	189	
I2-3	11	Veh Call 11
I2-4	189	
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	189	
I2-8	16	Veh Call 16
I3-1	189	
I3-2	189	
I3-3	189	
I3-4	189	
I3-5	131	Ped Call 3
I3-6	129	Ped Call 1
I3-7	130	Ped Call 2
I3-8	189	
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
I4-6	189	
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	
I5-2	26	Veh Call 26
I5-3	200	Pre 3 In
I5-4	189	
I5-5	189	
I5-6	189	
I5-7	189	
I5-8	189	
I6-1	189	
I6-2	189	
I6-3	189	
I6-4	189	
I6-5	189	
I6-6	189	
I6-7	189	
I6-8	189	

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	137	PreemptActv
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	39	Ch15 Yellow
O5-6	63	Ch15 Green
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	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	
O7-5	115	
O7-6	115	
O7-7	115	
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	
I4-2	189	
I4-3	189	
I4-4	189	
I7-1	189	
I7-2	189	
I7-3	189	
I7-4	189	
I7-5	189	
I7-6	189	
I7-7	189	
I7-8	189	
I8-1	189	
I8-2	189	
I8-3	189	
I8-4	189	
I8-5	189	
I8-6	189	
I8-7	189	
I8-8	189	

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	
O8-2	115	
O8-3	115	
O8-4	115	
O8-5	115	
O8-6	115	
O8-7	115	
O8-8	115	

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY
I	0	=	I	----	0	I	----	0	I	----	0 DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
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	
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30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	

43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Com Parameters [6.1]

Station ID	7059
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	
Dial Time	
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
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	X		

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AIRPORT CAMPUS (113 KING STREET)

APPENDIX I

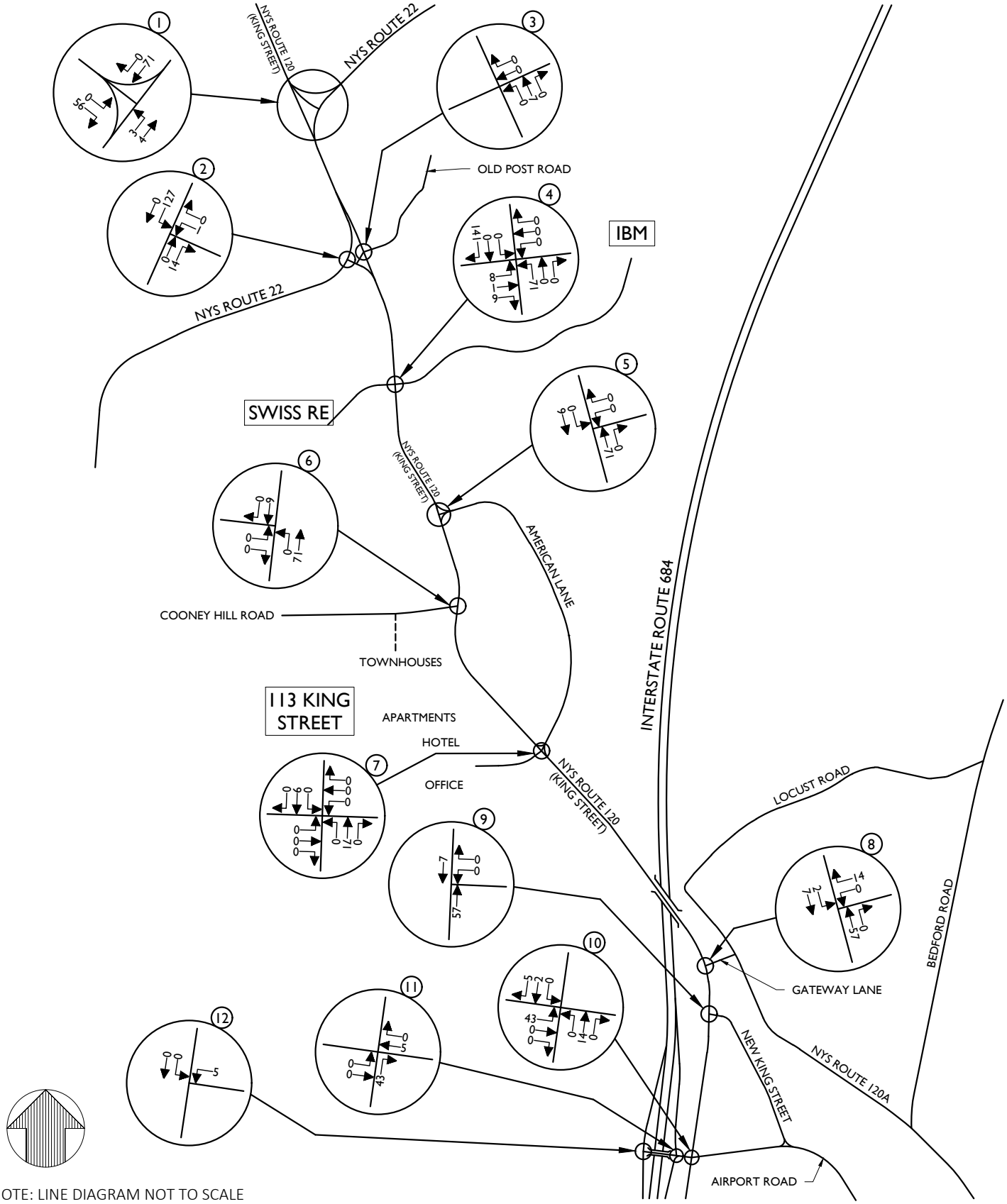
OTHER DEVELOPMENT TRAFFIC VOLUMES

TABLE A

OTHER DEVELOPMENT TABLE

DEVELOPMENT NANE	LAND USE	SIZE	TRAFFIC GENERATION VOLUMES					
			WEEKDAY AM PEAK		WEEKDAY MIDDAY PEAK		WEEKDAY PM PEAK	
			ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
SWISS RE (1)	OFFICE	50% OCCUPIED	212	18	27	18	24	171
EAGLE RIDGE (2) (3)	HOTEL APARTMENTS TOWNHOUSES	91 ROOMS 70 UNITS 94 UNITS	44	74	65 *	67 *	85	61
BRYNWOOD (4) (5)	RESIDENTAIL	88 UNITS	8	39	23 *	29 *	37	18
MARIANI GARDENS (4) (7)	RESIDENTAIL	50 UNITS	6	19	13 *	16 *	20	12
BEDFORD ROAD APARTMENS (4) (7) 162 BEDFORD ROAD (FORMER ARMONK LUMBER YARD)	RESIDENTAIL	36 UNITS	SEE JMC FIGURES	SEE JMC FIGURES	*	*	SEE JMC FIGURES	SEE JMC FIGURES
470 MAIN STREET (4) (7)	RESIDENTIAL	16 UNITS	SEE JMC FIGURES	SEE JMC FIGURES	*	*	SEE JMC FIGURES	SEE JMC FIGURES
MADONNA SENIOR HOUSING (8)	RESIDENTAIL	16 UNITS	(8)	(8)	(8)	(8)	(8)	(8)
WAMPUS MILLS (8)	RESIDENTAIL	6 SINGLE FAMILY HOMES	(8)	(8)	(8)	(8)	(8)	(8)

(1) BASED ON EXISTING SWISS RE DRIVEWAY VOLUMES (DOUBLED) - SEE OTHER DEVELOPMENT FIGURES 1, 1A, 2, 2A, 3, 3A (APPENDIX I)
(2) SITE GENERATED TRAFFIC VOLUMES FROM THE MASER CONSULTING EAGLE RIDGE TIS DATED JUNE 28, 2019 - SEE OTHER DEVELOPMENT FIGURES 4, 4A, 5, 5A, 6, 6A (APPENDIX I)
(3) - THE EAGLE RIDGE FEIS DEVELOPMENT PLAN HAS BEEN REDUCED 115 HOTEL ROOMS, 59 APARTMENTS, 50 TOWNHOUSES (SEE APPENDIX I)
(4) SEE OTHER DEVELOPMENT FIGURES 7, 7A, 8, 8A, 9, 9A (APPENDIX I)
(5) SITE GENERATED TRAFFIC VOLUMES FROM THE MASER CONSULTING BRYNWOOD TIS / DEIS - (APPENDIX I)
(6) AS INCLUDED IN THE EAGLE RIDGE TRAFFIC IMPACT STUDY - JUNE 28, 2019
(7) - SITE GENERATED TRAFFIC VOLUMES PROVIDED BY JOHN MEYERS CONSULTING (JMC)
(8) - ACCOUNTED FOR BY BACKGROUND TRAFFIC GROWTH OF 5% UTILIZED IN THE TIS
* AVERAGE OF WEEKDAY PEAK AM HOUR AND WEEKDAY PEAK PM HOUR



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WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 1 - OTHER

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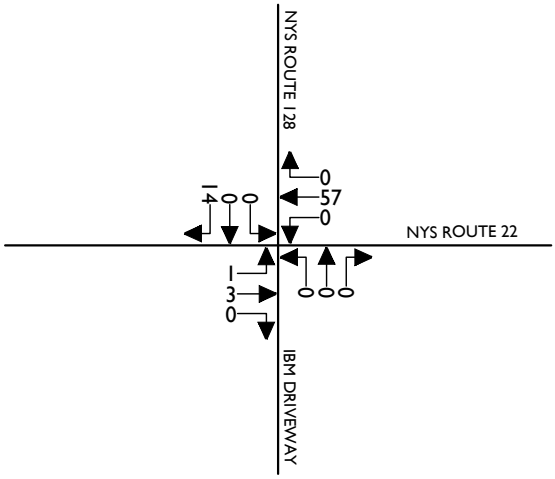

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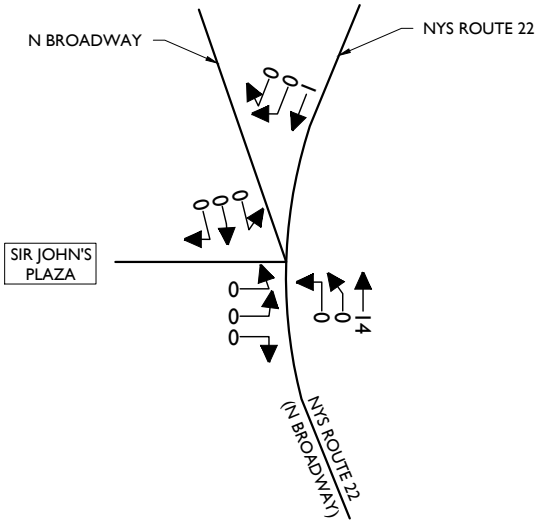

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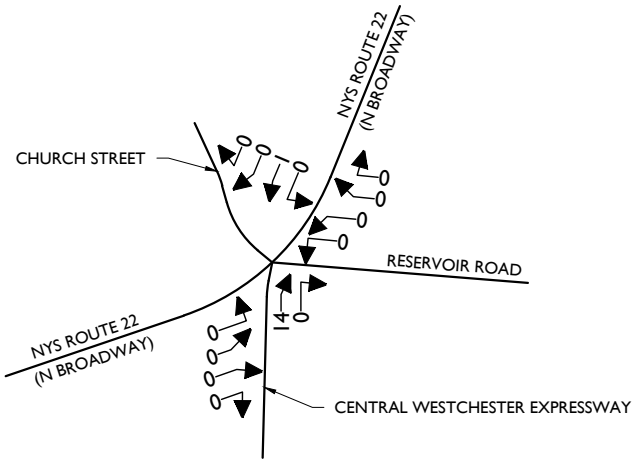

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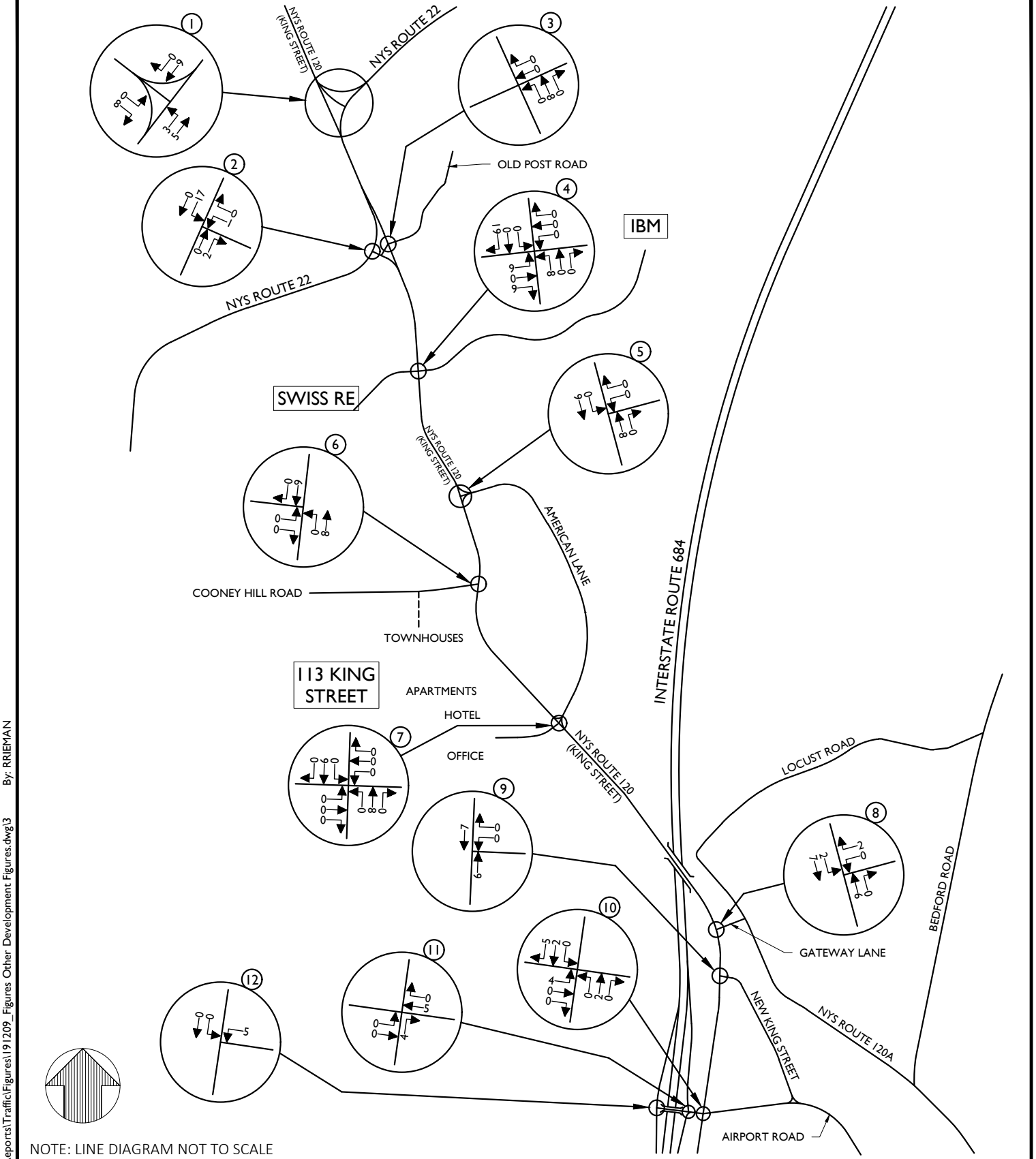

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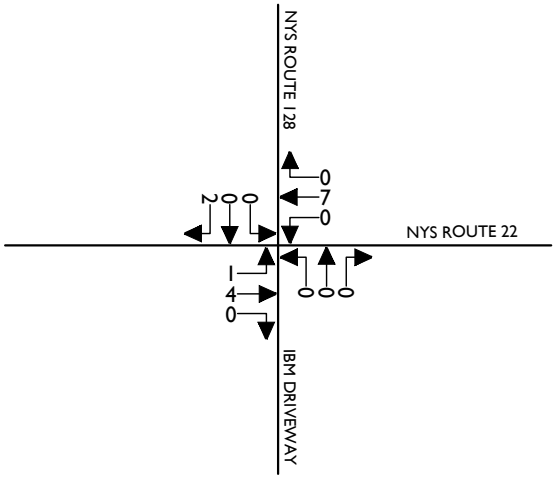

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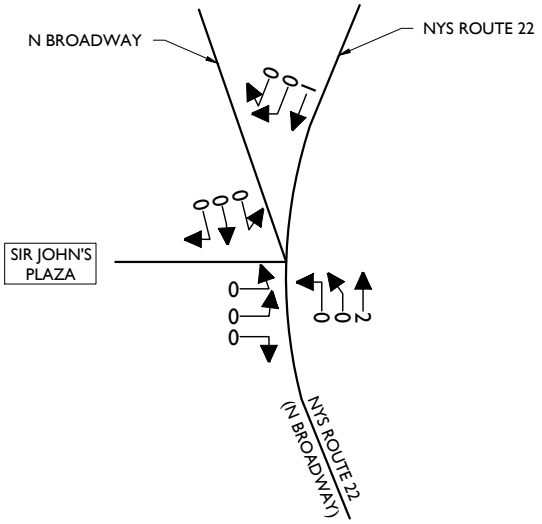

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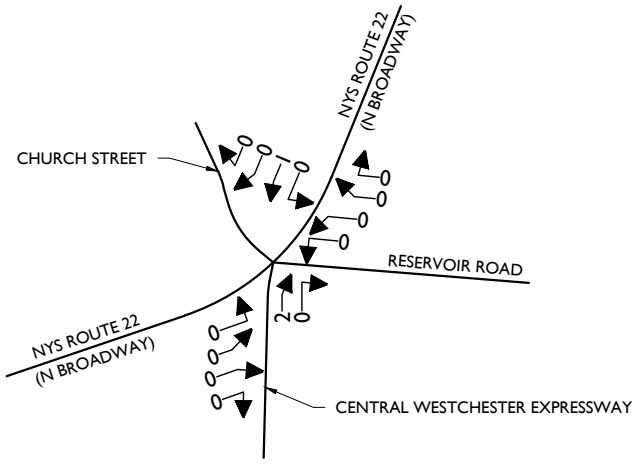

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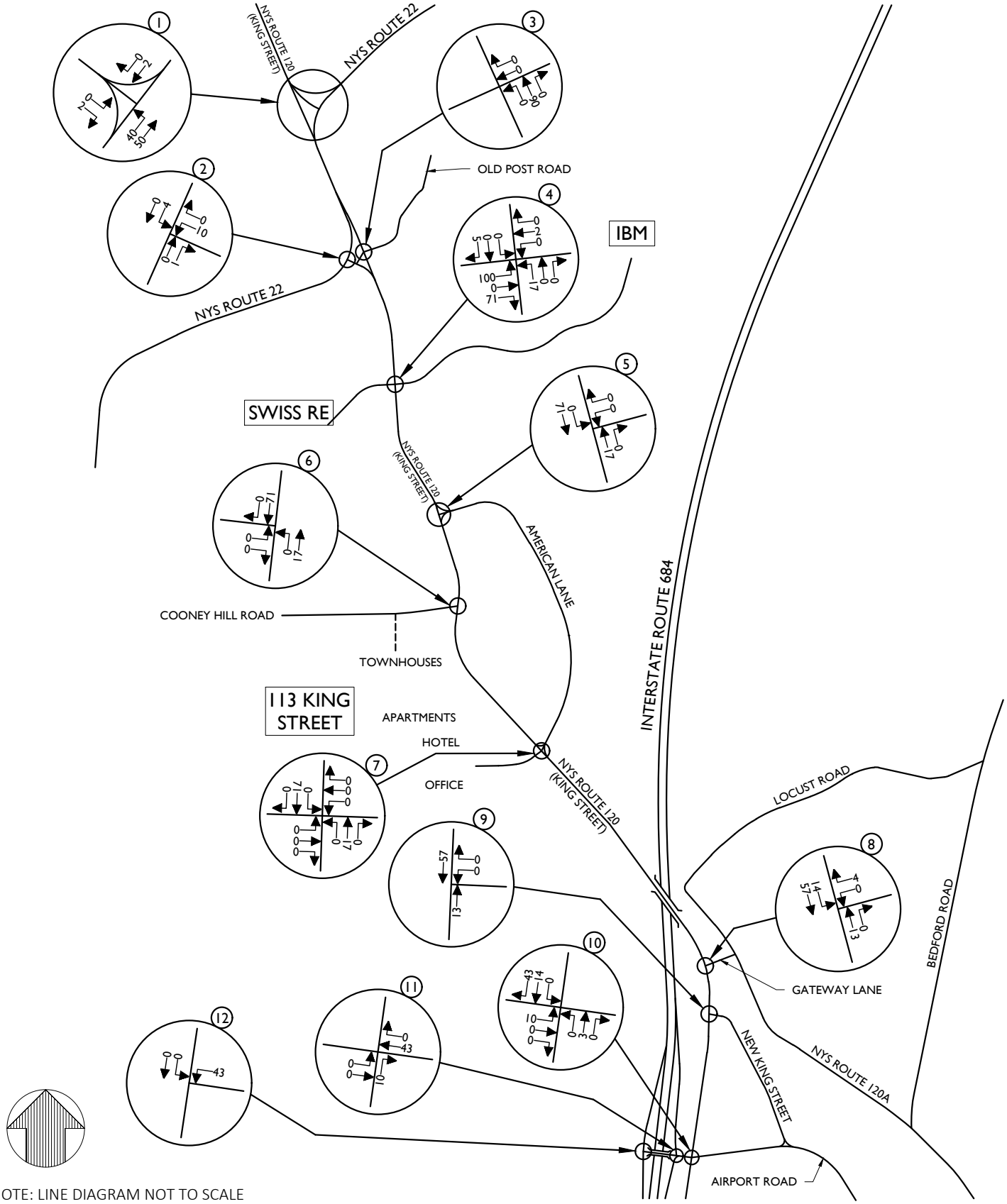

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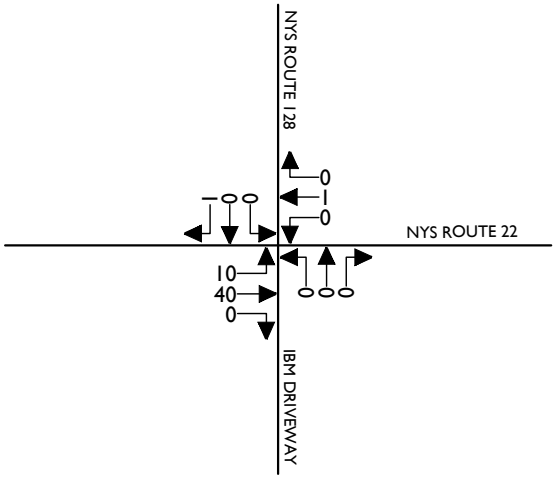

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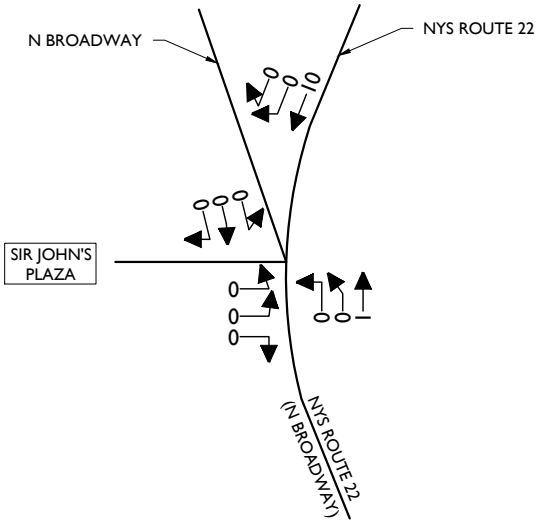

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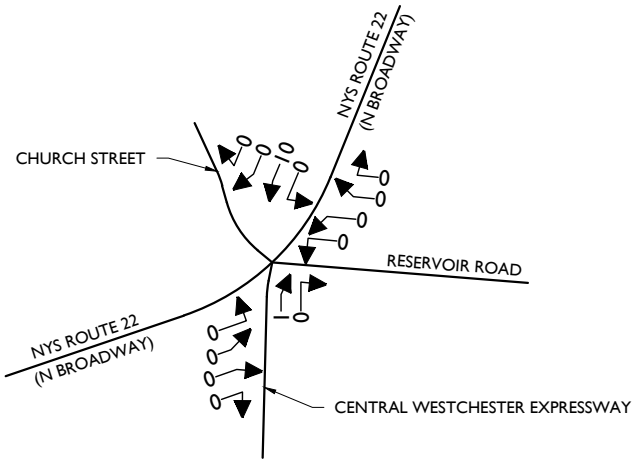

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FIGURE NO. 3-A - OTHER

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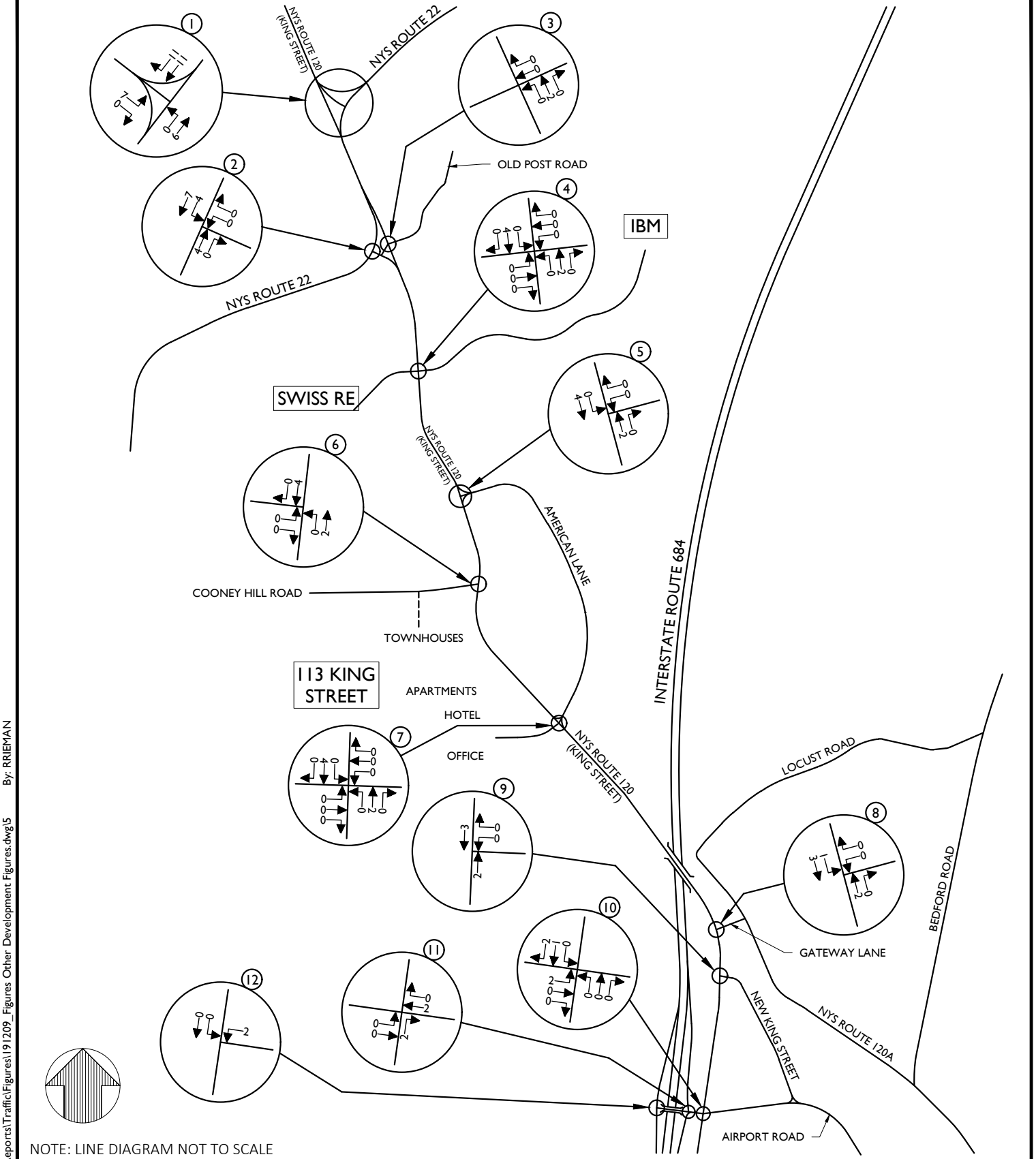

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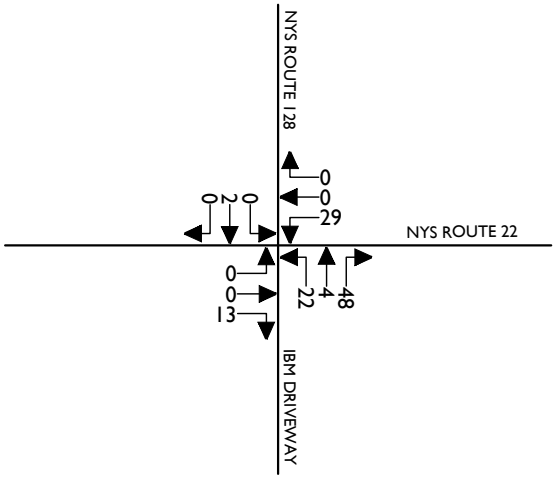

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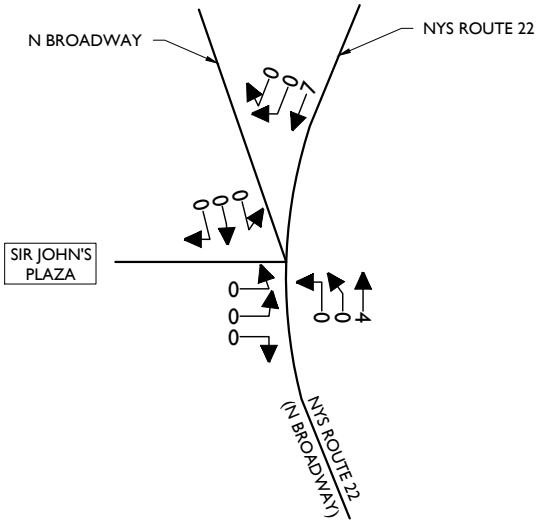

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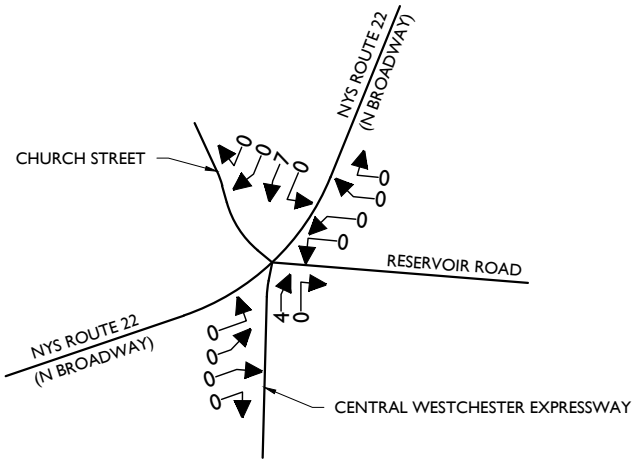

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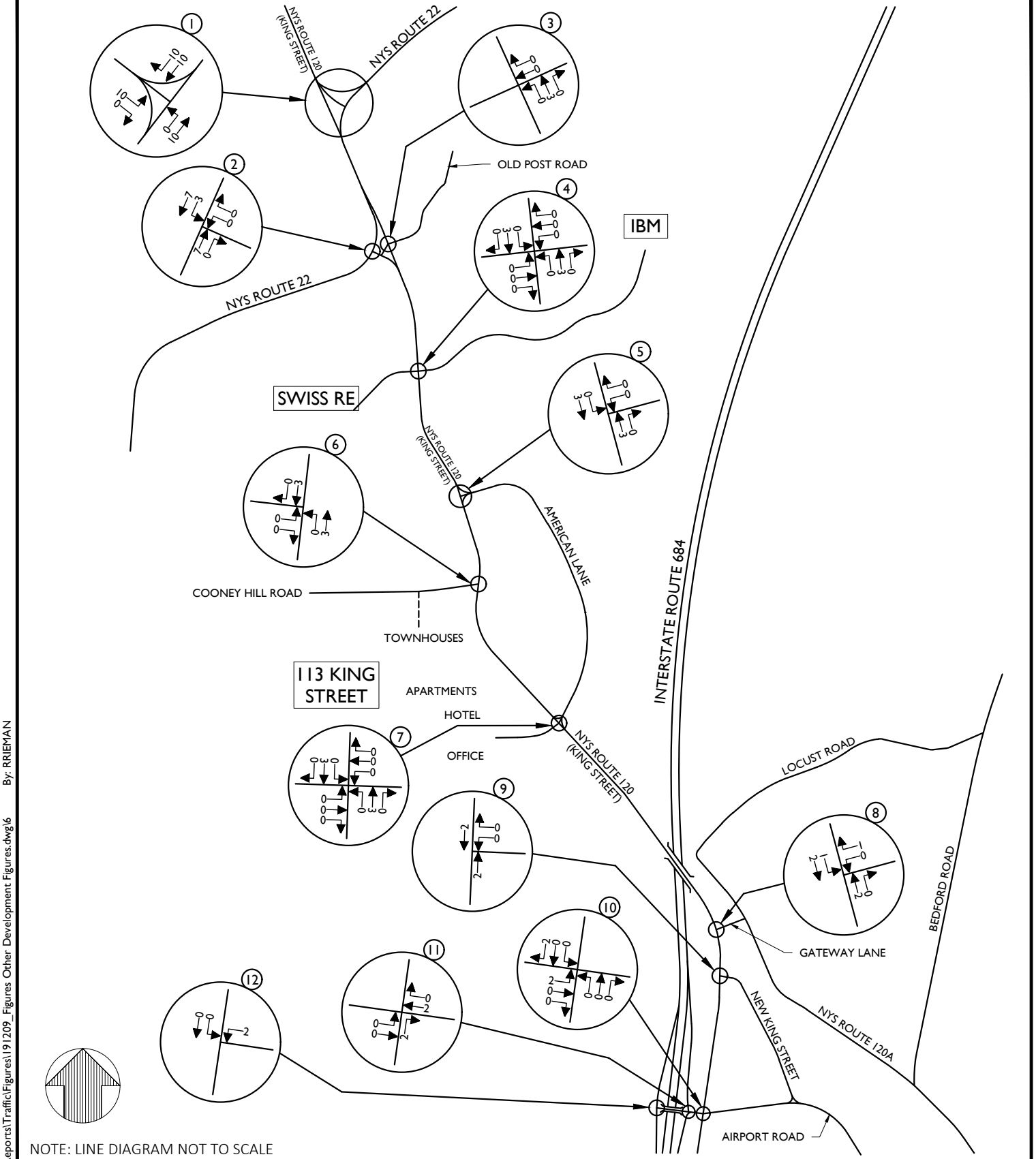
PROJECT NUMBER: 18002018A
DRAWING NAME: 191209_FIGURES OTHER DEVELOPMENT FIGURES

SHEET TITLE:
EAGLE RIDGE
OTHER DEVELOPMENT
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 4-A - OTHER

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures Other Development Figures.dwg\5A By: RRIEMAN



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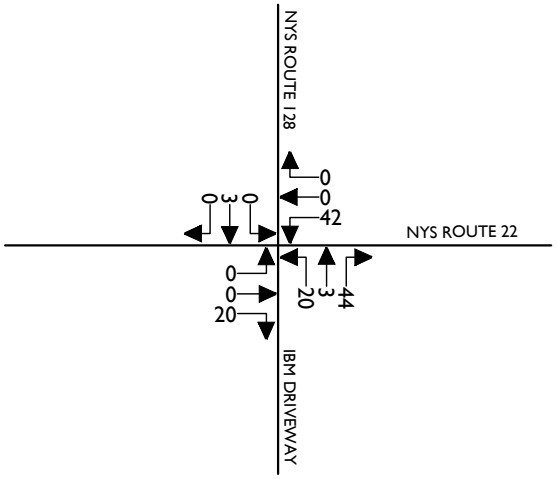
SHEET NUMBER:
FIGURE NO. 5 - OTHER

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures Other Development Figures.dwg\6 By: RRIEMAN



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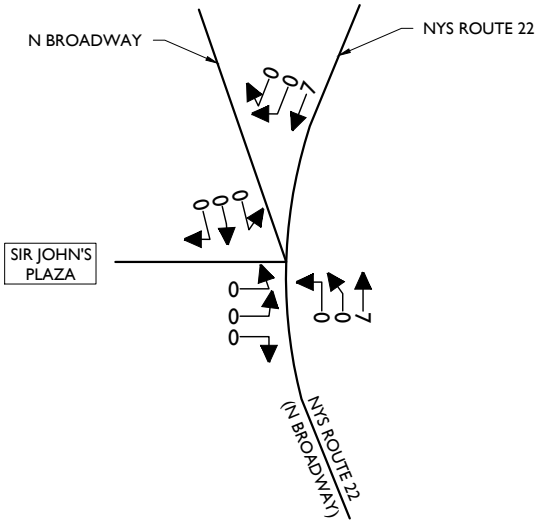

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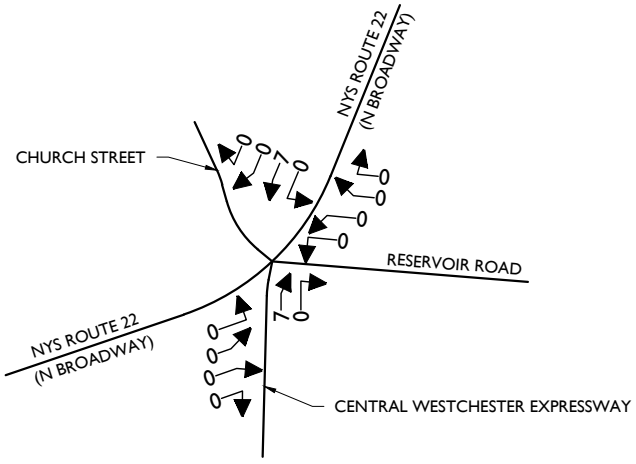

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FIGURE NO. 5-A - OTHER

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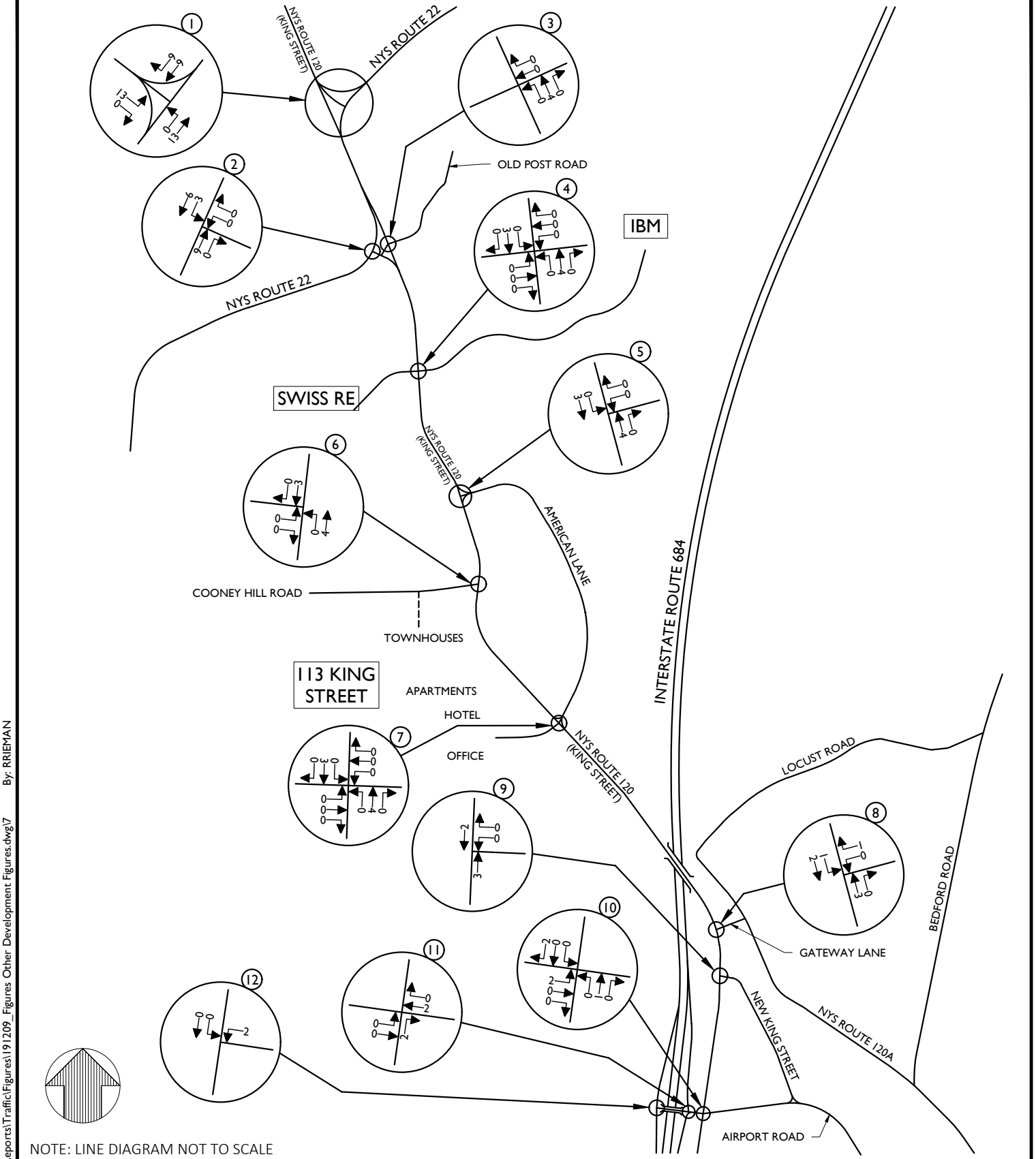

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FIGURE NO. 6 - OTHER

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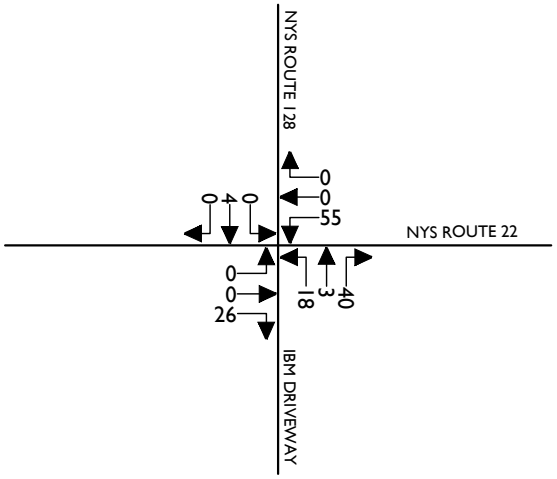

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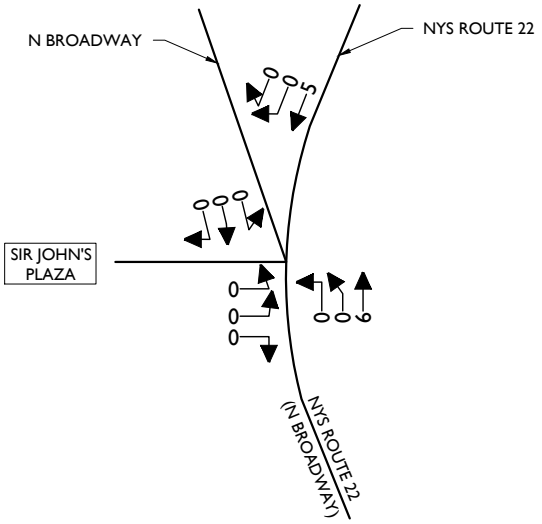

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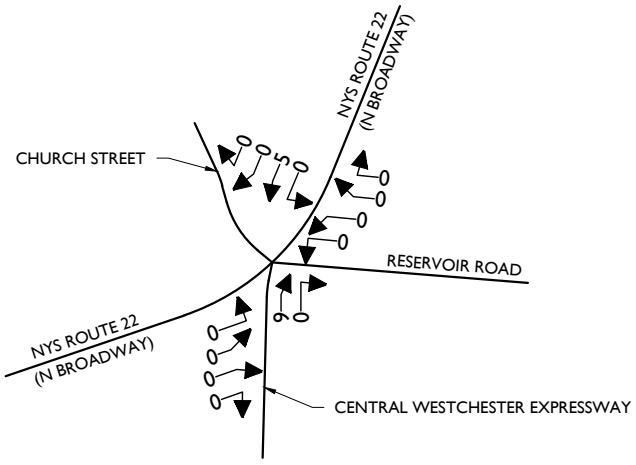

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FIGURE NO. 6-A - OTHER

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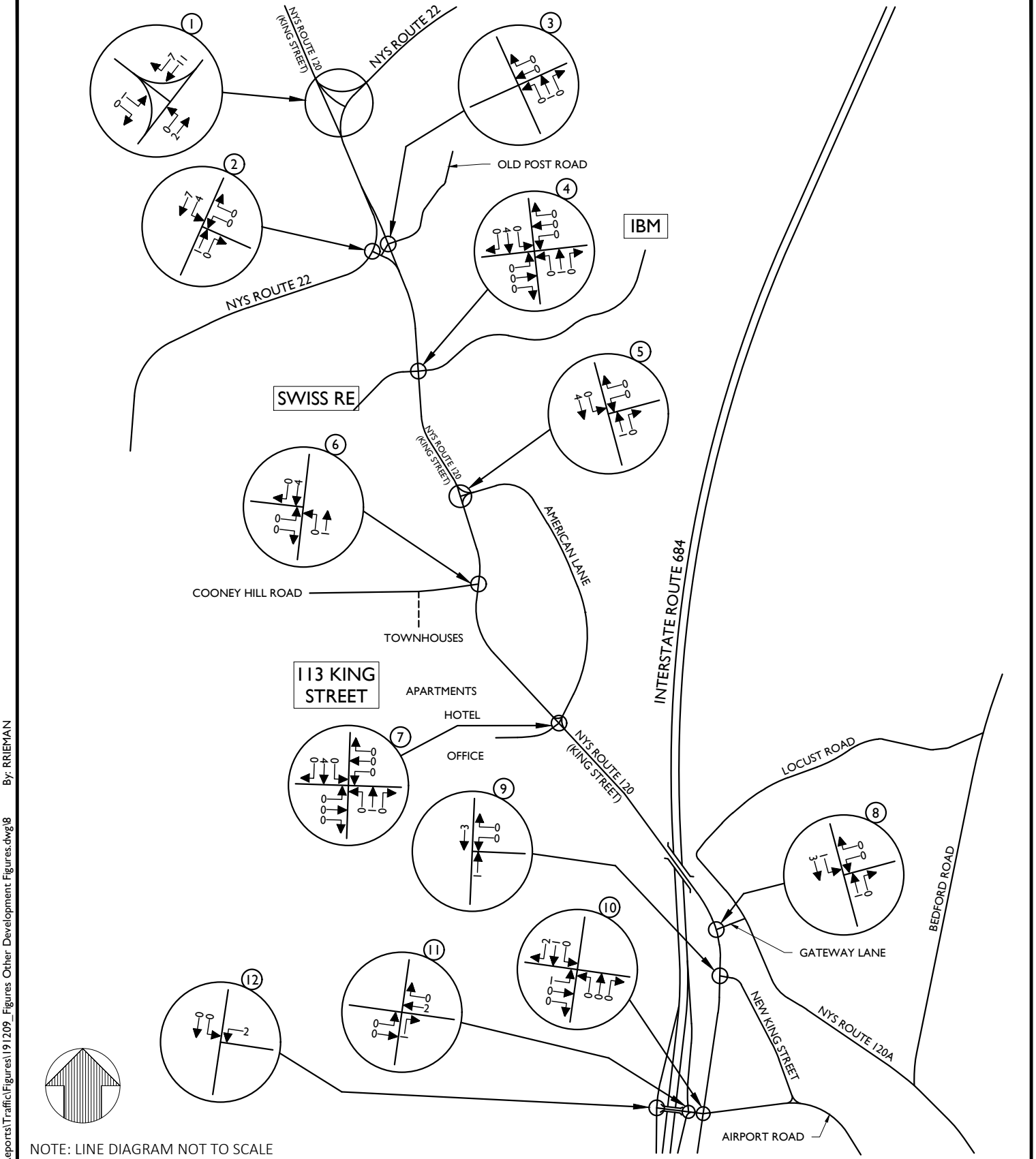

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FIGURE NO. 7 - OTHER

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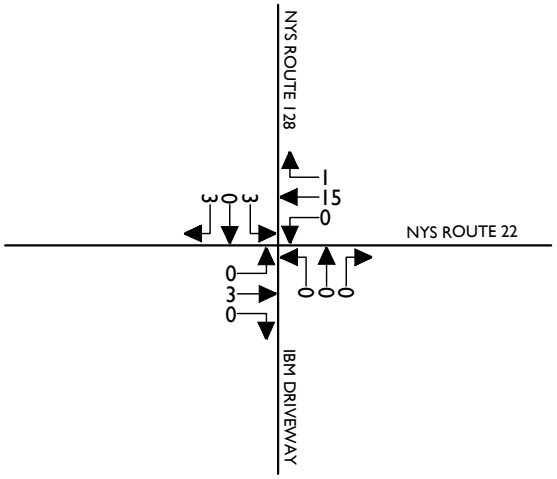

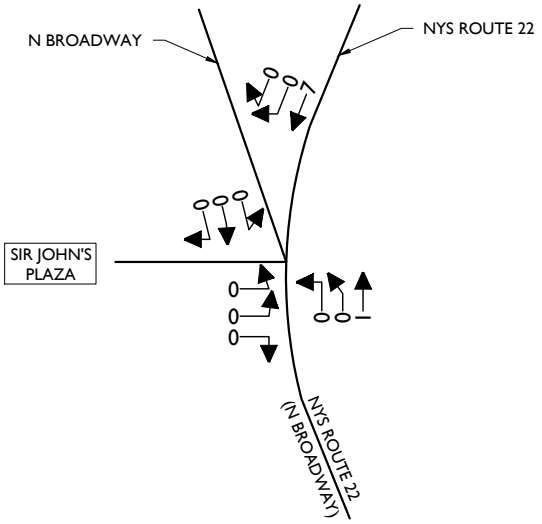

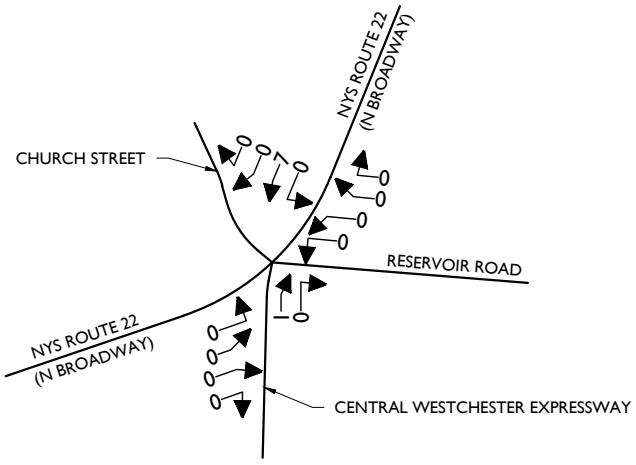

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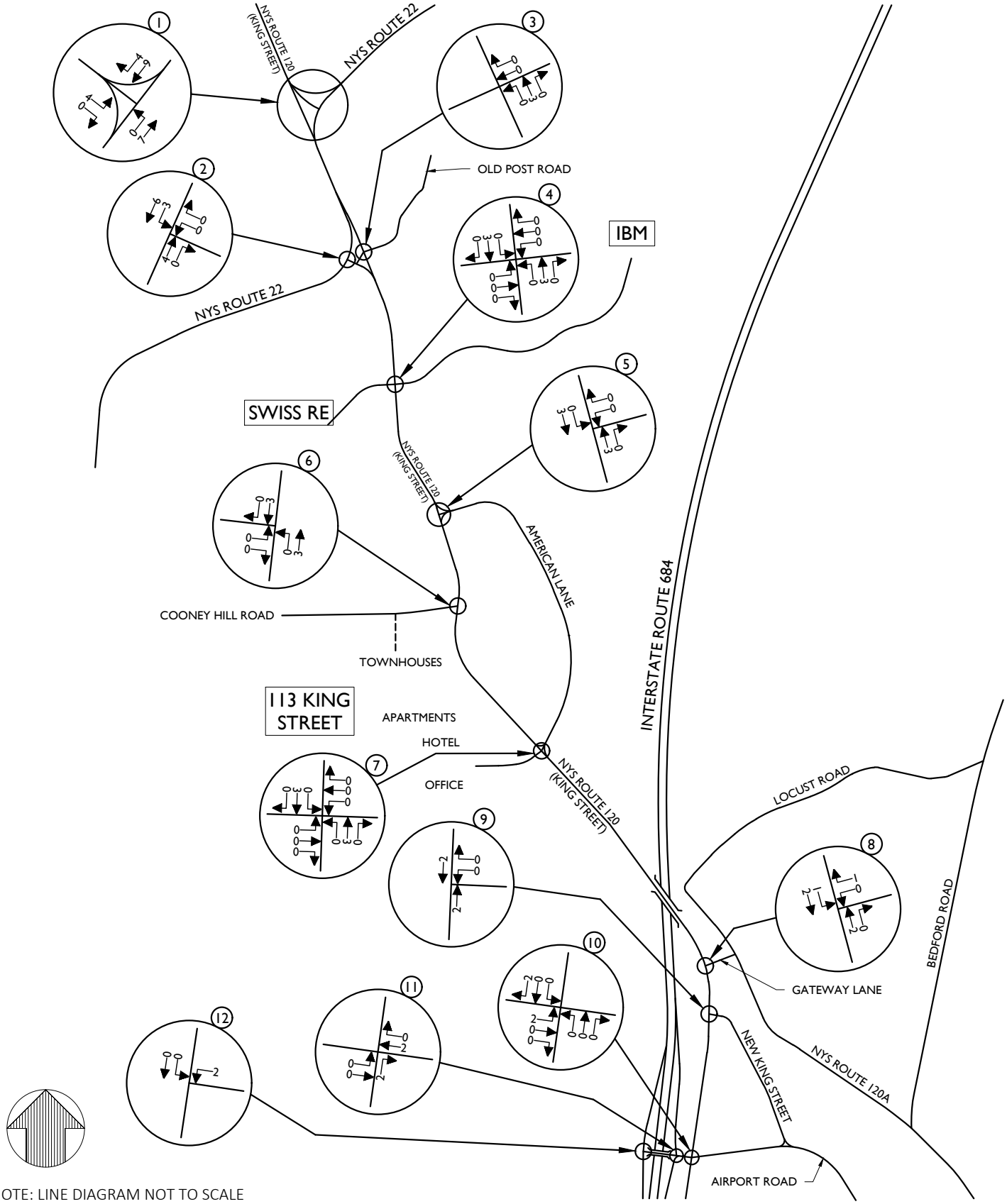

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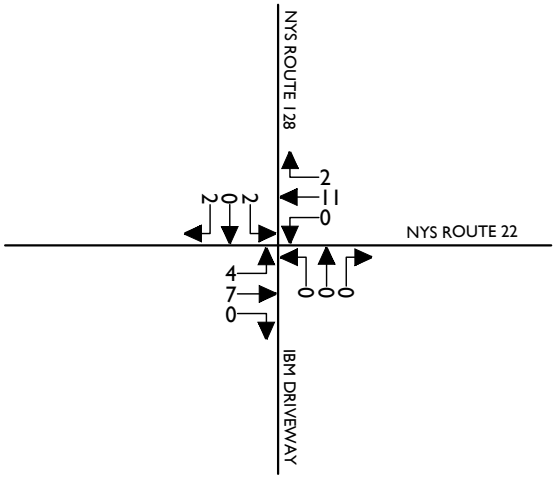

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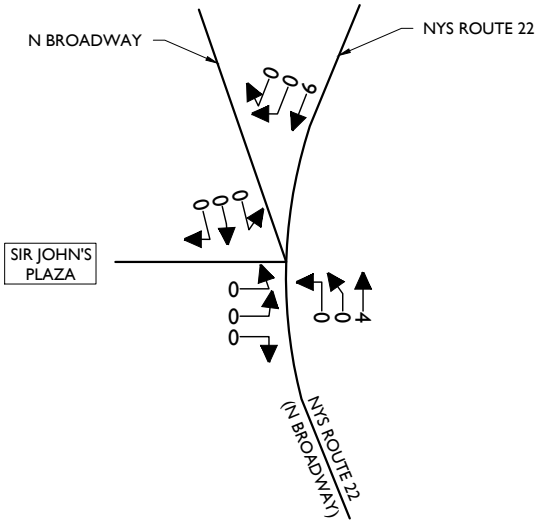

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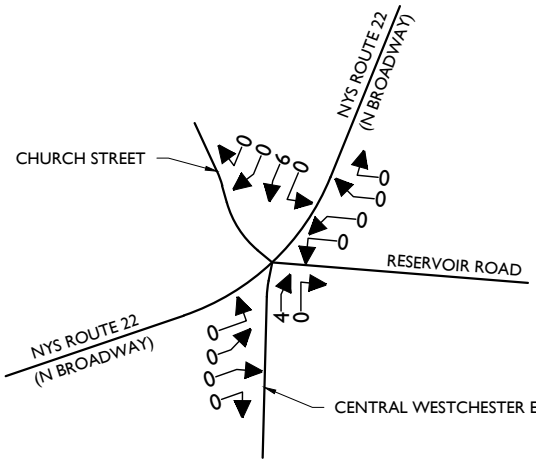

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FIGURE NO. 8-A

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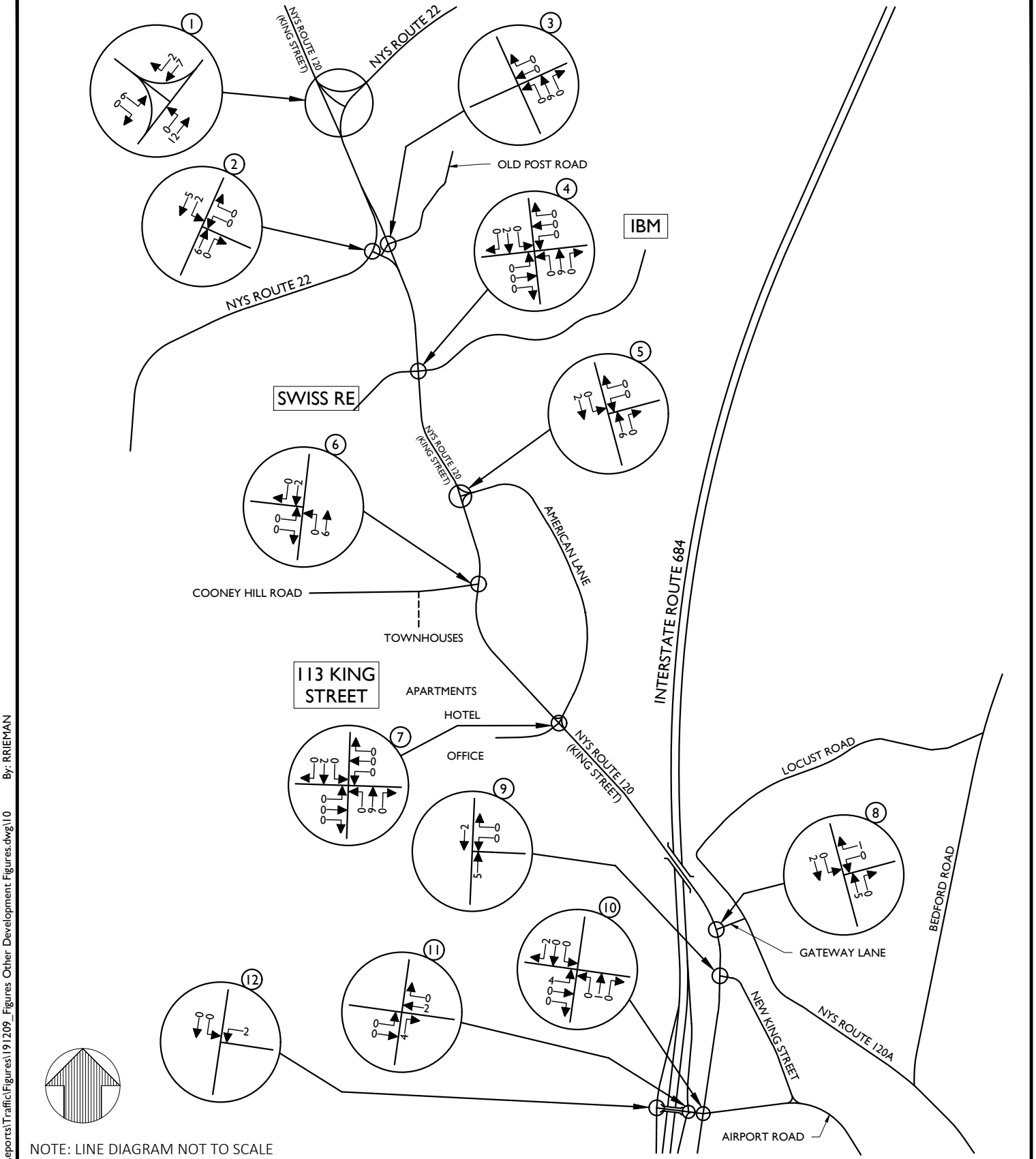

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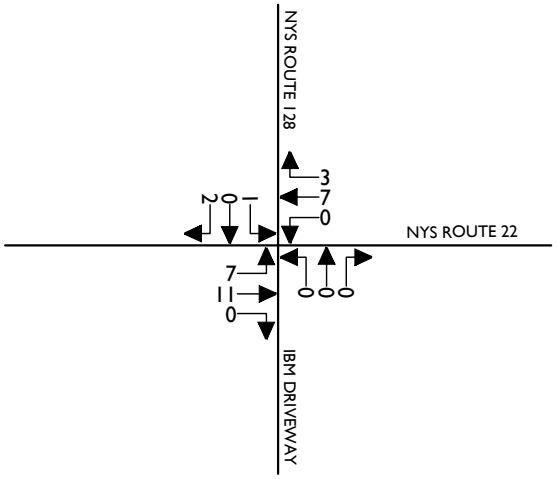
PROJECT NUMBER: 18002018A
DRAWING NAME: 191209_FIGURES OTHER DEVELOPMENT FIGURES

SHEET TITLE: SEE TABLE OTHER DEVELOPMENT WEEKDAY PEAK PM HOUR

SHEET NUMBER: FIGURE NO. 9 - OTHER

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\191209_Figures Other Development Figures.dwg\10 By: RRIEMAN



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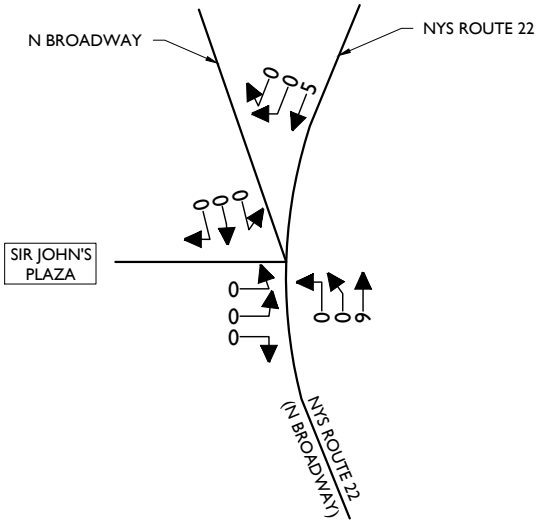

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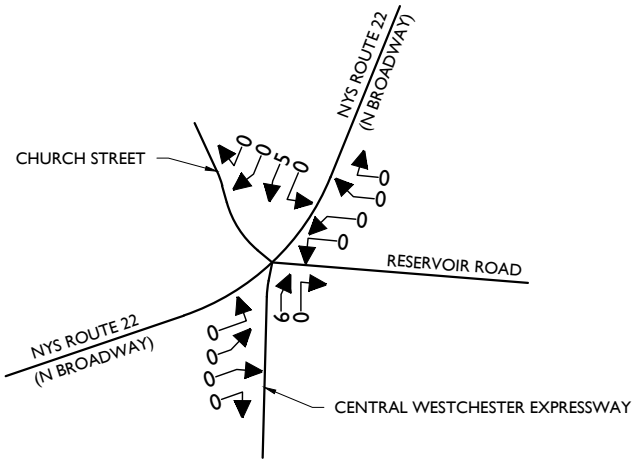

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OTHER DEVELOPMENT
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 9-A - OTHER

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TABLE A

HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

EAGLE BAY

PREVIOUSLY PROPOSED DEIS DEVELOPMENT PLAN (TIS - FEBRUARY 27, 2019)	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
HOTEL - 91 ROOMS APARTMENTS - 70 UNITS TOWNHOUSES - 94 UNITS			
WEEKDAY PEAK AM HOUR	44	74	118
WEEKDAY PEAK PM HOUR	85	61	146

FEIS DEVELOPMENT PLAN	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
HOTEL - 115 ROOMS CONDOMINIUMS - 59 UNITS TOWNHOUSES - 50 UNITS			
WEEKDAY PEAK AM HOUR	44	60	104
WEEKDAY PEAK PM HOUR	74	56	130

TABLE NO. 1

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

EAGLE RIDGE	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
HOTEL/CONFERENCE CENTER (1) (91 ROOMS)						
WEEKDAY PEAK AM HOUR	0.28	26	0.19	17	0.47	43
WEEKDAY PEAK PM HOUR	0.31	28	0.29	26	0.60	54
APARTMENTS (2) (70 DWELLING UNITS)						
WEEKDAY PEAK AM HOUR	0.11	8	0.35	24	0.46	32
WEEKDAY PEAK PM HOUR	0.35	24	0.21	15	0.56	39
TOWNHOUSES (3) (94 DWELLING UNITS)						
WEEKDAY PEAK AM HOUR	0.11	10	0.35	33	0.46	43
WEEKDAY PEAK PM HOUR	0.35	33	0.21	20	0.56	53
TOTAL TRIPS						
WEEKDAY PEAK AM HOUR	------	**44**	------	**74**	------	**118**
WEEKDAY PEAK PM HOUR	------	**85**	------	**61**	------	**146**

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) TRIP GENERATION HANDBOOK - 10TH EDITION

(1) ITE LAND USE 310 - HOTEL

(2) ITE LAND USE 220 - MULIFAMILY HOUSING

(3) ITE LAND USE 220 - MULTIFAMILY HOUSING

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170056578	190218_NT_FIGURES

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 12

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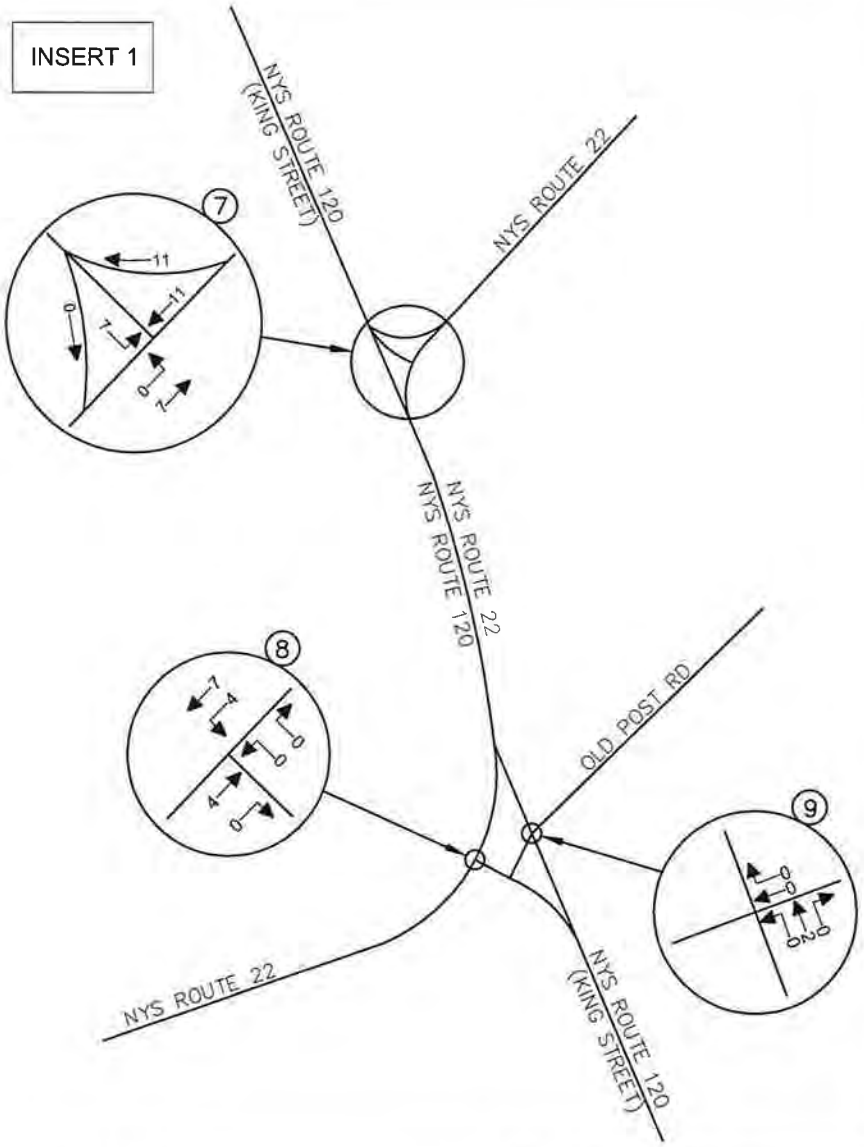

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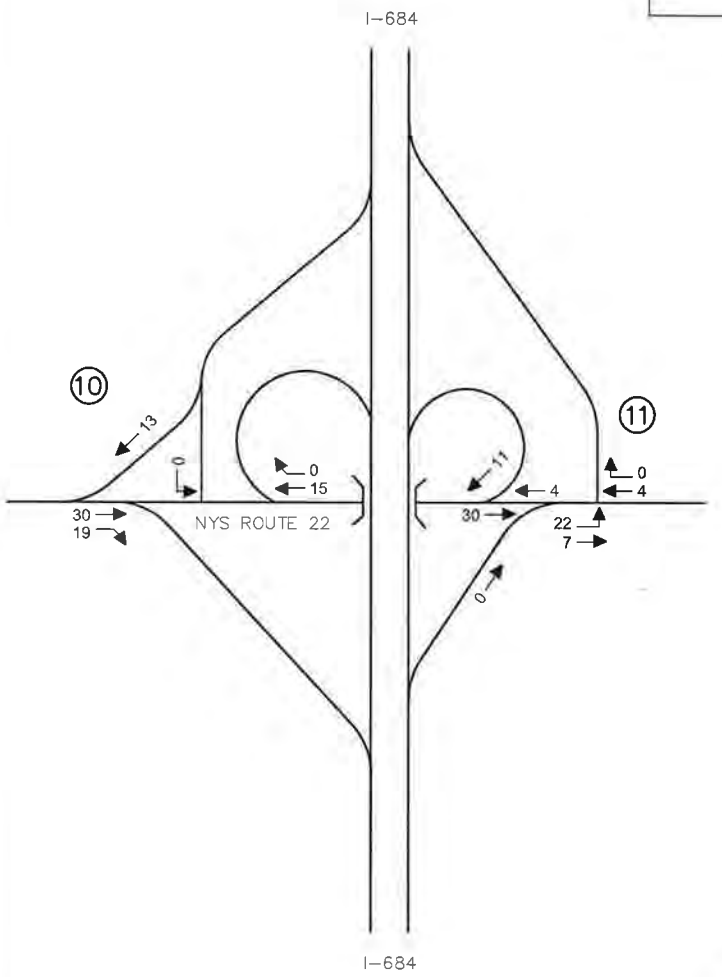

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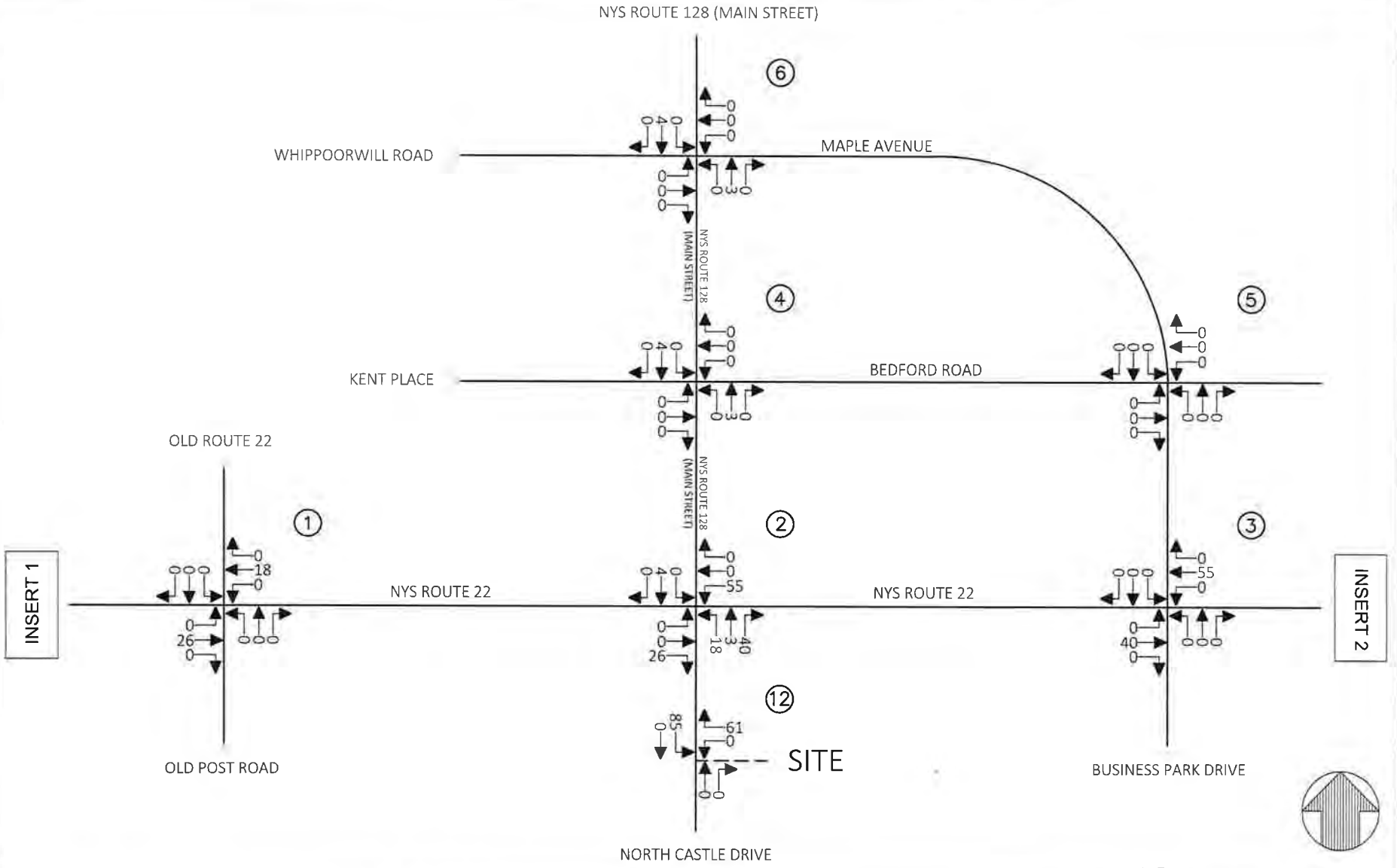
DRAWING NAME: 190218_NT_FIGURES

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 12A



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DRAWING NAME: 190218_NT_FIGURES

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 13

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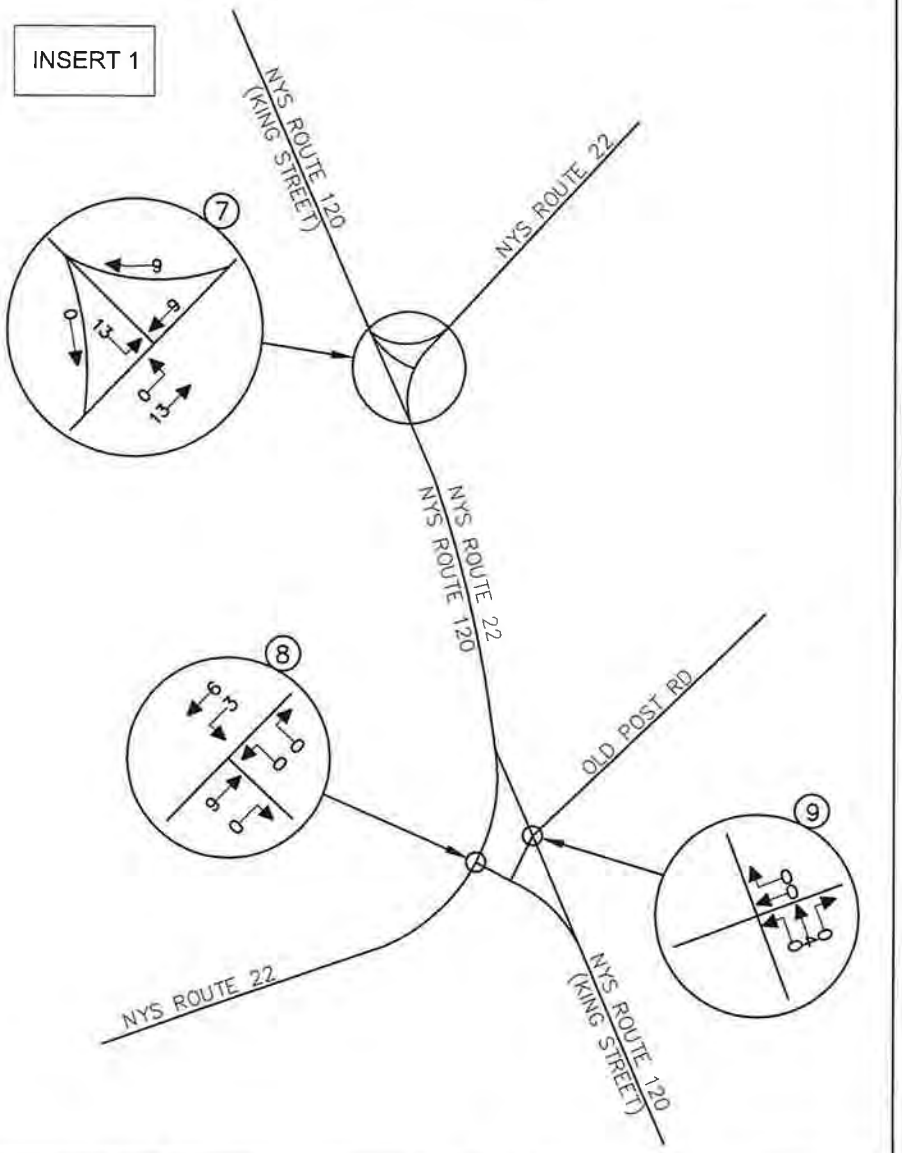

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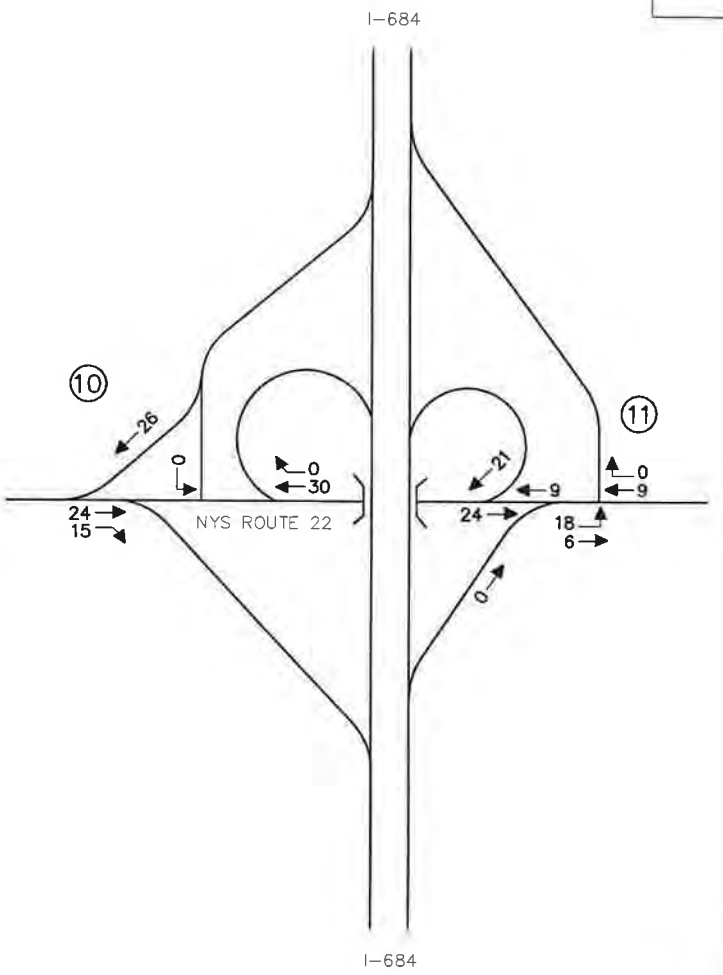

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SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 13A

Hour. The Hourly Trip Generation Rates and anticipated Site Generated Traffic Volumes are summarized below:

	Entry		Exit		Total	
	HTGR	Volume	HTGR	Volume	HTGR	Volume
88 units						
Weekday Peak AM Hour	0.09	**8**	0.44	**39**	0.53	**47**
Weekday Peak PM Highway Hour	0.42	**37**	0.20	**18**	0.62	**55**

Based on Institute of Transportation Engineers, "Trip Generation Handbook", 9th Edition
ITE Land Use 230 – Residential Condominium/Townhouse Units

G. ARRIVAL/DEPARTURE DISTRIBUTION (Figures No. 14 and 14A)

In order to assign the Site Generated Traffic Volumes to the roadway network, it was necessary to establish an arrival/departure distribution. Based on a review of the existing traffic volumes on the surrounding roadway network and expected travel patterns, an arrival/departure distribution was established and is shown on Figures No. 14 and 14A.

H. YEAR 2018 BUILD TRAFFIC VOLUMES (Figures No. 15, 15A through 20, 20A)

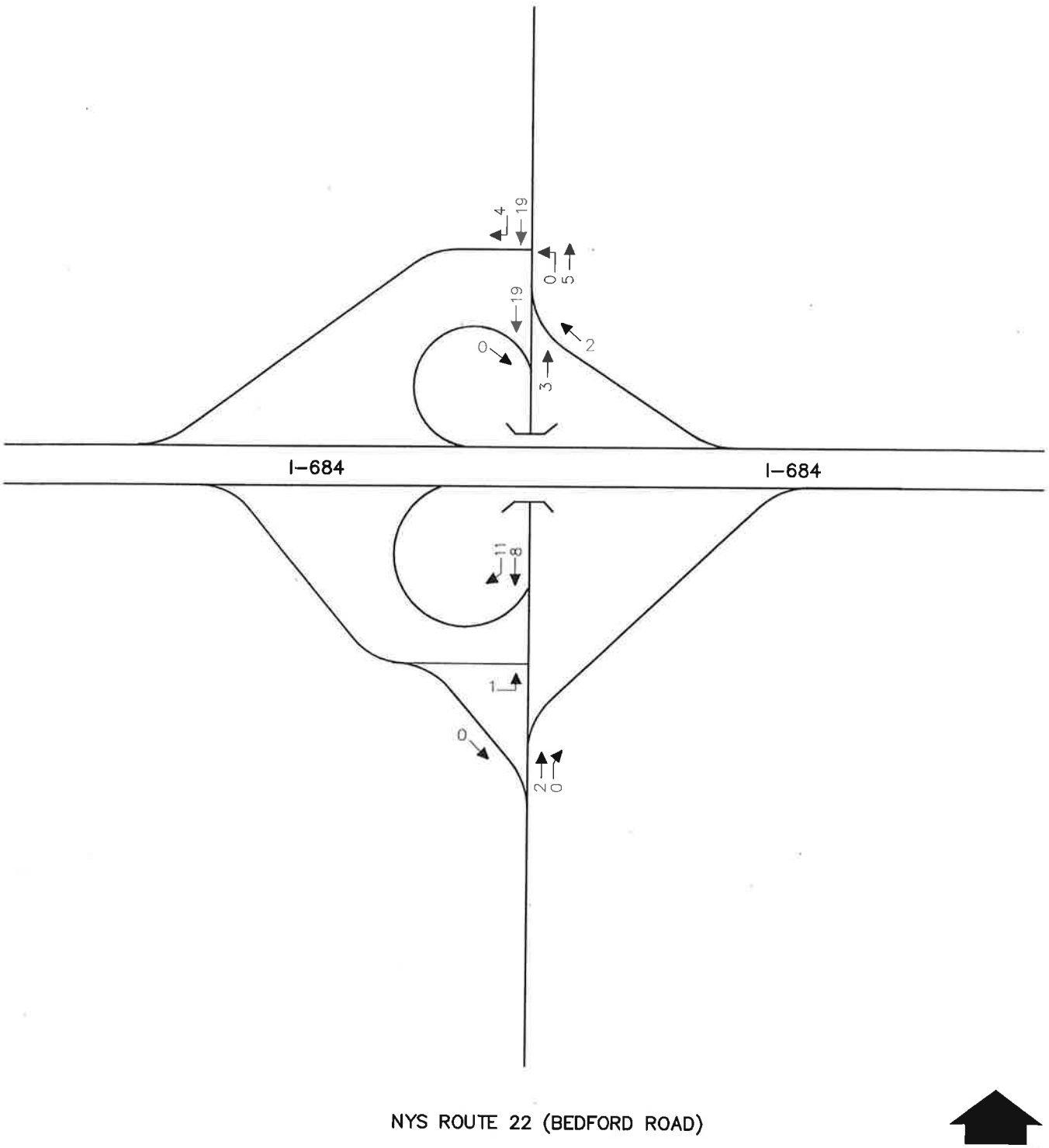
The Site Generated Traffic Volumes were assigned to the roadway network based on the arrival/departure distribution patterns shown on Figure No. 14 and 14A. The resulting Site Generated Traffic Volumes are shown on Figures No. 15, 15A, 16, 16A and 17, 17A for each of the Peak Hours, respectively. The Site Generated Traffic Volumes were then added to the Year 2018 No-Build Traffic Volumes to obtain the Year 2018 Build Traffic Volumes.

The resulting Year 2018 Build Traffic Volumes are shown on Figures No. 18, 18A, 19, 19A and 20, 20A for each of the Peak Hours, respectively.

I. DESCRIPTION OF ANALYSIS PROCEDURES

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

INSERT A



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NOTE: LINE DIAGRAM NOT TO SCALE

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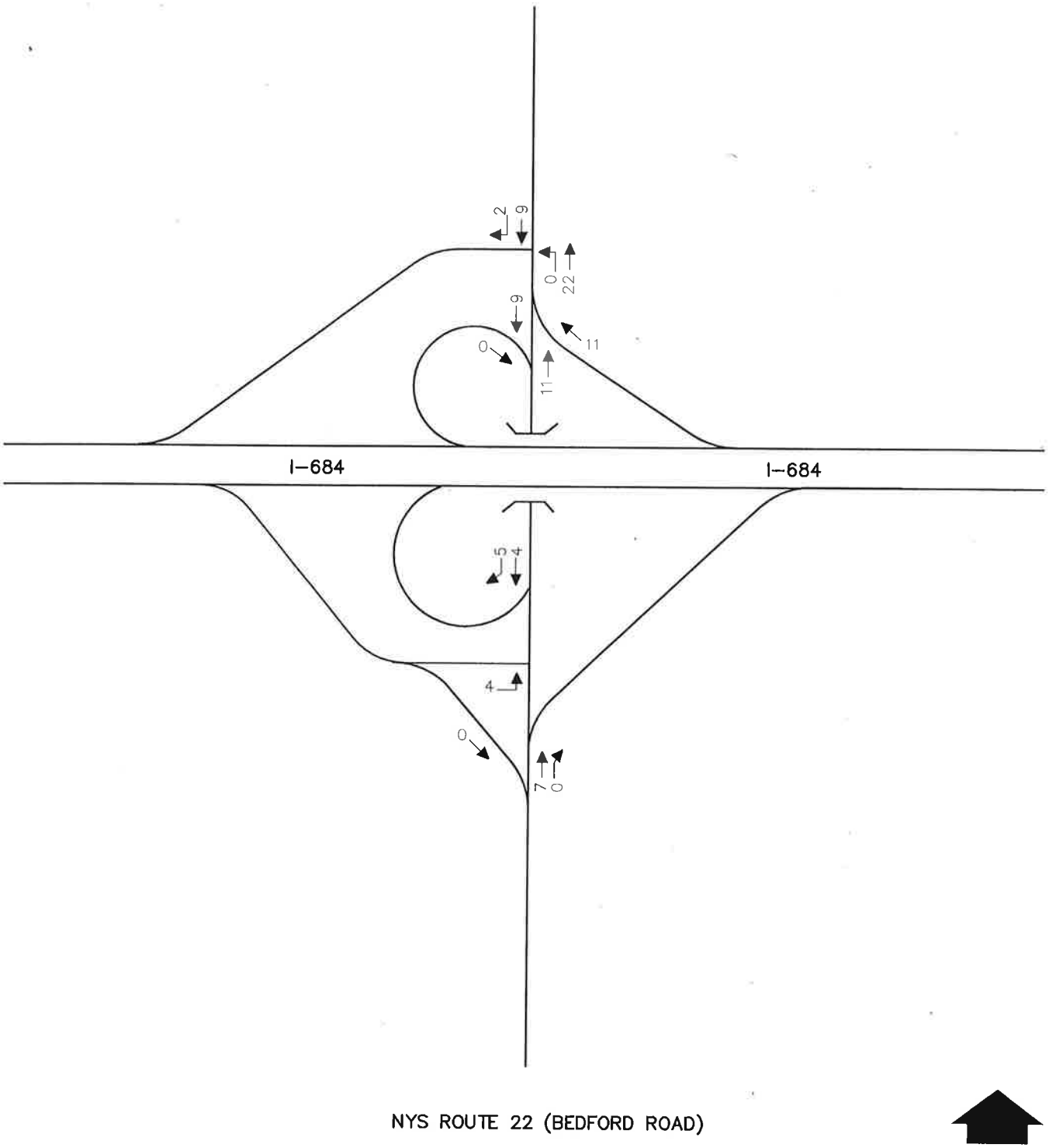
Site Generated Traffic Volumes
Weekday Peak AM Hour
(7:00 AM-8:00 AM) (Insert A)

Exhibit
III.M-15A

INSERT A



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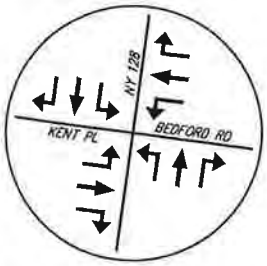
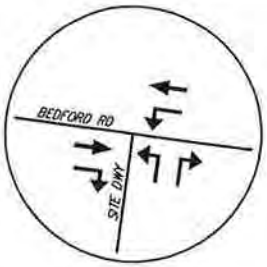
Site Generated Traffic Volumes
Weekday Peak PM Highway Hour
(5:00 PM-6:00 PM) (Insert A)

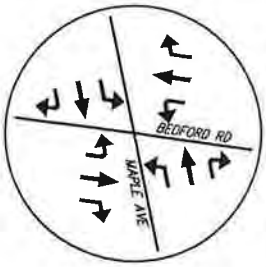
Exhibit
III.M-17A



4 NY 128 (MAIN STREET) & BEDFORD ROAD / KENT PLACE

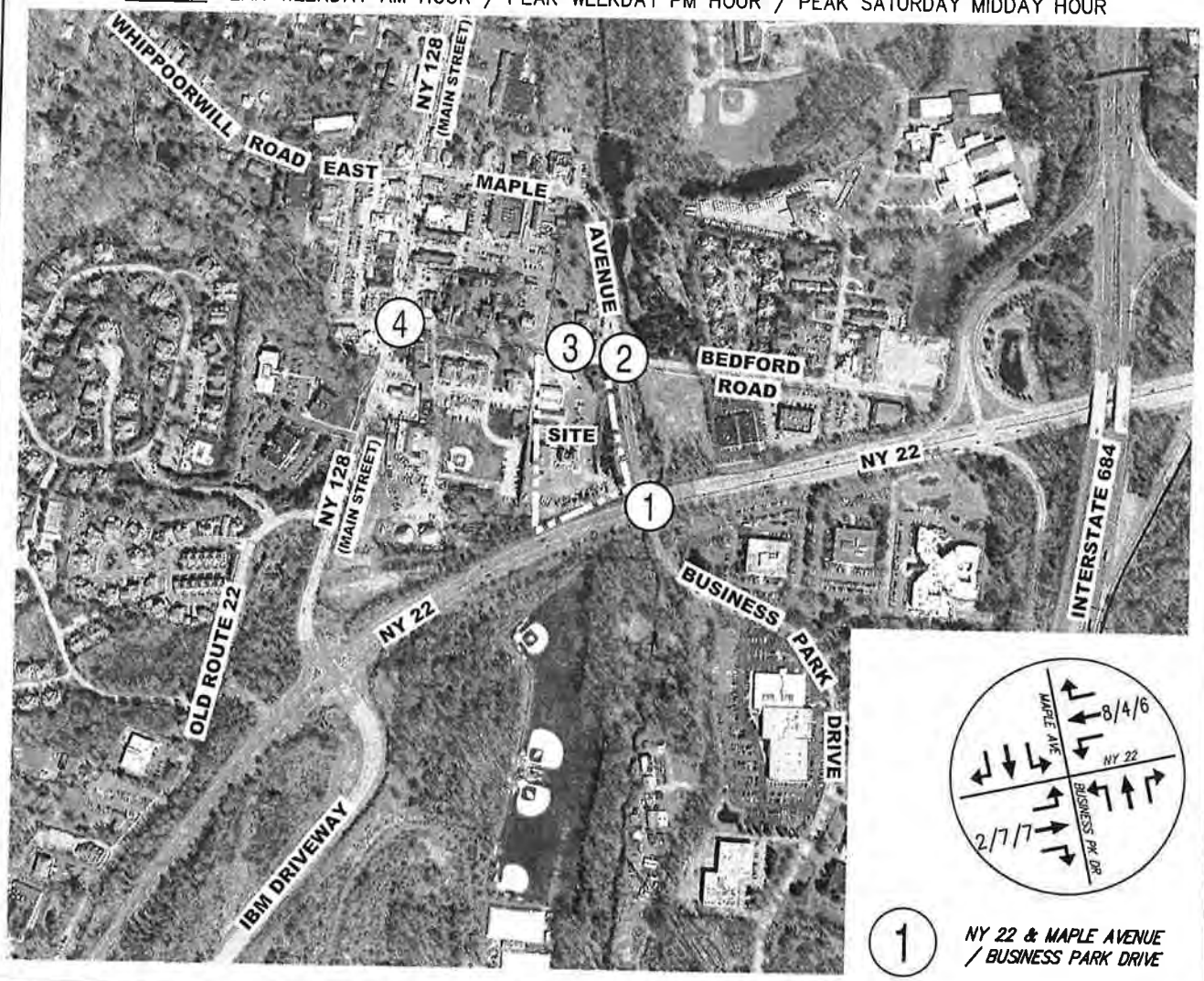


3 BEDFORD ROAD & SITE DRIVEWAY



2 MAPLE AVENUE & BEDFORD ROAD

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR



1 NY 22 & MAPLE AVENUE / BUSINESS PARK DRIVE

MARIANI GARDENS REDEVELOPMENT
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OTHER DEVELOPMENT VOLUMES
BRYNWOOD

DATE: 09/XX/2018 JMC PROJECT: 18053

FIGURE: 07 SCALE: 1" = 650'

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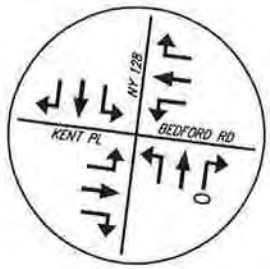
18053-TRAFFIC-FIG.dwg; FIGURES.tab



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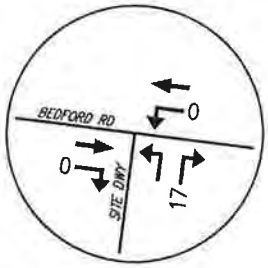
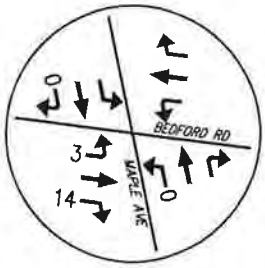


3 BEDFORD ROAD & SITE DRIVEWAY



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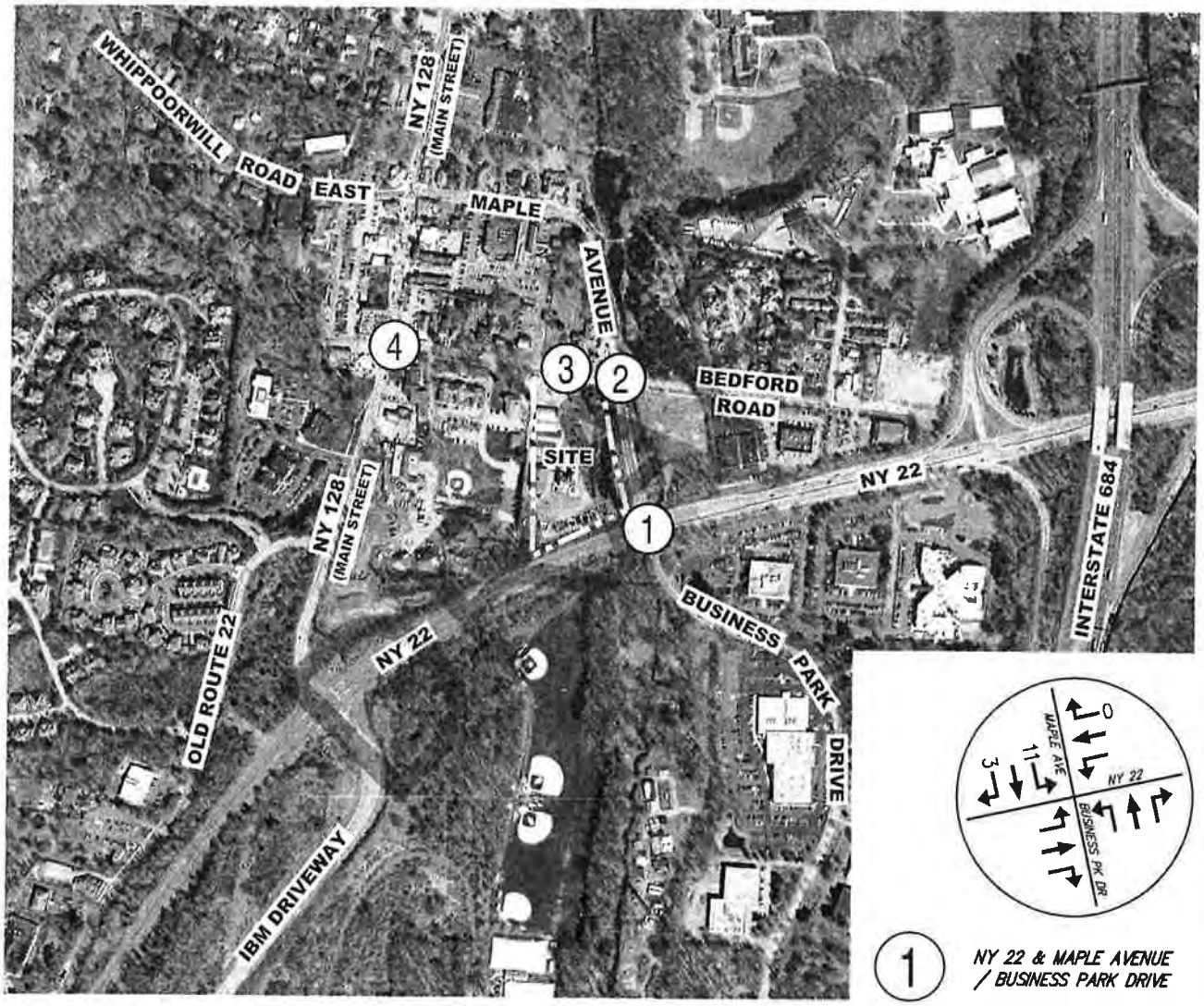

1 NY 22 & MAPLE AVENUE / BUSINESS PARK DRIVE

MARIANI GARDENS REDEVELOPMENT
45 BEDFORD ROAD
TOWN OF NORTH CASTLE, NEW YROK

PRIMARY VOLUMES
PEAK WEEKDAY AM HOUR

DATE: 09/XX/2018
JMC PROJECT: 18053

FIGURE: 15
SCALE: 1" = 650'

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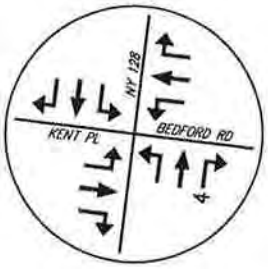

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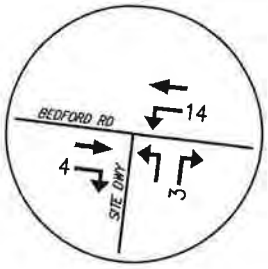

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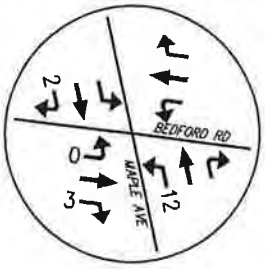

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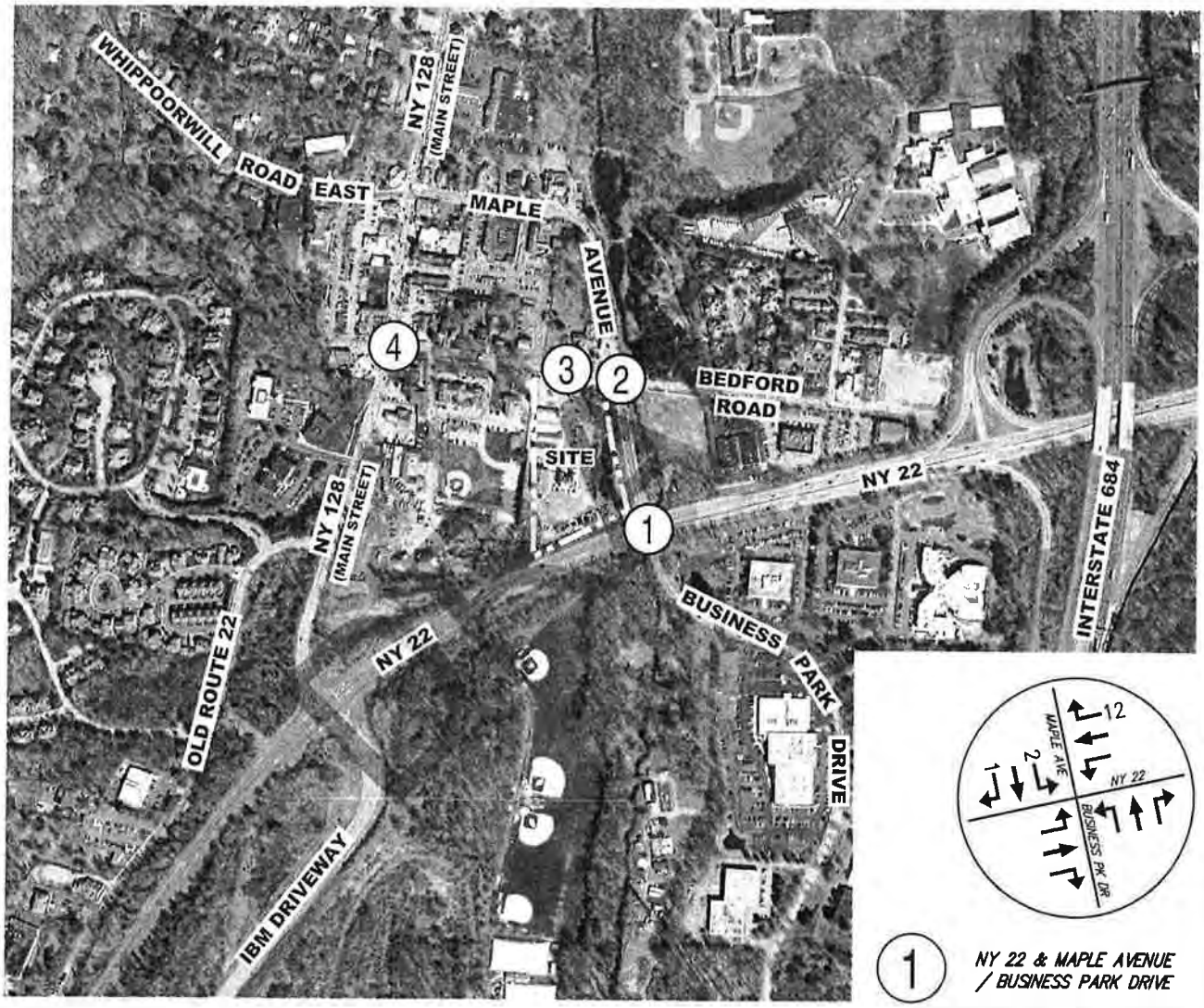

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MARIANI GARDENS REDEVELOPMENT

45 BEDFORD ROAD TOWN OF NORTH CASTLE, NEW YROK

PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/XX/2018 JMC PROJECT: 18053

FIGURE: 16 SCALE: 1" = 650'

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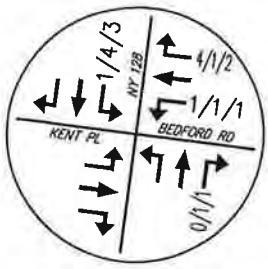

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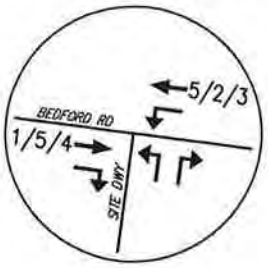

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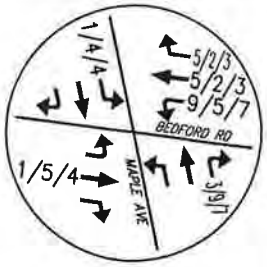
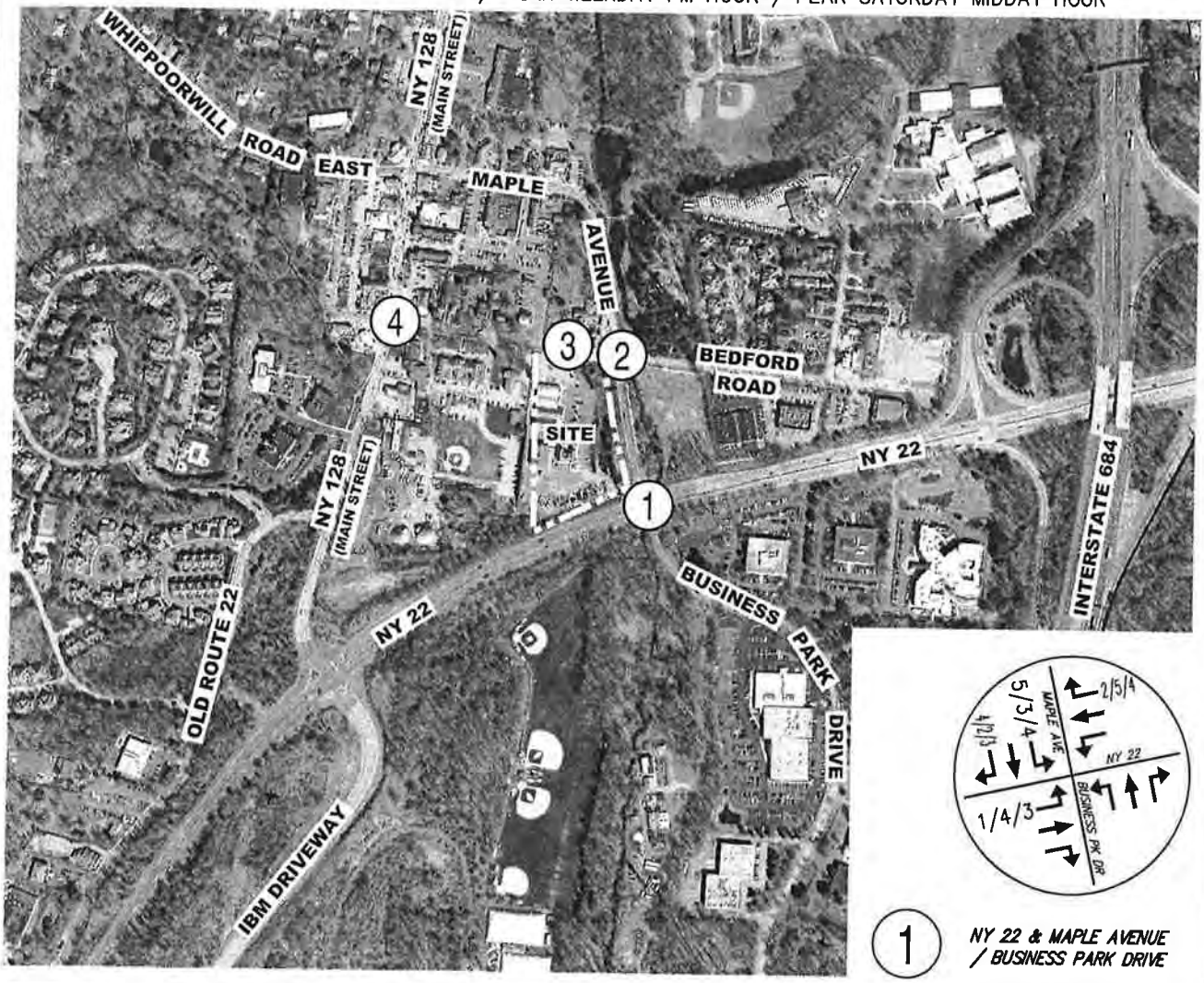


2 MAPLE AVENUE & BEDFORD ROAD

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR



1 NY 22 & MAPLE AVENUE / BUSINESS PARK DRIVE

MARIANI GARDENS REDEVELOPMENT
45 BEDFORD ROAD
TOWN OF NORTH CASTLE, NEW YROK

OTHER DEVELOPMENT VOLUMES
BEDFORD ROAD APARTMENTS

DATE: 09/XX/2018
JMC PROJECT: 18053

FIGURE: 10
SCALE: 1" = 650'

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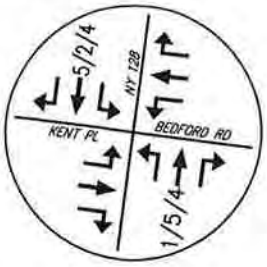
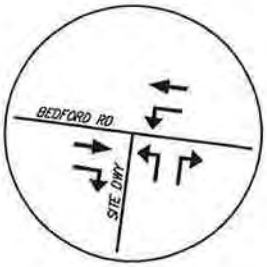
18053-TRAFFIC-FIG.dwg, FIGURES.tab



4 NY 128 (MAIN STREET) & BEDFORD ROAD / KENT PLACE



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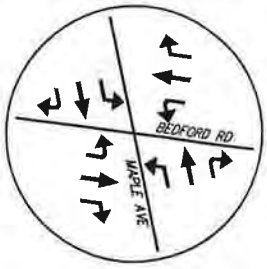
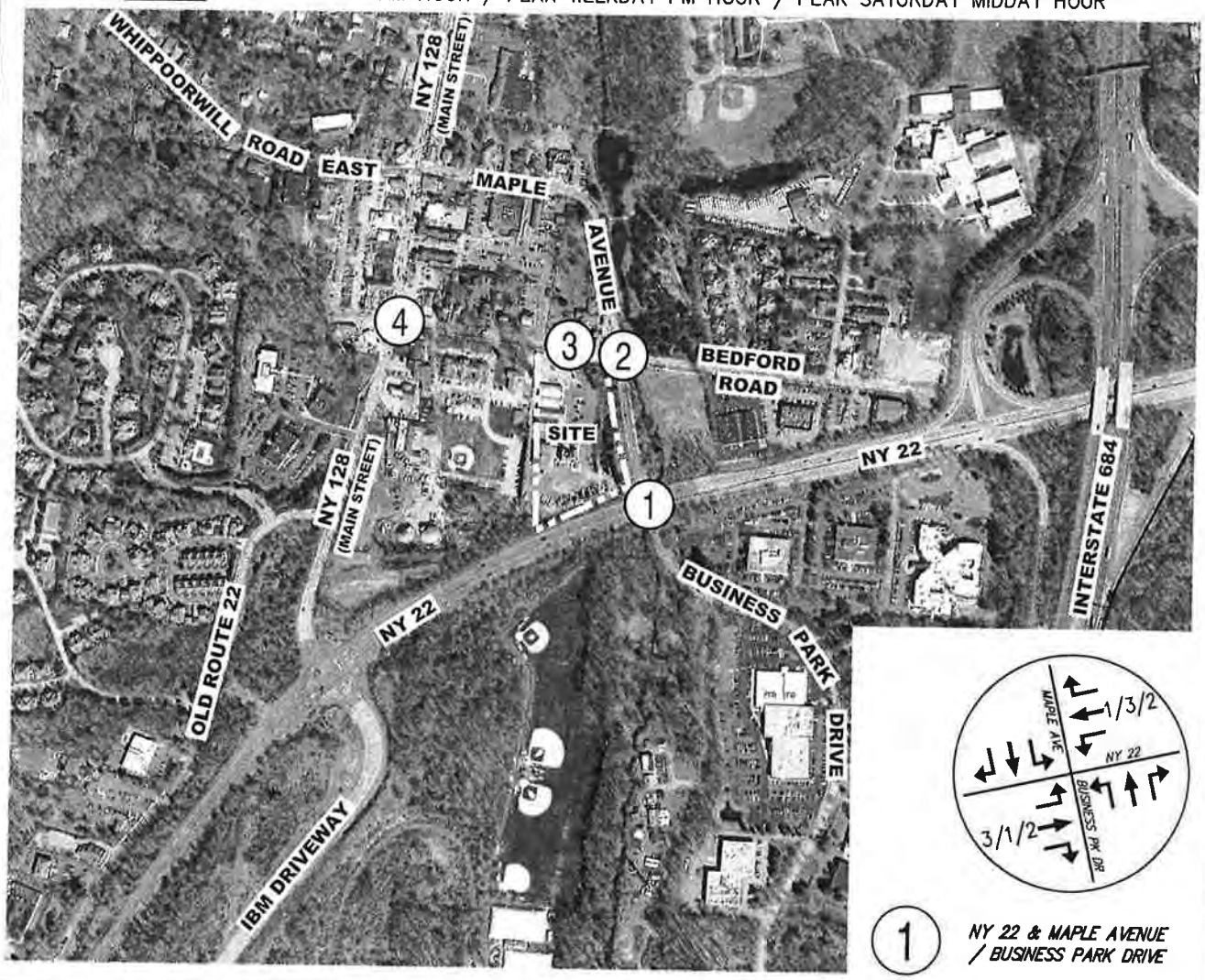


2 MAPLE AVENUE & BEDFORD ROAD

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR



1 NY 22 & MAPLE AVENUE / BUSINESS PARK DRIVE

MARIANI GARDENS REDEVELOPMENT
45 BEDFORD ROAD TOWN OF NORTH CASTLE, NEW YROK

OTHER DEVELOPMENT VOLUMES
470 MAIN STREET APARTMENTS
DATE: 09/XX/2018 JMC PROJECT: 18053

FIGURE: 09 SCALE: 1" = 650'

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18053-TRAFFIC-FIG.dwg, FIGURES.tab

Appendix G-2
Other Traffic Analyses Required

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Other Analysis Required by Scope

Airport Campus (113 King Street)

Town of North Castle, Westchester County, New York

January 21, 2020
Revised: September 4, 2020

Prepared For

Mr. Geoff Ringler
Roeco, LLC
46 Westchester Avenue
Pound Ridge, NY 10576

Prepared By

Maser Consulting
400 Columbus Avenue – Suite 180E
Valhalla, NY 10595
914.347.7500

John T. Collins, Ph.D., P.E.
Executive Principal
License No. 46029

Ronald P. Rieman
Associate/Project Manager

MC Project No. 18002018A

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A. SENSITIVITY ANALYSIS 1
B. DOB DISTRICT 1

APPENDICES

ATTACHMENT 1 ..... SENSITIVITY ANALYSIS

A. SENSITIVITY ANALYSIS

As outlined in the adopted Scope and based on conversations with the Town's Traffic Consultant, a sensitivity analysis was conducted to take into consideration if the proposed uses would generate at a higher trip generation rate and the use of autonomous vehicle during the Weekday Peak AM, Weekday Peak Midday and Weekday Peak PM Hours. Under the Year 2024 No-Build Condition, the anticipated site generated traffic volumes assume the entry and exit volumes are equal for the re-occupancy of the two office buildings thereby essentially doubling the traffic volumes to account for surcharge and autonomous vehicles (Table 1-S - Appendix I). Under the Year 2024 Build Condition, the ITE Rates/anticipated site generated traffic volumes were doubled (Table No. 2-S - Appendix I). The resulting Sensitivity Analysis Year 2024 No-Build, Site Generated, Year 2024 Build Traffic Volumes are shown on Figures No. 44, 44A through 58, 58A and the resulting Levels of Service/Queue Summary Tables are shown on Tables No. 3-S and 4-S, respectively in Attachment 1.

B. DOB DISTRICT

As requested by the adopted Scope, the DOB district was analyzed in the No-Build Condition taking into account growth in the Corridor which takes into account minor development growth including the Citigroup Site, 3 Cooney Hill Road (Takeda Property) and 32 King Street, all of which assumes no new development potential. For the full development of the Swiss Re property and re-occupancy of 113 King Street, traffic was added to the NYS Route 120 Corridor and analyzed in the Traffic Impact Study. An Alternate Build Development scenario for the two major parcels (Swiss Re and 113 King Street) under the Proposed Zoning's office to residential conversion parameters for the full build out of both sites are summarized in the Table below.

Maximum Development Potential (Proposed Zoning) Project Site / Swiss Re Parcel

Property	Existing/Approved Floor Area	Conversion Ratio(s) Applied (Proposed Zoning)	Maximum Allowable Floor Area Assumed (Proposed Zoning)
Project Site (113 King Street)	261,000 sf office (Existing) 238,000 sf office (approved/unbuilt)	1:1 existing office to residential + 1:1.25 approved/unbuilt office to residential	558,500 sf residential (~500 units)
Swiss Re Parcel (175 King Street)	360,000 sf office (existing)	1:1 existing office to hotel/residential*	110,000 sf hotel (~80 rooms); 250,000 sf residential (~250 units)

Notes:
*If redeveloped under the Proposed Zoning, it is assumed the Swiss Re parcel's existing 360,000 sf of office space would be split between hotel and residential uses.
Sources: Town of North Castle, Airport Campus I-V LLC, Swiss Re Life and Health America

The Table below shows a comparison of the trip generation rates for Office, Residential and Hotel uses.

Trip Generation Comparison

	Office HTGR*	Residential HTGR*	Hotel HTGR*
Weekday Peak AM Hour	1.16 per 1,000 s.f.	0.46 per unit	0.47 per room
Weekday Peak PM Hour	1.15 per 1,000 s.f.	0.56 per unit	0.60 per room

**Hourly Trip Generation Rates (HTGR) based on ITE Land Use 710-Office; ITE Land Use 220-Multi-Family Housing; ITE Land Use 310-Hotel.*

As shown on the Table below, the conversion to residential/hotel from office under the DOB district conversion would generate less traffic than the office use.

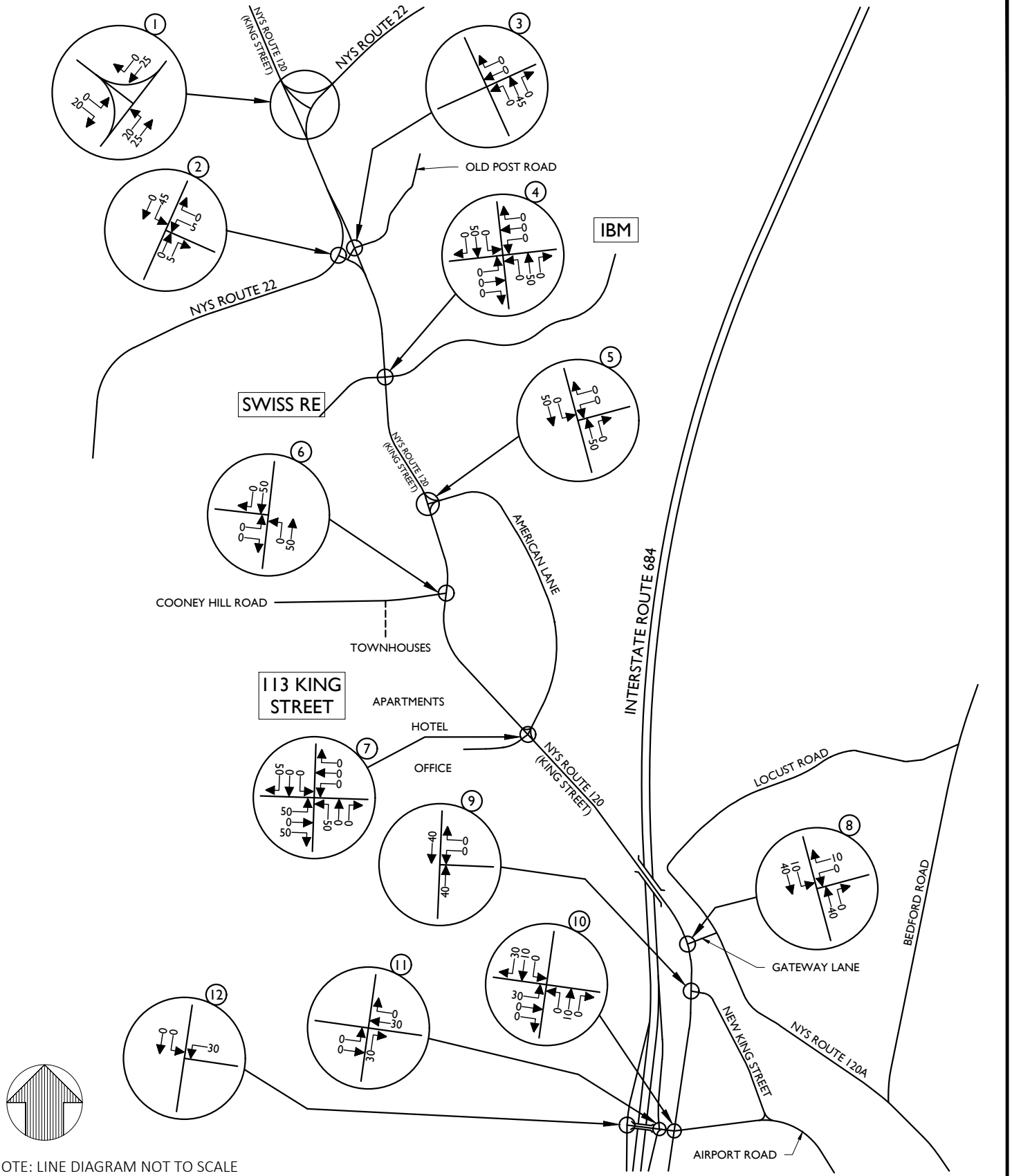
Project Site Trip Generation		
	Office	Residential
Weekday Peak AM Hour	303	230
Weekday Peak PM Hour	300	280

Swiss Re Trip Generation		
	Office	Residential/Hotel
Weekday Peak AM Hour	418	153 (115/38)
Weekday Peak PM Hour	414	188 (140/48)

AIRPORT CAMPUS (113 KING STREET)

ATTACHMENT 1

SENSITIVITY ANALYSIS



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PROJECT NUMBER:	DRAWING NAME:
18002018A	200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
OFFICE RE-OCCUPANCY
100,000 S.F. BUILDING
WEEKDAK PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 44

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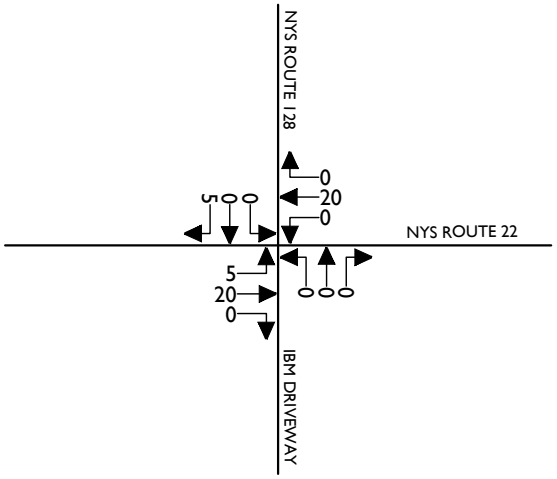

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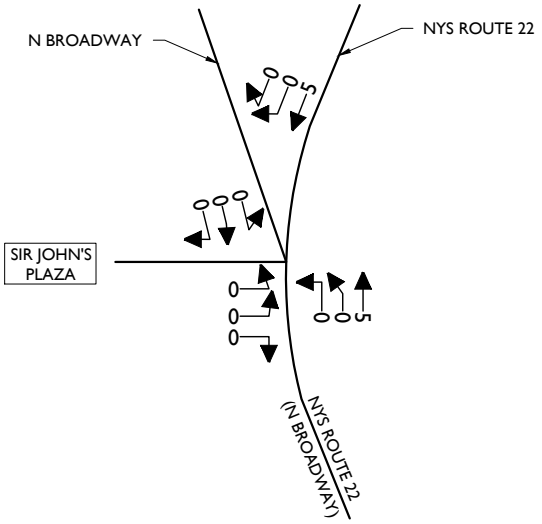

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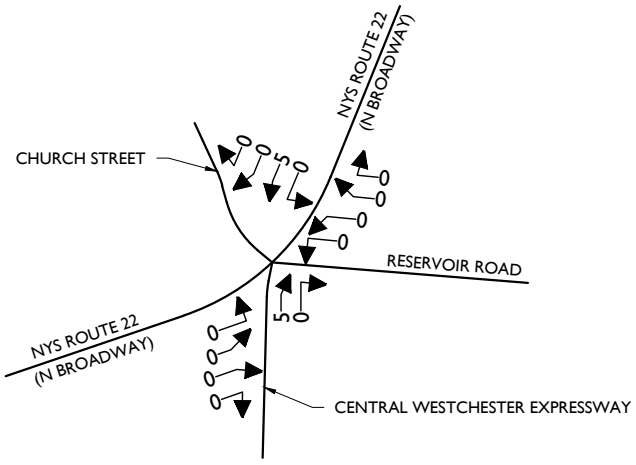

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OFFICE RE-OCCUPANCY
100,000 S.F. BUILDING
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 44-A

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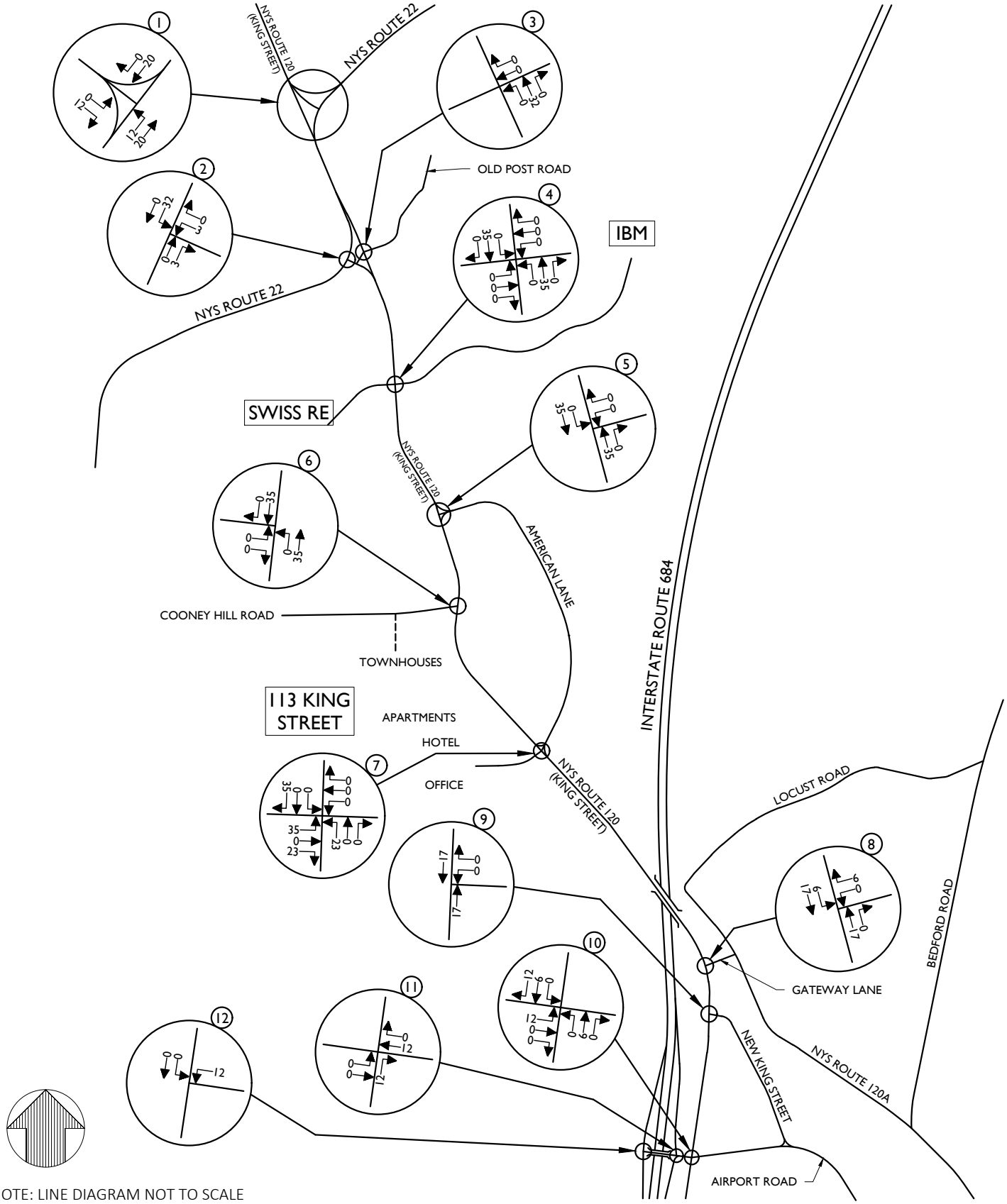

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PROJECT NUMBER:	DRAWING NAME:
18002018A	200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

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OFFICE RE-OCCUPANCY
100,000 S.F. BUILDING
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
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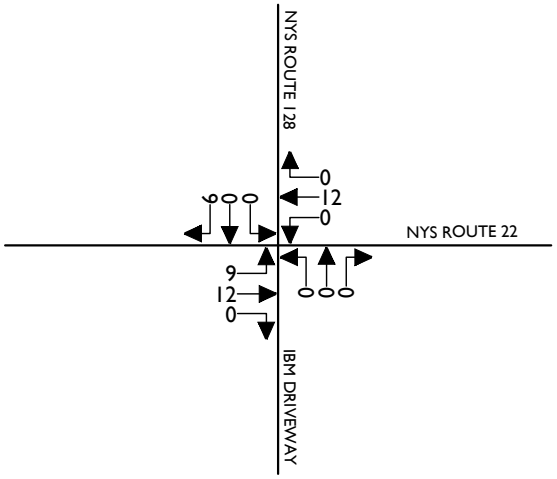

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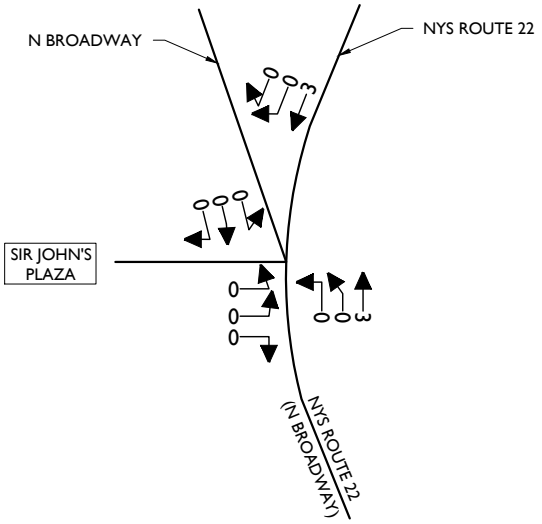

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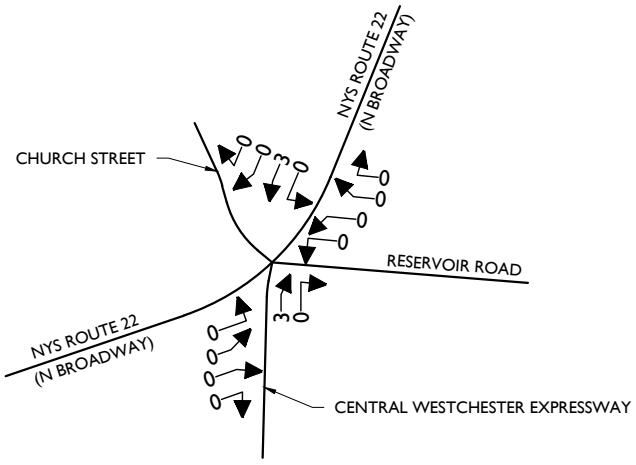

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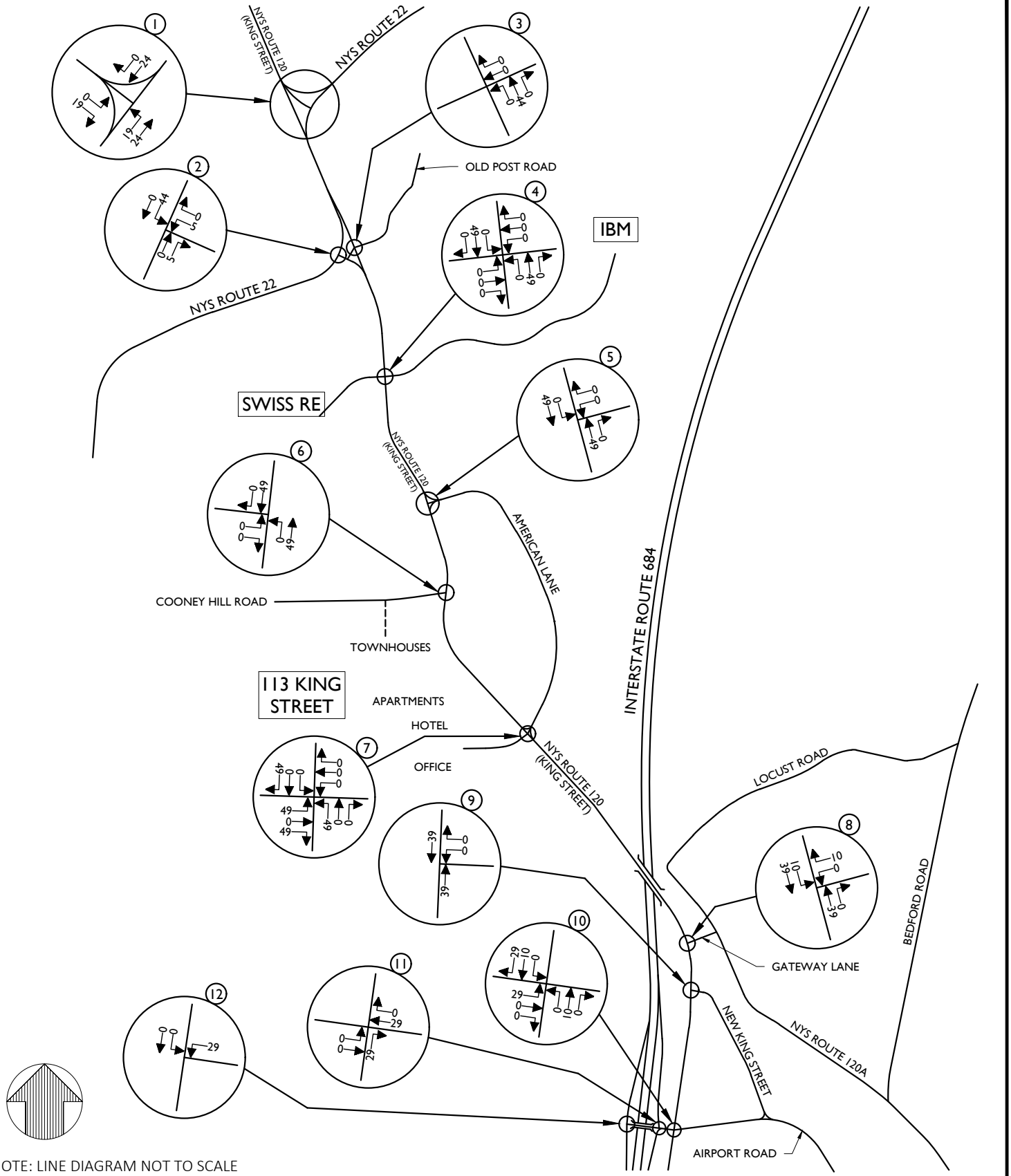
PROJECT NUMBER:	DRAWING NAME:
18002018A	200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
OFFICE RE-OCCUPANCY
100,000 S.F. BUILDING
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 45-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\45A By: RRIEMAN



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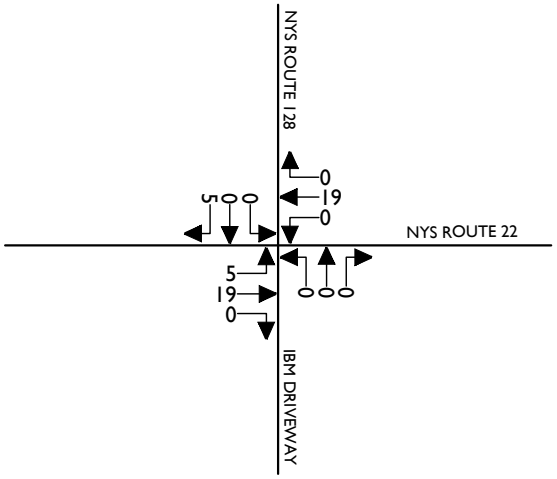
SHEET TITLE:
SENSITIVITY ANALYSIS
OFFICE RE-OCCUPANCY
100,000 S.F. BUILDING
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 46

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\46 By: RRIEMAN



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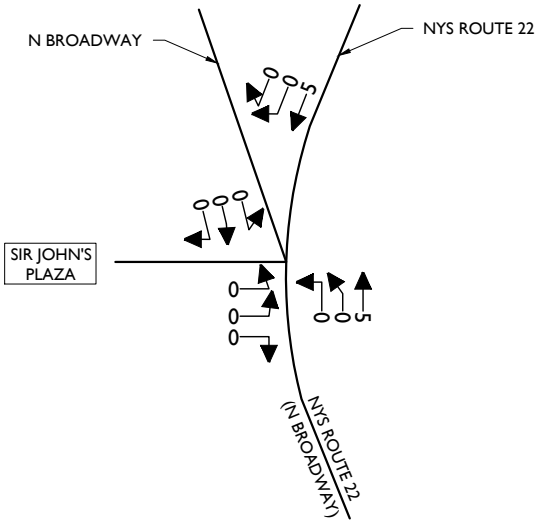

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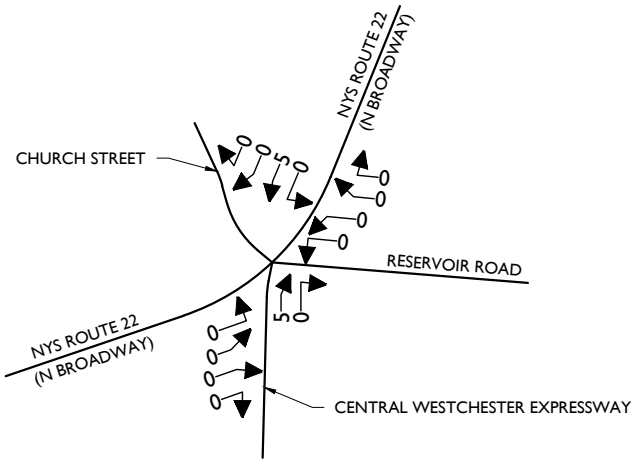

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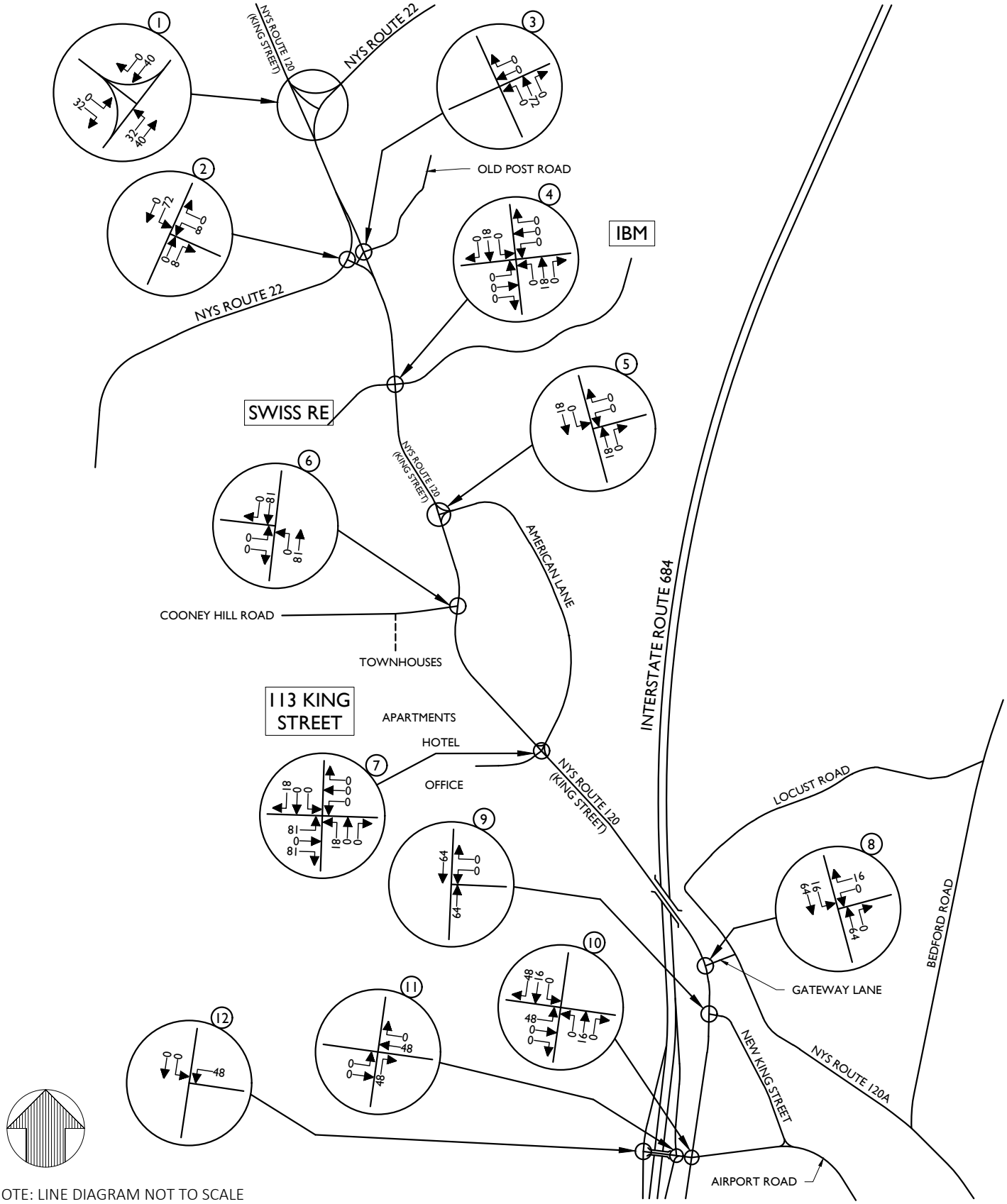
18002018A	200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
OFFICE RE-OCCUPANCY
100,000 S.F. BUILDING
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 46-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\46A By: RRIEMAN



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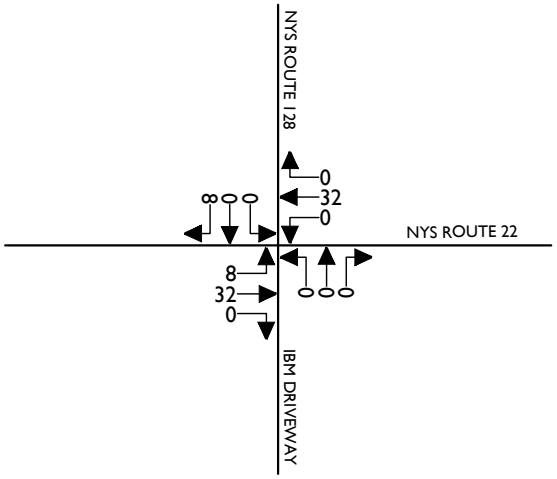
SHEET TITLE:
SENSITIVITY ANALYSIS
OFFICE RE-OCCUPANCY
161,000 S.F. BUILDING
WEEKDAK PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 47

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\47 By: RRIEMAN



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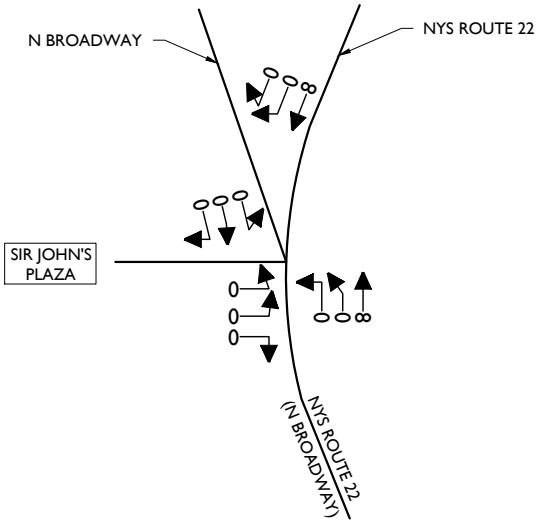

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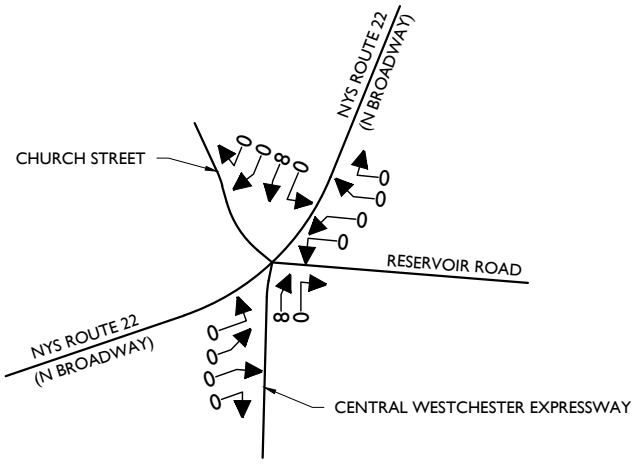

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161,000 S.F. BUILDING
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 47-A

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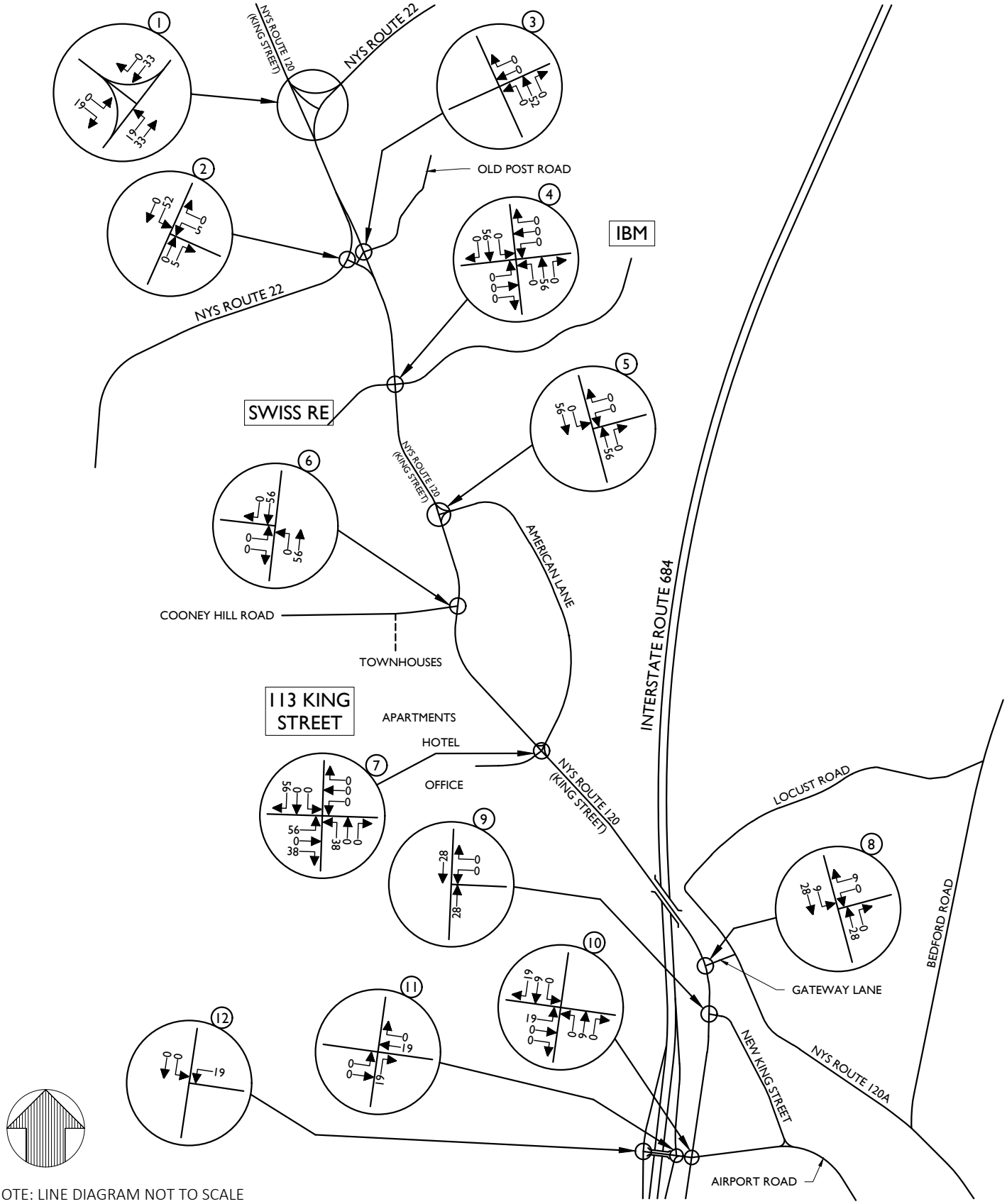

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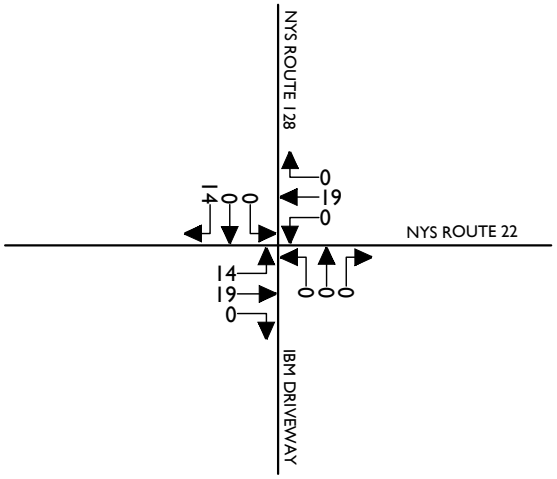
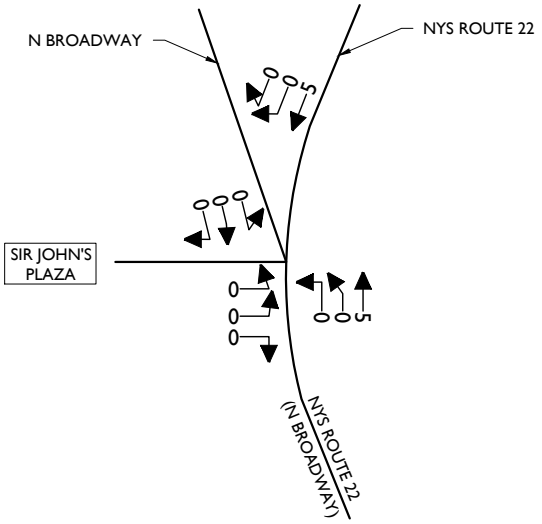
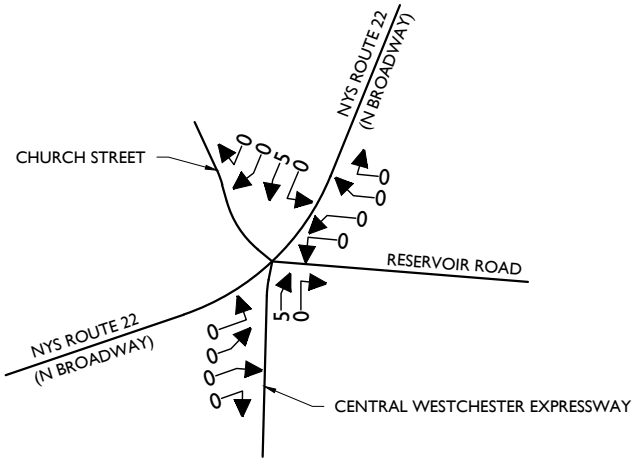
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 48

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\48 By: RRIEMAN







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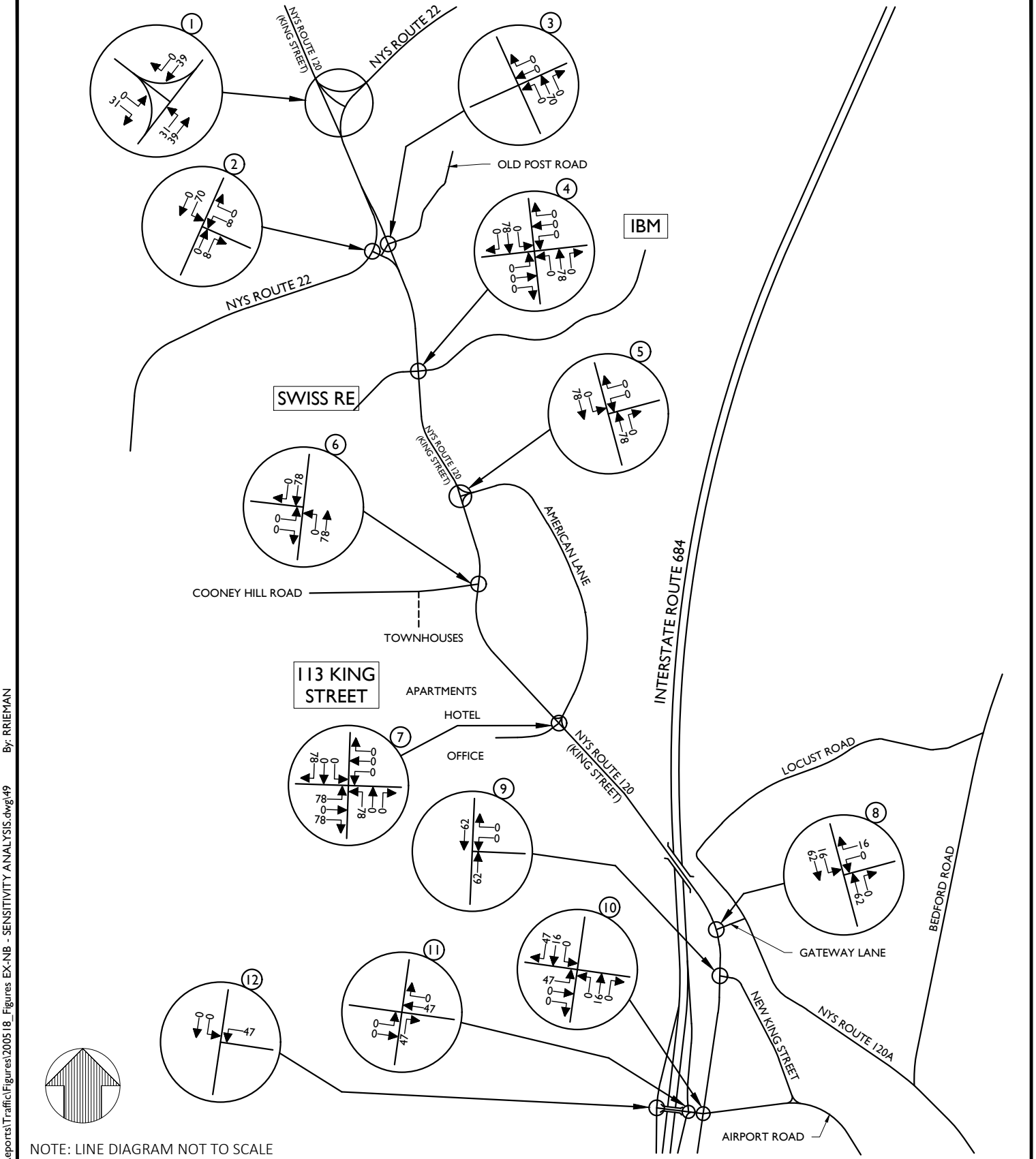
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 48-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\48A By: RRIEMAN



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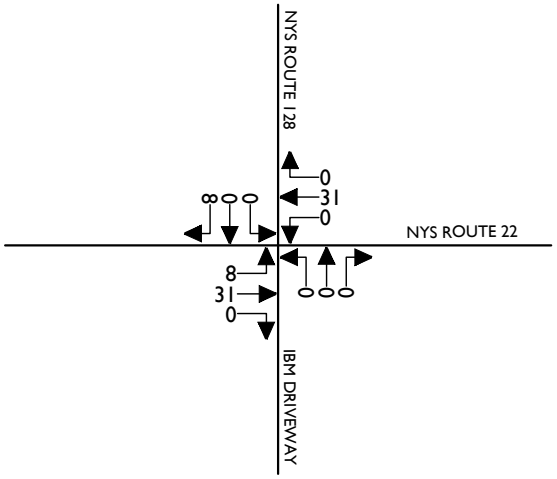
161,000 S.F. BUILDING
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 49

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\49 By: RRIEMAN



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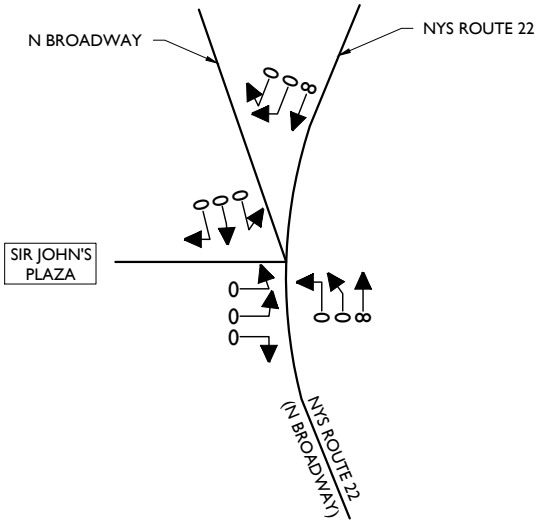

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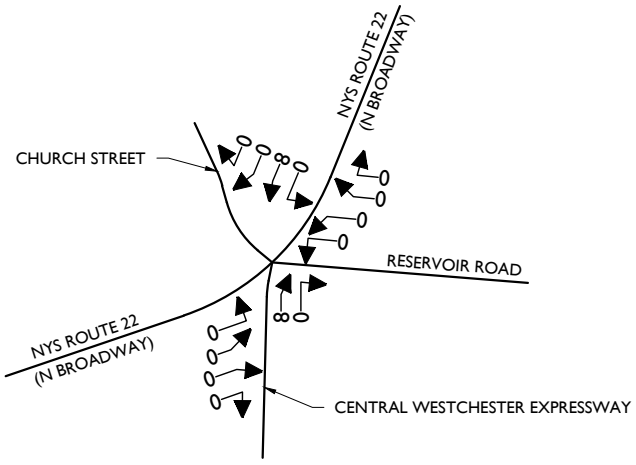

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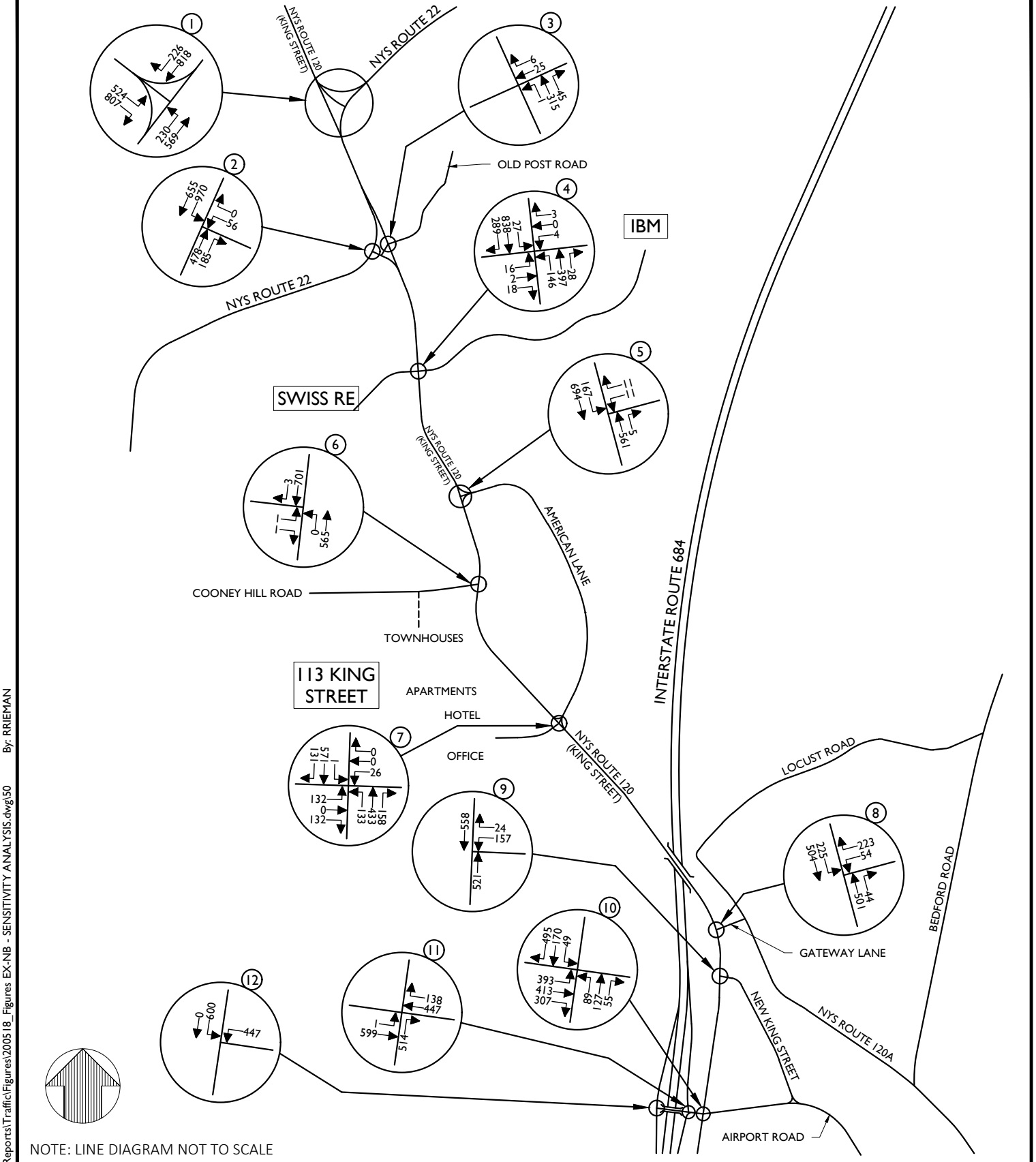
PROJECT NUMBER:	DRAWING NAME:
18002018A	200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
OFFICE RE-OCCUPANCY
161,000 S.F. BUILDING
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 49-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\49A By: RRIEMAN



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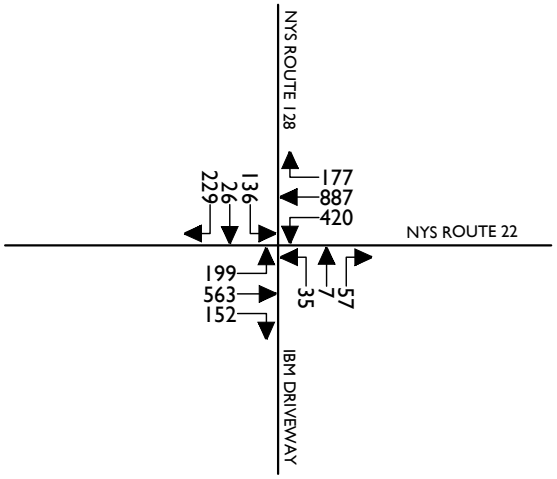
PROJECT NUMBER:	DRAWING NAME:
18002018A	200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 50

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\50 By: RRIEMAN



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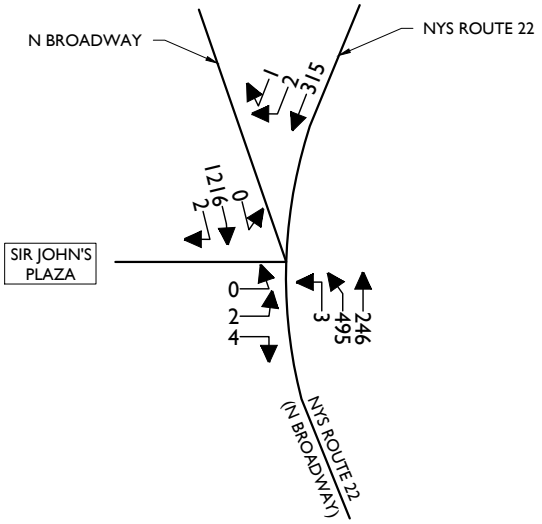

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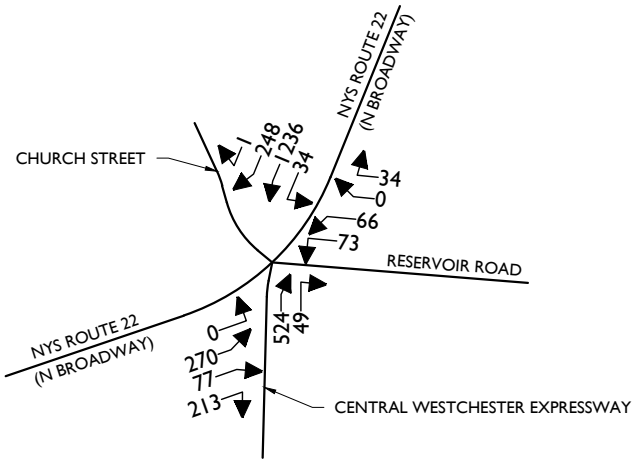

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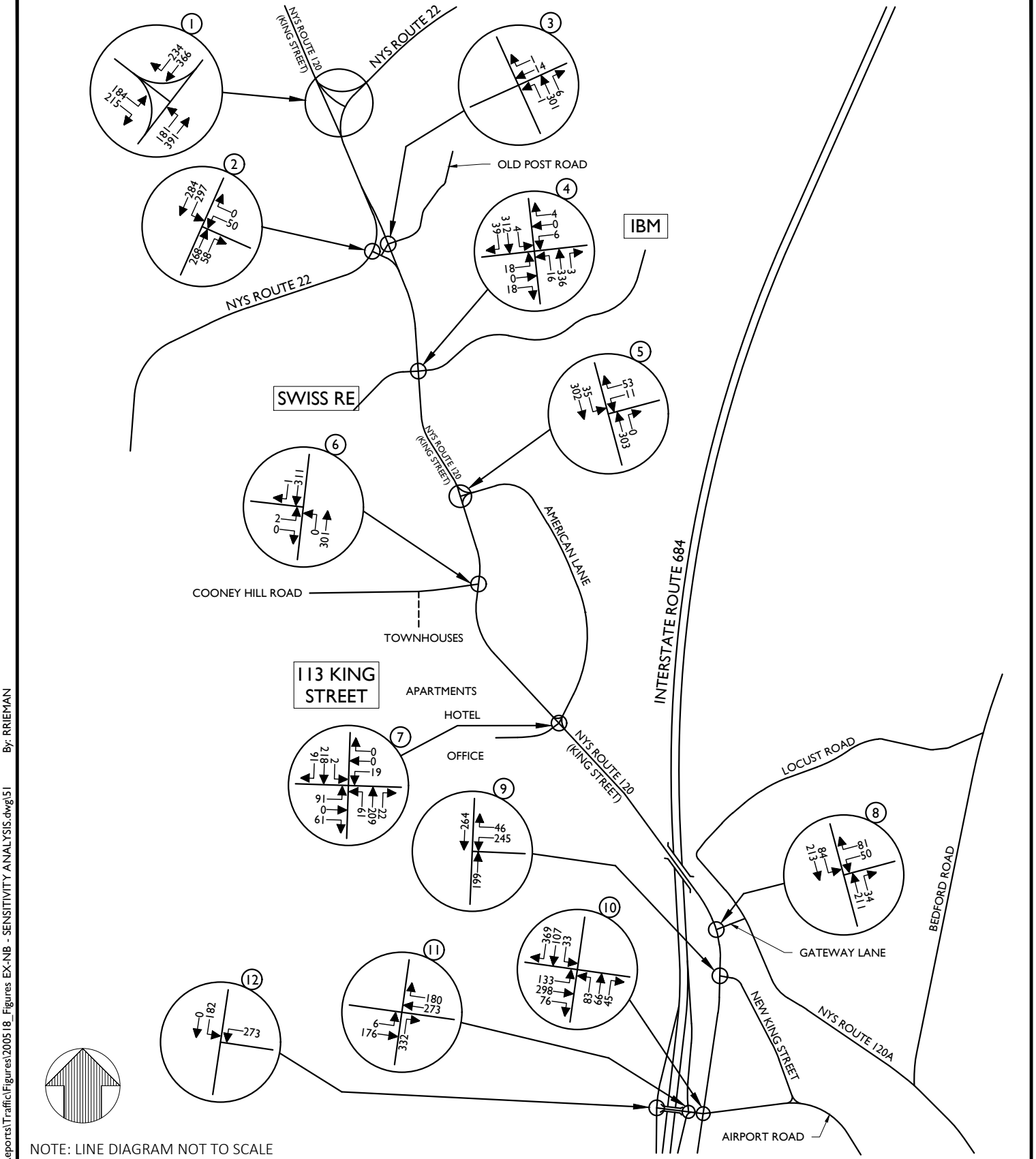
DRAWING NAME: 200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 50-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\50A By: RRIEMAN



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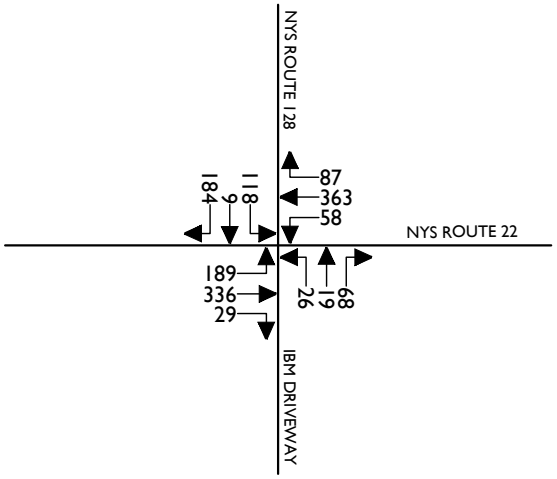
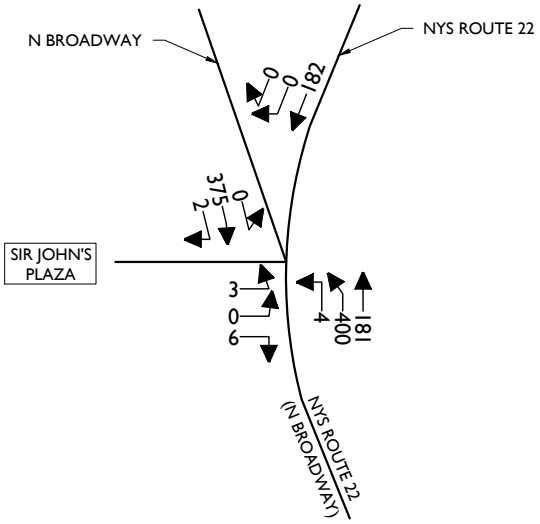
18002018A	200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

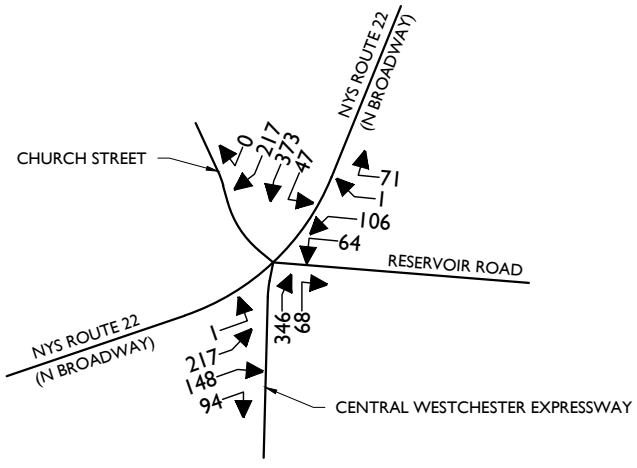
SHEET TITLE:
SENSITIVITY ANALYSIS
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 51

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg|51 By: RRIEMAN







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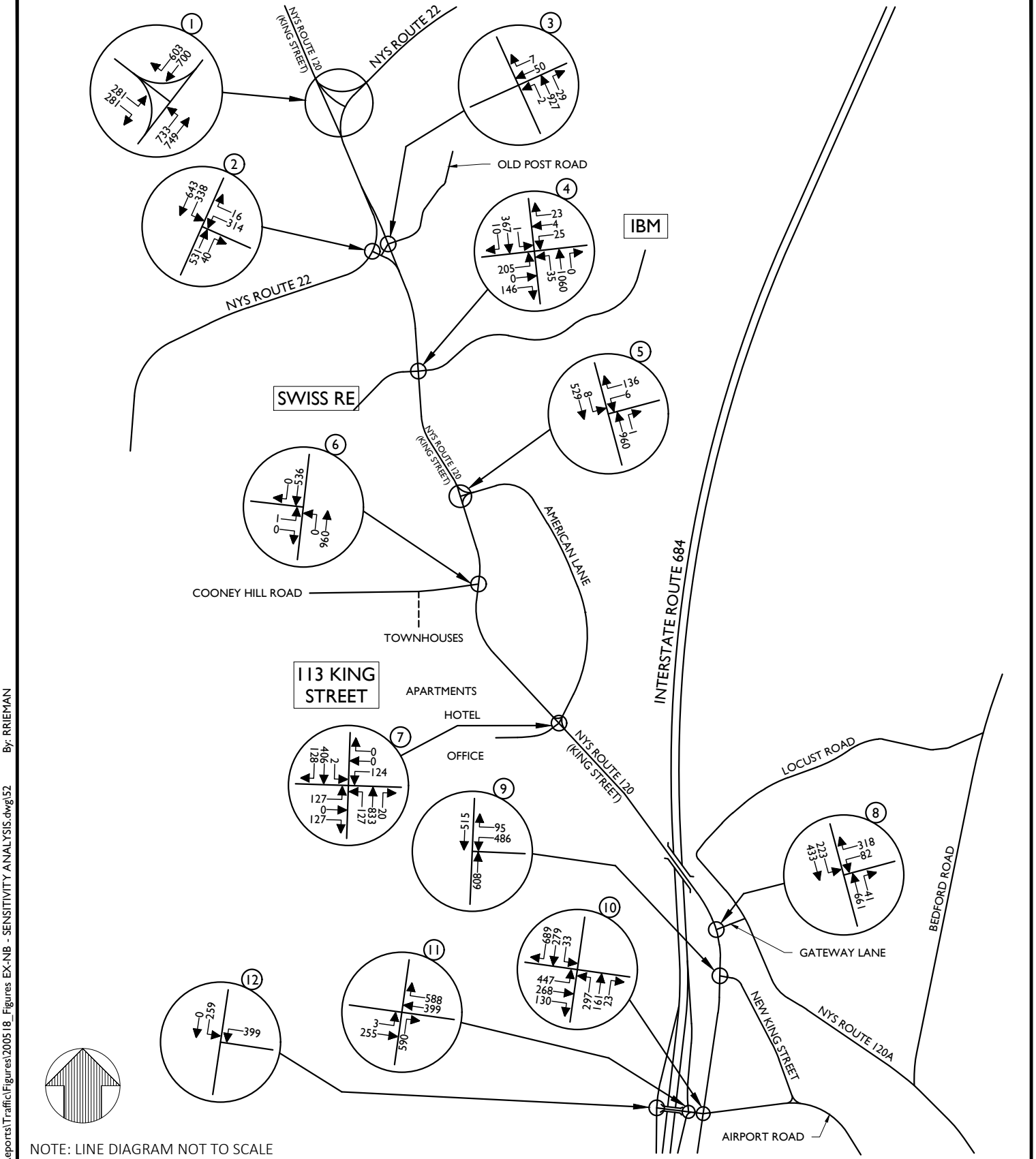
SHEET TITLE:
SENSITIVITY ANALYSIS
2024 NO-BUILD VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 51-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\51A By: RRIEMAN



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PROJECT NUMBER:	DRAWING NAME:
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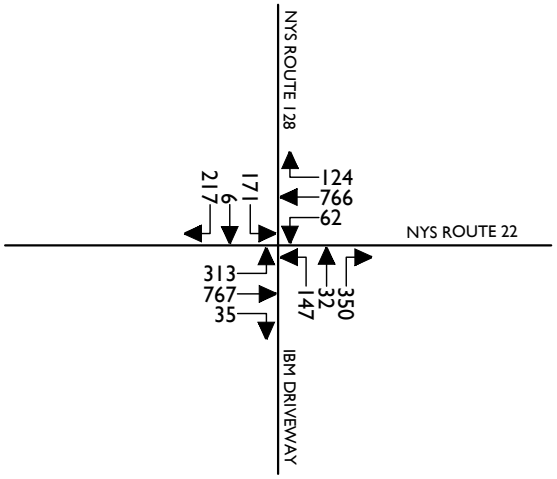
SHEET TITLE:
SENSITIVITY ANALYSIS
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 52

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\52 By: RRIEMAN



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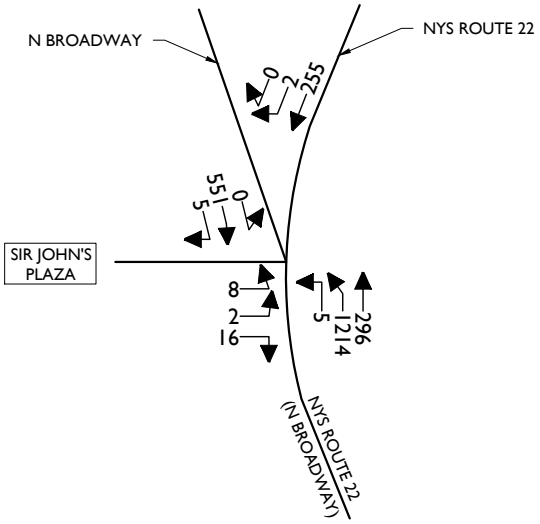

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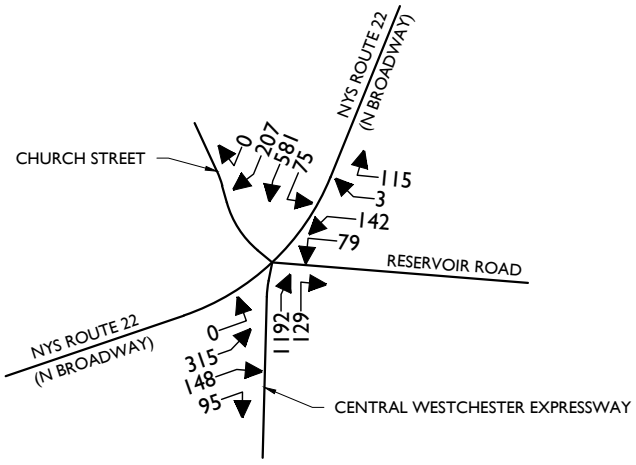

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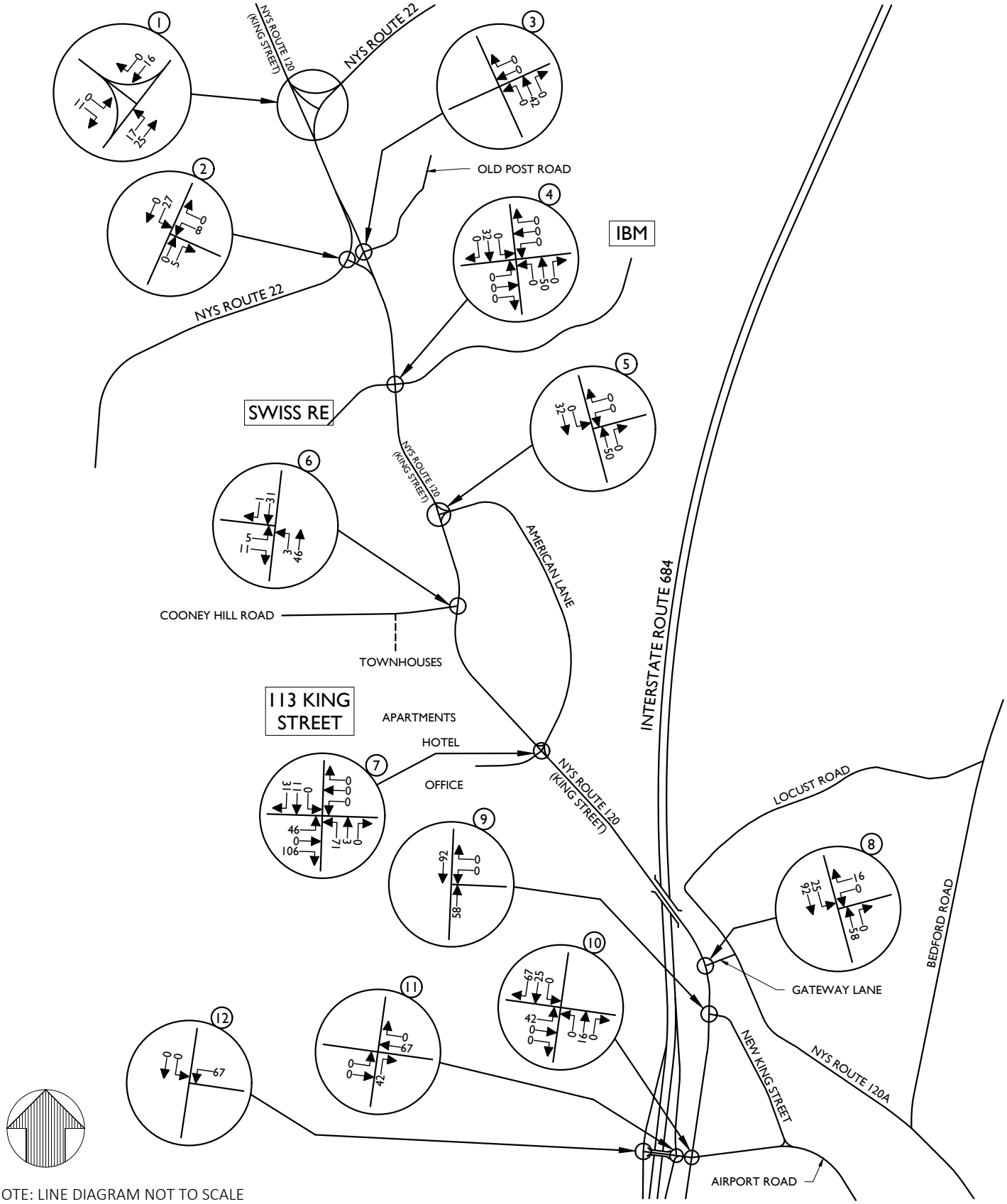
DRAWING NAME: 200518_FIGURES EX-NB - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 52-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures EX-NB - SENSITIVITY ANALYSIS.dwg\52A By: RRIEMAN



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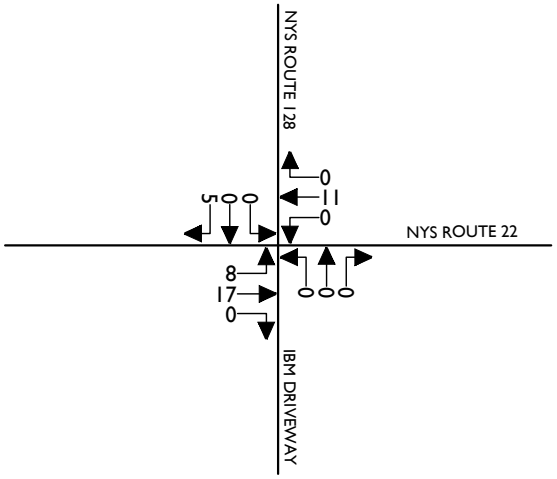
PROJECT NUMBER:	DRAWING NAME:
18002018A	200518_FIGURES BD - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 53

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\53 By: RRIEMAN



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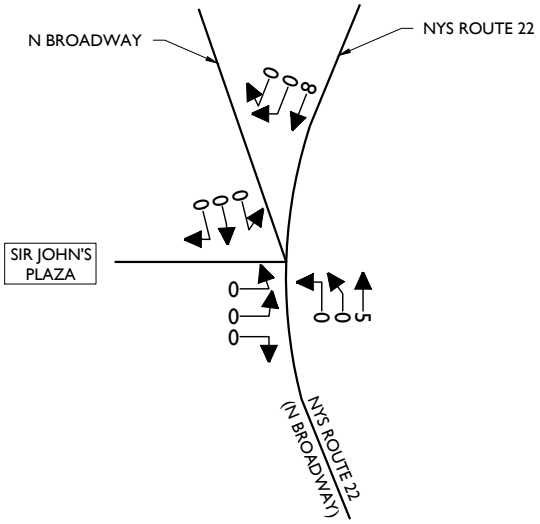

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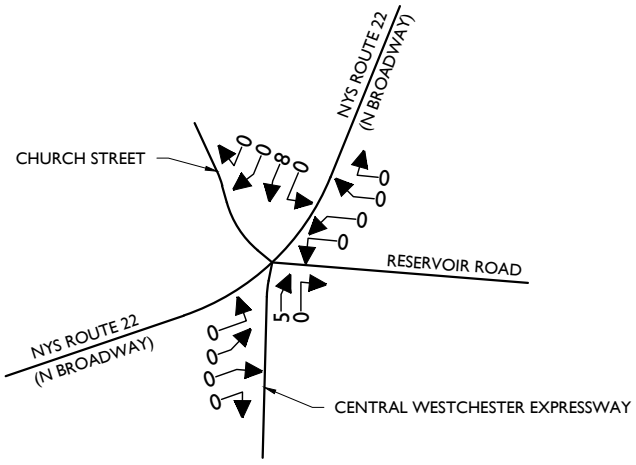

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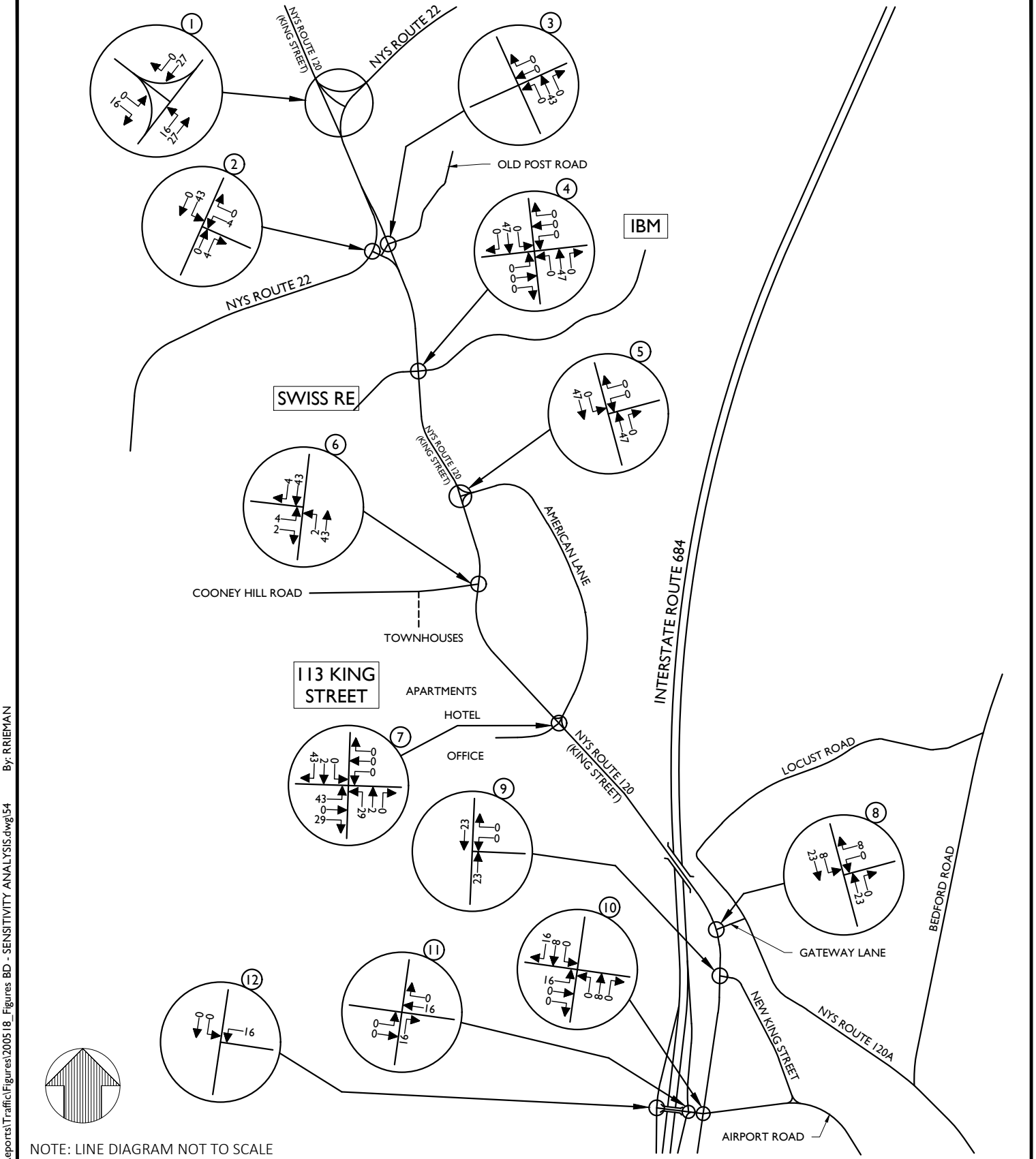
PROJECT NUMBER: 18002018A
DRAWING NAME: 200518_FIGURES BD - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 53-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\53A By: RRIEMAN



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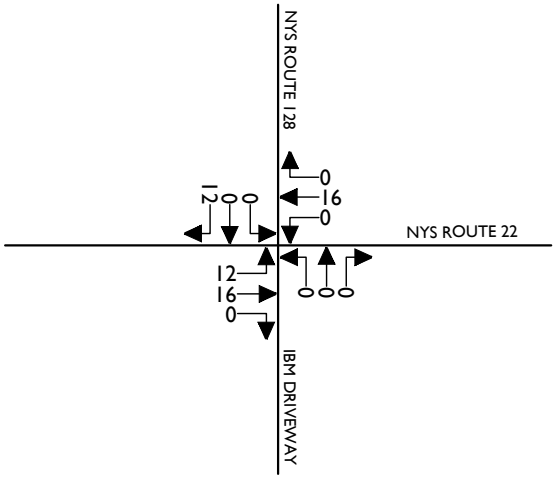
18002018A	200518_FIGURES BD - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 54

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\S4 By: RRIEMAN



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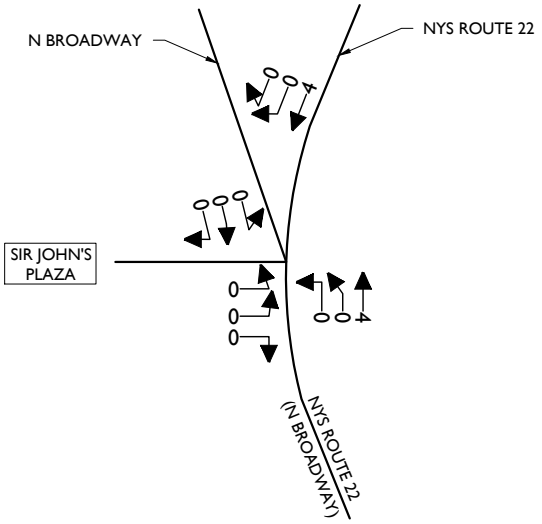

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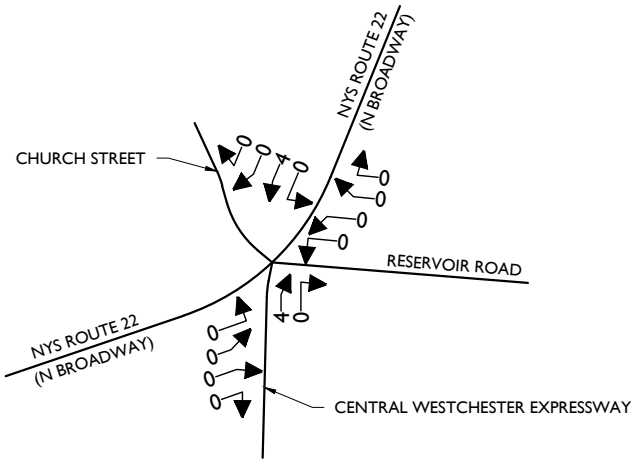

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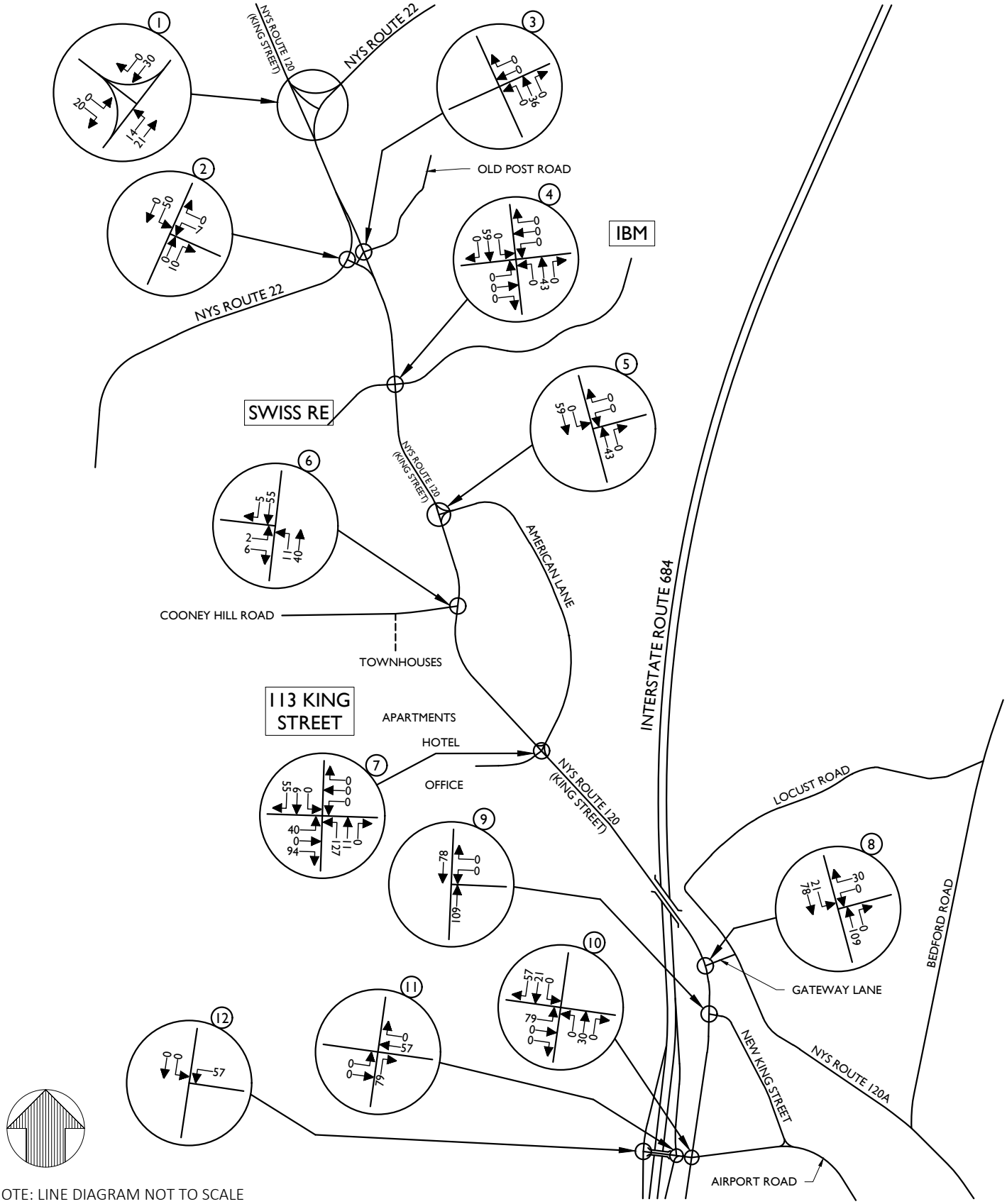
SHEET TITLE:
SENSITIVITY ANALYSIS
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 54-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\S4A By: RRIEMAN



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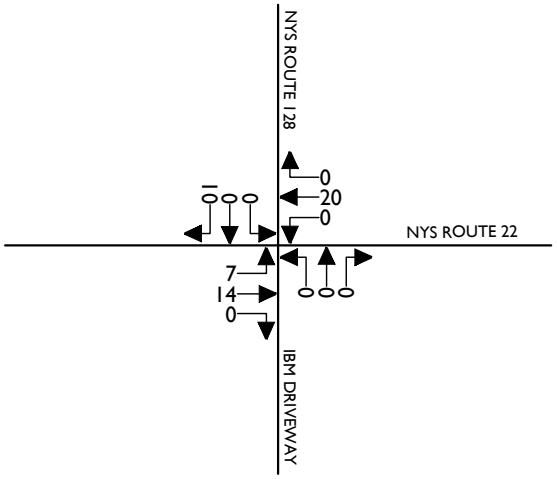
SHEET TITLE:
SENSITIVITY ANALYSIS
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 55

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\55 By: RRIEMAN



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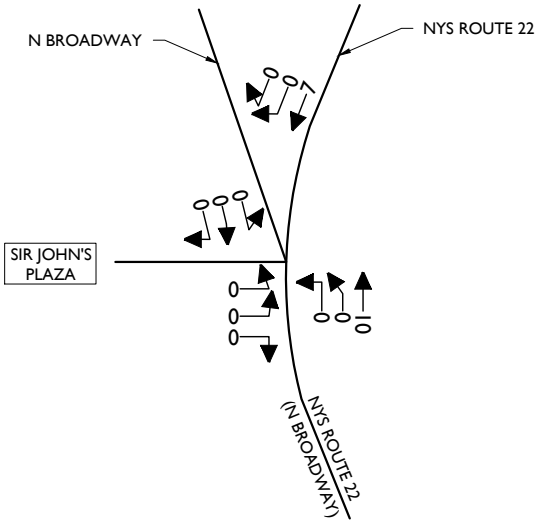

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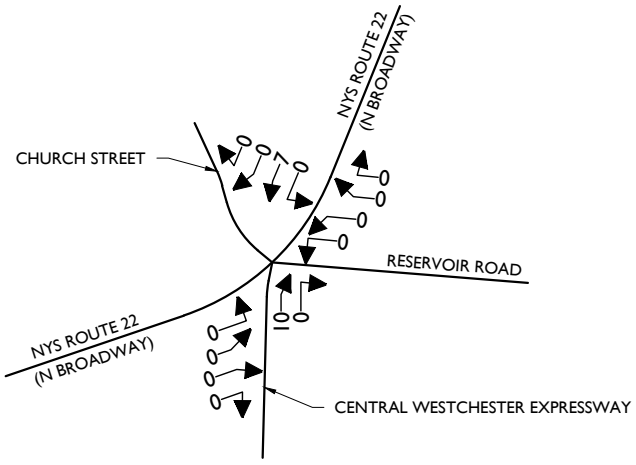

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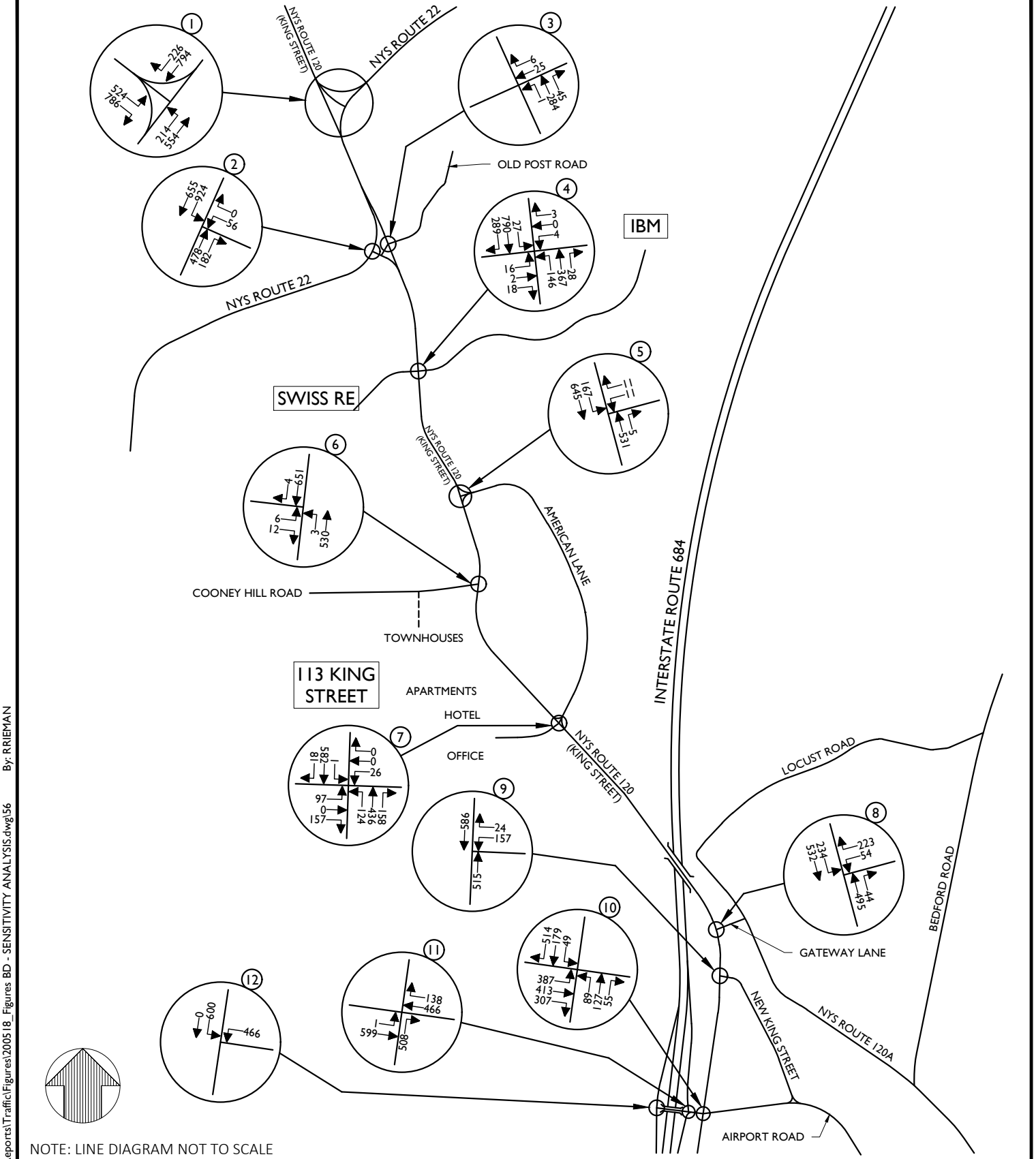
DRAWING NAME: 200518_FIGURES BD - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
TOTAL
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 55-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\55A By: RRIEMAN



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PROJECT NUMBER:	DRAWING NAME:
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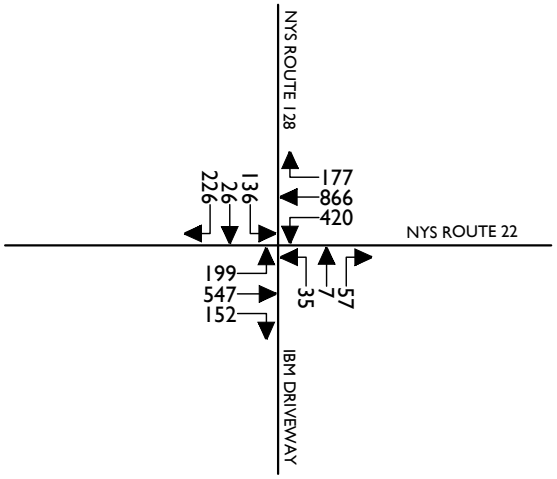
SHEET TITLE:
SENSITIVITY ANALYSIS
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 56

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\56 By: RRIEMAN



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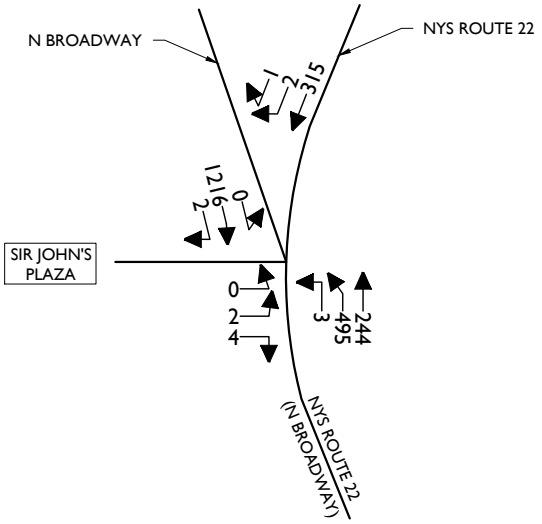

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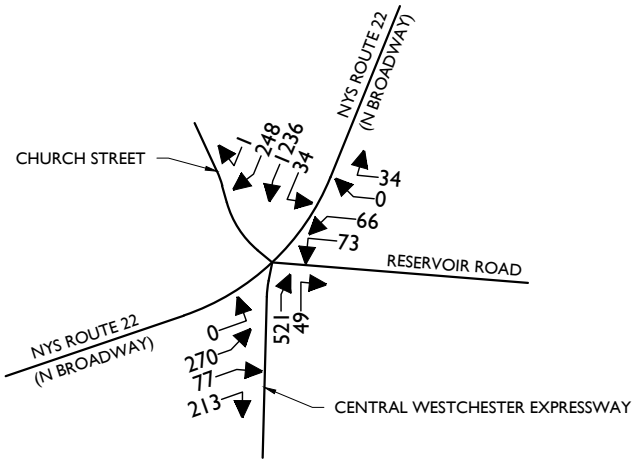

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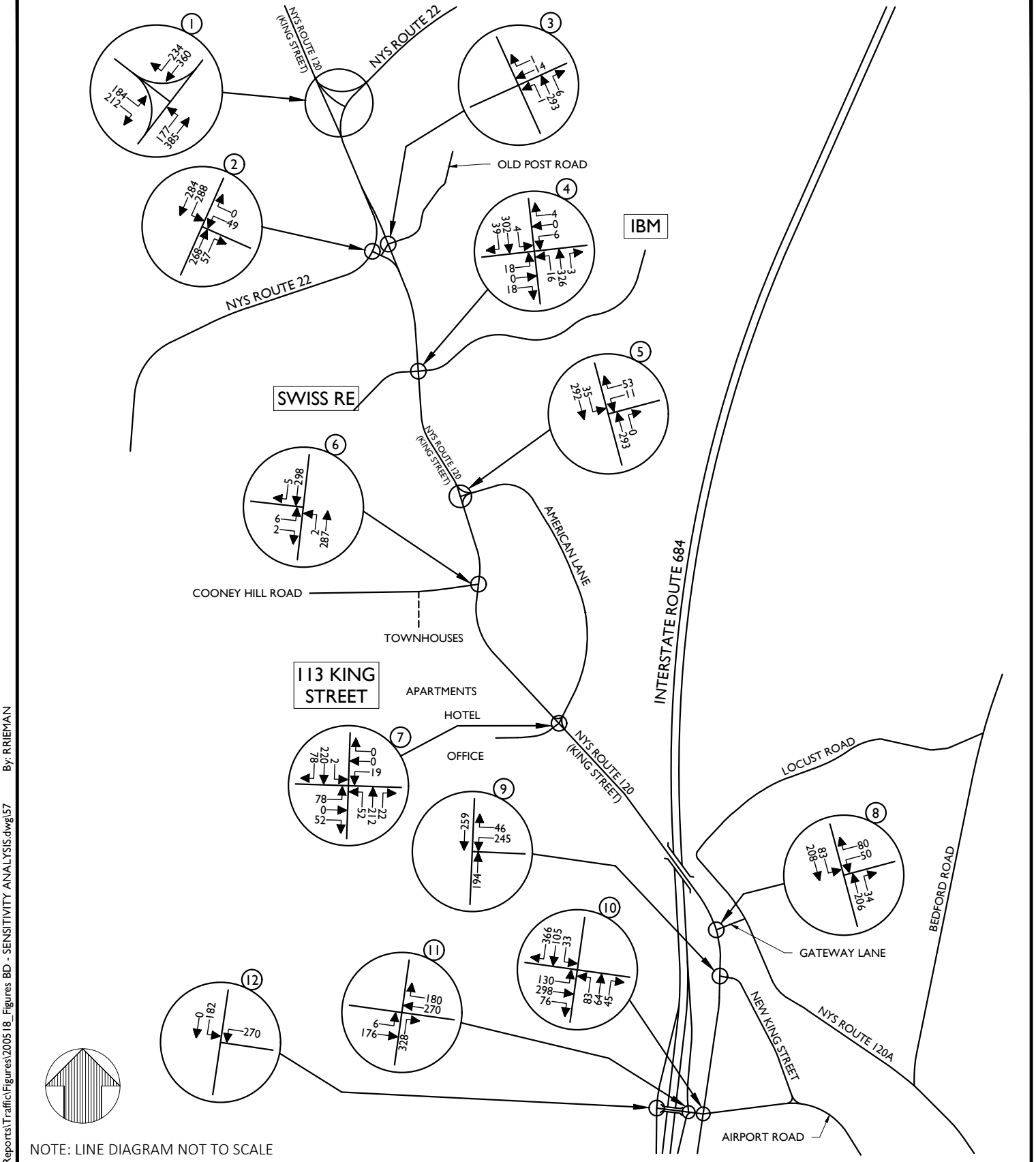
18002018A	200518_FIGURES BD - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 56-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\56A By: RRIEMAN



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SHEET TITLE:
SENSITIVITY ANALYSIS
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 57

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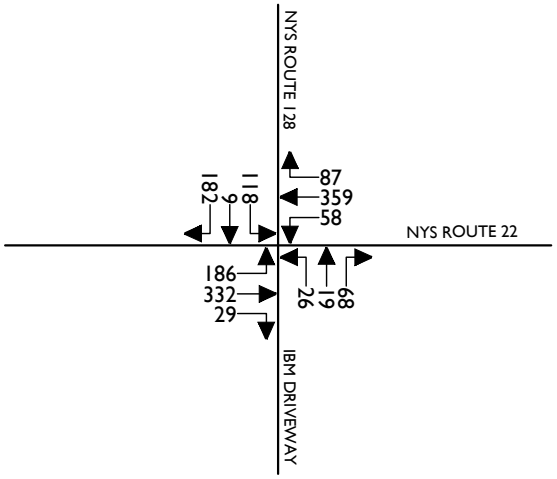

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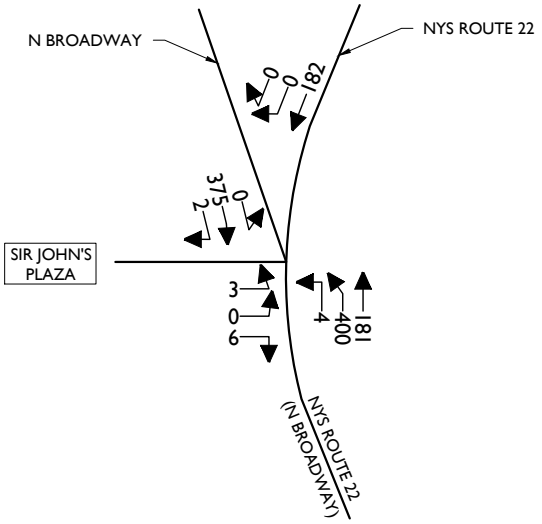

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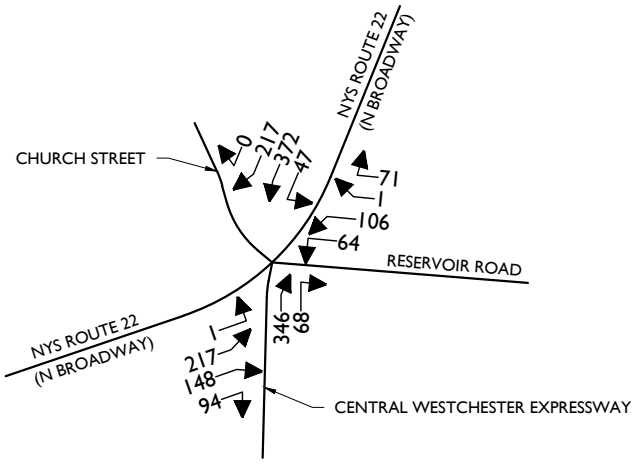

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TRAFFIC IMPACT STUDY

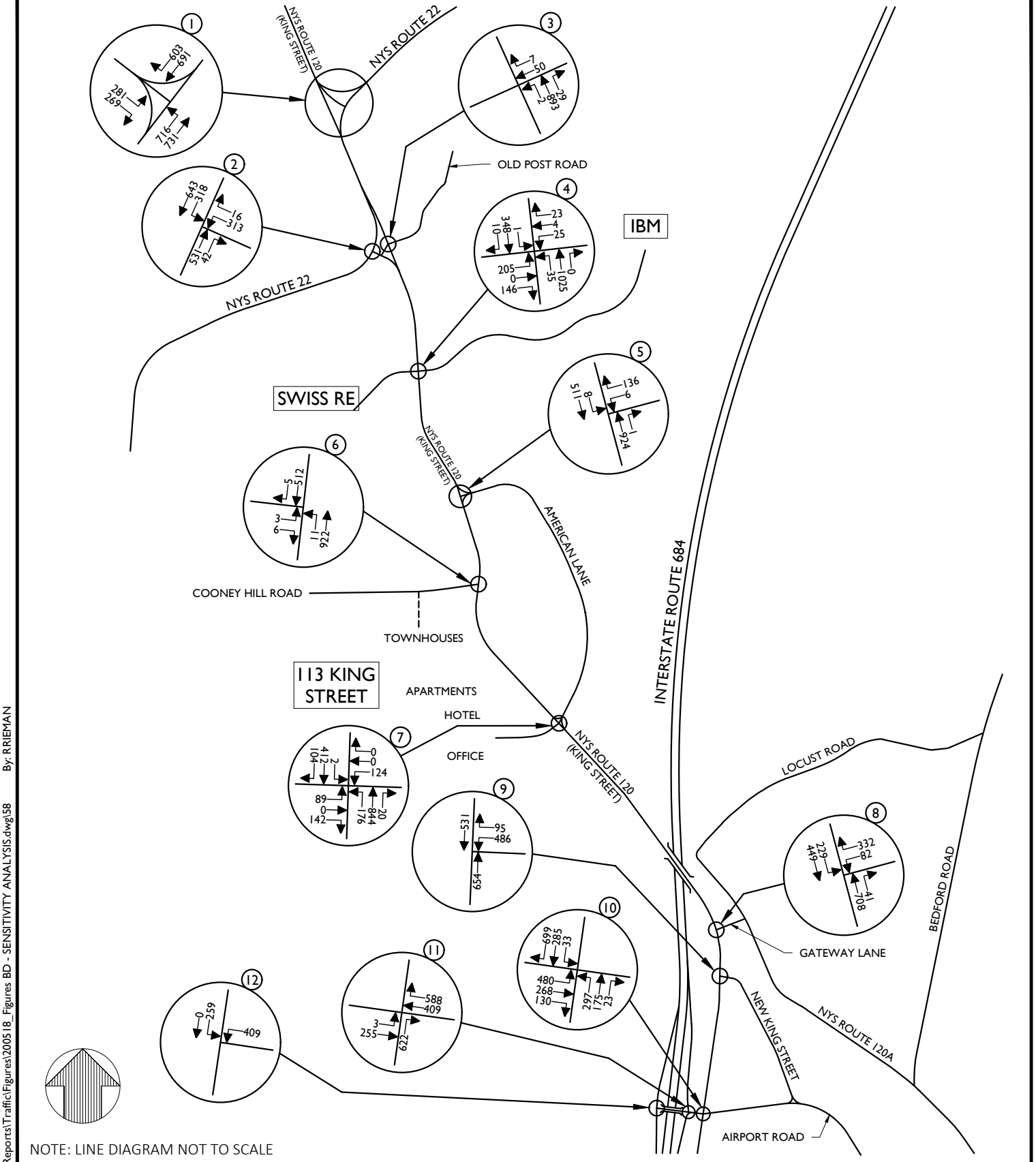
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
N.T.S.	05/19/2020	N.S.T.	J.T.C.

PROJECT NUMBER: 18002018A
DRAWING NAME: 200518_FIGURES BD - SENSITIVITY ANALYSIS

SHEET TITLE:
SENSITIVITY ANALYSIS
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 57-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\57A By: RRIEMAN



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AIRPORT CAMPUS
(113 KING STREET)

TOWN OF NORTH CASTLE
WESTCHESTER COUNTY
NEW YORK

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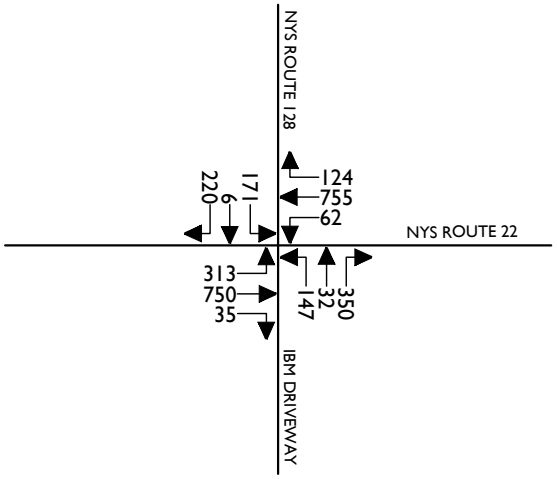
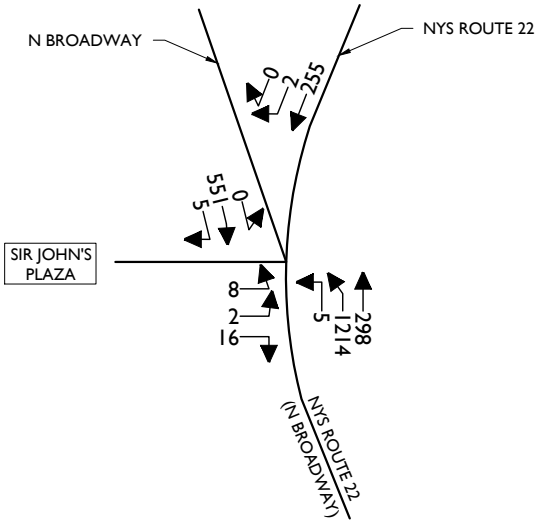
18002018A	200518_FIGURES BD - SENSITIVITY ANALYSIS

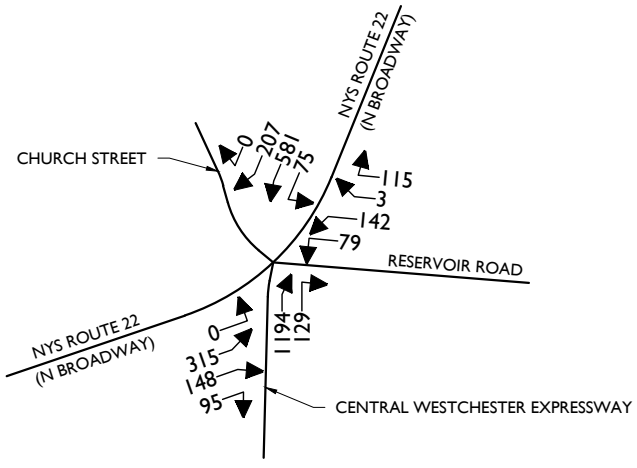
SHEET TITLE:
SENSITIVITY ANALYSIS
2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 58

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\58 By: RRIEMAN







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WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 58-A

2018A_Airport Campus (113 King Street)\Reports\Traffic\Figures\200518_Figures BD - SENSITIVITY ANALYSIS.dwg\58A By: RRIEMAN

TABLE NO. 1-S

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

AIRPORT CAMPUS (113 KING STREET)	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
EXISTING OFFICE BUILDING (1) (100,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.00	100	1.00 *	100	2.00	200
WEEKDAY PEAK MIDDAY HOUR *	0.58 **	58	0.58 **	58	1.16	116
WEEKDAY PEAK PM HOUR	0.97 *	97	0.97	97	1.94	194
EXISTING OFFICE BUILDING (1) (161,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.00	161	1.00 *	161	2.00	322
WEEKDAY PEAK MIDDAY HOUR *	0.58 **	94	0.58 **	94	1.16	188
WEEKDAY PEAK PM HOUR	0.97 *	156	0.97	156	1.94	312
TOTAL TRIPS						
WEEKDAY PEAK AM HOUR	**------**	**261**	**------**	**261**	**------**	**522**
WEEKDAY PEAK MIDDAY HOUR *	**------**	**152**	**------**	**152**	**------**	**304**
WEEKDAY PEAK PM HOUR	**------**	**253**	**------**	**253**	**------**	**506**

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
TRIP GENERATION HANDBOOK - 10TH EDITION, 2017
(1) ITE LAND USE 710 - OFFICE

* ASSUMES THE ENTRY AND EXIT VOLUMES ARE EQUAL THEREBY ESSENTIALLY DOUBLING THE TRAFFIC VOLUMES
** ASSUMES THE ENTRY AND EXIT VOLUMES ARE DOUBLED
TO ACCOUNT FOR SURCHARGE AND AUTONOMOUS VEHICLES AS REQUIRED IN THE SCOPE

TABLE NO. 2-S

HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

AIRPORT CAMPUS (113 KING STREET) TO REMAIN	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
EXISTING OFFICE BUILDING (1) (100,000 S.F.)						
WEEKDAY PEAK AM HOUR	1.00	100	1.00 *	100	2.00	200
WEEKDAY PEAK MIDDAY HOUR *	0.58 **	58	0.58 **	58	1.16	116
WEEKDAY PEAK PM HOUR	0.97 *	97	0.97	97	1.94	194

AIRPORT CAMPUS (113 KING STREET) PROPOSED	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
HOTEL (2) (125 ROOMS)						
WEEKDAY PEAK AM HOUR	0.56 ***	70	0.38 ***	48	0.94 ***	118
WEEKDAY PEAK MIDDAY HOUR *	0.27 ***	34	0.27 ***	34	0.54 ***	68
WEEKDAY PEAK PM HOUR	0.62 ***	78	0.58 ***	72	1.20 ***	150
APARTMENTS (3) (149 UNITS)						
WEEKDAY PEAK AM HOUR	0.22 ***	32	0.70 ***	104	0.92 ***	136
WEEKDAY PEAK MIDDAY HOUR *	0.26 ***	38	0.26 ***	38	0.52 ***	76
WEEKDAY PEAK PM HOUR	0.70 ***	104	0.42 ***	62	1.12 ***	166
TOWNHOUSES (3) (22 UNITS)						
WEEKDAY PEAK AM HOUR	0.22 ***	4	0.70 ***	16	0.92 ***	20
WEEKDAY PEAK MIDDAY HOUR *	0.26 ***	6	0.26 ***	6	0.52 ***	12
WEEKDAY PEAK PM HOUR	0.70 ***	16	0.42 ***	8	1.12 ***	24
TOTAL "NEW" TRIPS						
WEEKDAY PEAK AM HOUR	**------**	**106**	**------**	**168**	**------**	**274**
WEEKDAY PEAK MIDDAY HOUR *	**------**	**78**	**------**	**78**	**------**	**156**
WEEKDAY PEAK PM HOUR	**------**	**198**	**------**	**142**	**------**	**340**

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
TRIP GENERATION HANDBOOK - 10TH EDITION, 2017
(1) ITE LAND USE 710 - OFFICE
(2) ITE LAND USE 310 - HOTEL
(3) ITE LAND USE 220 - MULIFAMILY HOUSING

* ASSUMES THE ENTRY AND EXIT VOLUMES ARE EQUAL THEREBY ESSENTIALLY DOUBLING THE TRAFFIC VOLUMES
** ASSUMES THE ENTRY AND EXIT VOLUMES ARE DOUBLED
TO ACCOUNT FOR SURCHARGE AND AUTONOMOUS VEHICLES AS REQUIRED IN THE SCOPE

*** DOUBLED THE ITE TRIP RATE AS REQUIRED IN THE SCOPE

TABLE NO. 3-S

SENSITIVITY ANALYSIS

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	NYS ROUTE 22 & NYS ROUTE 120 (NORTH)																			
	SIGNALIZED																			
	NYS ROUTE 22	NB L	D	53.2	0.71	C	32.0	0.50	F	281.5	1.54	D	51.8	0.68	C	31.7	0.49	F	263.6	1.49
		NB T	B	12.7	0.31	A	8.1	0.22	B	10.6	0.37	B	12.8	0.31	A	8.1	0.21	B	10.5	0.36
		NB APPROACH	**C**	**24.4**	**----**	**B**	**15.7**	**----**	**F**	**144.6**	**----**	**C**	**23.7**	**----**	**B**	**15.5**	**----**	**F**	**135.8**	**----**
	NYS ROUTE 22	SB T	D	49.7	0.87	C	28.3	0.49	D	45.6	0.80	D	47.5	0.84	C	28.1	0.48	D	45.5	0.79
		SB R	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43
		SB APPROACH	**D**	**39.0**	**----**	**B**	**17.4**	**----**	**C**	**24.9**	**----**	**D**	**37.0**	**----**	**B**	**17.1**	**----**	**C**	**24.7**	**----**
	NYS ROUTE 120	SEB L	F	103.7	1.08	C	32.2	0.52	D	51.7	0.74	F	97.3	1.07	C	31.9	0.52	D	51.5	0.74
		SEB R	A	1.7	0.57	A	0.2	0.15	A	0.3	0.20	A	1.6	0.56	A	0.2	0.15	A	0.3	0.19
		SEB APPROACH	**D**	**41.9**	**----**	**B**	**15.0**	**----**	**C**	**26.0**	**----**	**D**	**39.9**	**----**	**B**	**15.0**	**----**	**C**	**26.5**	**----**
		OVERALL	**D**	**36.5**	**----**	**B**	**16.2**	**----**	**E**	**78.1**	**----**	**C**	**34.9**	**----**	**B**	**16.0**	**----**	**E**	**73.9**	**----**
	W/ SIGNAL TIMING CHANGES																			
	NYS ROUTE 22	NB L	E	60.5	0.76	--	----	----	F	191.3	1.33	E	56.7	0.71	--	----	----	F	177.8	1.29
		NB T	B	16.1	0.34	--	----	----	B	10.2	0.36	B	16.1	0.33	--	----	----	B	10.2	0.36
		NB APPROACH	**C**	**28.9**	**----**	--	----	----	**F**	**99.8**	**----**	**C**	**27.4**	**----**	--	----	----	**F**	**93.1**	**----**
	NYS ROUTE 22	SB T	E	62.0	0.94	--	----	----	E	59.1	0.90	E	60.0	0.93	--	----	----	E	58.2	0.90
		SB R	A	0.2	0.16	--	----	----	A	0.9	0.43	A	0.2	0.16	--	----	----	A	0.9	0.43
		SB APPROACH	**D**	**48.6**	**----**	--	----	----	**C**	**32.2**	**----**	**D**	**46.7**	**----**	--	----	----	**C**	**31.5**	**----**
	NYS ROUTE 120	SEB L	E	65.5	0.95	--	----	----	E	55.2	0.76	E	63.3	0.94	--	----	----	E	55.1	0.76
		SEB R	A	1.7	0.57	--	----	----	A	0.3	0.20	A	1.6	0.56	--	----	----	A	0.3	0.19
		SEB APPROACH	**C**	**26.8**	**----**	--	----	----	**C**	**27.8**	**----**	**C**	**25.9**	**----**	--	----	----	**C**	**28.3**	**----**
		OVERALL	**C**	**34.5**	**----**	--	----	----	**E**	**61.4**	**----**	**C**	**33.1**	**----**	--	----	----	**E**	**58.1**	**----**
2	NYS ROUTE 22 & NYS ROUTE 120 (SOUTH)																			
	SIGNALIZED																			
	NYS ROUTE 22	NB T	D	36.0	0.70	B	19.4	0.37	C	33.0	0.69	D	36.0	0.70	B	19.3	0.37	C	32.4	0.69
		NB R	B	16,.6	0.31	A	2.4	0.07	A	1.9	0.05	B	16.4	0.30	A	2.4	0.07	A	1.9	0.05
		NB APPROACH	**C**	**30.6**	**----**	**B**	**16.4**	**----**	**C**	**30.8**	**----**	**C**	**30.6**	**----**	**B**	**16.4**	**----**	**C**	**30.2**	**----**
	NYS ROUTE 22	SB L	C	24.4	0.72	B	19.5	0.41	D	36.3	0.59	C	23.5	0.69	B	19.5	0.40	D	35.9	0.57
		SB T	A	4.4	0.28	A	5.2	0.14	B	11.7	0.39	A	4.4	0.28	A	5.2	0.14	B	11.7	0.39
		SB APPROACH	**B**	**16.4**	**----**	**B**	**12.5**	**----**	**C**	**20.2**	**----**	**B**	**15.6**	**----**	**B**	**12.4**	**----**	**B**	**19.7**	**----**
	NYS ROUTE 120	WB L-R	D	38.3	0.28	C	20.4	0.15	D	37.6	0.74	D	38.3	0.28	C	20.4	0.15	D	37.0	0.74
		WB APPROACH	**D**	**38.3**	**----**	**C**	**20.4**	**----**	**D**	**37.6**	**----**	**D**	**38.3**	**----**	**C**	**20.4**	**----**	**D**	**37.0**	**----**
		OVERALL	**C**	**20.9**	**----**	**B**	**14.3**	**----**	**C**	**26.5**	**----**	**C**	**20.5**	**----**	**B**	**14.2**	**----**	**C**	**26.0**	**----**
3	KING STREET & OLD POST ROAD																			
	UNSIGNALIZED																			
	OLD POST ROAD	WB T-R	B	10.4	0.044	B	10.0	0.022	C	22.0	0.250	B	10.2	0.048	A	9.9	0.022	C	20.9	0.238
4	NYS ROUTE 120 & SWISS RE DRIVEWAY / IBM DRIVEWAY																			
	SIGNALIZED																			
	SWISS RE DRIVEWAY	EB L-T	C	29.8	0.12	C	26.3	0.09	D	44.6	0.74	C	29.8	0.12	C	26.3	0.09	D	44.6	0.74
		EB R	A	4.8	0.11	A	4.5	0.09	A	4.0	0.26	A	4.8	0.11	A	4.5	0.09	A	4.0	0.26
		EB APPROACH	**B**	**16.7**	**----**	**B**	**15.4**	**----**	**C**	**27.7**	**----**	**B**	**16.7**	**----**	**B**	**15.4**	**----**	**C**	**27.7**	**----**
	IBM DRIVEWAY	WB L-T	C	28.5	0.02	C	26.2	0.03	C	25.7	0.11	C	28.5	0.02	C	26.2	0.03	C	25.7	0.11
		WB R	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04
		WB APPROACH	**B**	**16.3**	**----**	**B**	**15.8**	**----**	**B**	**16.0**	**----**	**B**	**16.3**	**----**	**B**	**15.8**	**----**	**B**	**16.0**	**----**
	NYS ROUTE 120	NB L	A	5.3	0.42	A	1.9	0.02	A	8.2	0.09	A	4.4	0.39	A	1.9	0.02	A	8.2	0.09
		NB T	A	4.8	0.30	A	3.2	0.22	F	108.8	1.17	A	4.7	0.28	A	3.2	0.21	F	93.5	1.13
		NB R	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00
		NB APPROACH	**A**	**4.7**	**----**	**A**	**3.2**	**----**	**F**	**105.6**	**----**	**A**	**4.3**	**----**	**A**	**3.1**	**----**	**F**	**90.7**	**----**
	NYS ROUTE 120	SB L	A	2.4	0.04	A	2.2	0.00	A	8.0	0.01	A	2.4	0.04	A	2.2	0.00	A	8.0	0.01
		SB T	B	15.8	0.75	A	4.2	0.21	B	18.6	0.47	B	14.3	0.71	A	4.2	0.21	B	18.2	0.45
		SB R	A	3.7	0.28	A	0.6	0.03	A	0.0	0.01	A	3.5	0.28	A	0.6	0.03	A	0.0	0.01
		SB APPROACH	**B**	**12.5**	**----**	**A**	**3.8**	**----**	**B**	**18.1**	**----**	**B**	**11.2**	**----**	**A**	**3.8**	**----**	**B**	**17.7**	**----**
		OVERALL	**B**	**10.0**	**----**	**A**	**4.2**	**----**	**E**	**71.0**	**----**	**A**	**9.1**	**----**	**A**	**4.2**	**----**	**E**	**62.1**	**----**
	W/ SIGNAL TIMING CHANGES																			
	SWISS RE DRIVEWAY	EB L-T	--	----	----	--	----	----	D	48.2	0.75	--	----	----	--	----	----	D	48.9	0.76
		EB R	--	----	----	--	----	----	A	4.3	0.27	--	----	----	--	----	----	A	4.3	0.27
		EB APPROACH	--	----	----	--	----	----	**C**	**29.9**	**----**	--	----	----	--	----	----	**C**	**30.3**	**----**
	IBM DRIVEWAY	WB L-T	--	----	----	--	----	----	C	27.9	0.11	--	----	----	--	----	----	C	28.3	0.11
		WB R	--	----	----	--	----	----	A	4.7	0.05	--	----	----	--	----	----	A	4.7	0.05
		WB APPROACH	--	----	----	--	----	----	**B**	**17.3**	**----**	--	----	----	--	----	----	**B**	**17.5**	**----**
	NYS ROUTE 120	NB L	--	----	----	--	----	----	A	8.2	0.09	--	----	----	--	----	----	A	8.2	0.09
		NB T	--	----	----	--	----	----	F	95.1	1.14	--	----	----	--	----	----	E	78.8	1.09
		NB R	--	----	----	--	----	----	A	0.0	0.00	--	----	----	--	----	----	A	0.0	0.00
		NB APPROACH	--	----	----	--	----	----	**F**	**92.3**	**----**	--	----	----	--	----	----	**E**	**76.5**	**----**
	NYS ROUTE 120	SB L	--	----	----	--	----	----	A	9.0	0.01	--	----	----	--	----	----	A	9.0	0.01
		SB T	--	----	----	--	----	----	B	18.0	0.45	--	----	----	--	----	----	B	17.6	0.42
		SB R	--	----	----	--	----	----	A	0.0	0.01	--	----	----	--	----	----	A	0.0	0.01
		SB APPROACH	--	----	----	--	----	----	**B**	**17.6**	**----**	--	----	----	--	----	----	**B**	**17.1**	**----**
		OVERALL	--	----	----	--	----	----	**E**	**63.5**	**----**	--	----	----	--	----	----	**D**	**54.2**	**----**

TABLE NO. 3-S

SENSITIVITY ANALYSIS

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
5	NYS ROUTE 120 & AMERICAN LANE (N)																			
	UNSIGNALIZED																			
	NYS ROUTE 120	SB L-T	A	9.5	0.180	A	8.0	0.030	B	11.1	0.015	A	9.3	0.176	A	8.0	0.030	B	10.8	0.015
	AMERICA LANE (N)	WB L	E	40.9	0.104	B	13.4	0.026	D	33.8	0.052	E	36.5	0.093	B	13.2	0.026	D	31.4	0.048
	AMERICA LANE (N)	WB R	B	12.4	0.024	B	10.2	0.075	D	31.5	0.540	B	12.2	0.023	B	10.2	0.074	D	28.9	0.513
6	NYS ROUTE 120 & COONEY HILL ROAD																			
	UNSIGNALIZED																			
	NYS ROUTE 120	NB L-T	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	8.9	0.003	A	7.9	0.002	A	8.8	0.014
	COONEY HILL ROAD	EB L-R	D	31.1	0.015	B	14.3	0.005	F	61.4	0.019	C	24.6	0.093	B	13.2	0.019	D	29.5	0.069
7	NYS ROUTE 120 & 113 KING STREET DRIVEWAY / AMERICAN LANE (S)																			
	SIGNALIZED																			
	NYS ROUTE 120	NWB L	A	6.9	0.34	A	4.8	0.10	A	6.4	0.31	A	6.5	0.30	A	4.7	0.08	A	7.5	0.41
		NWB T	A	7.2	0.41	A	5.3	0.18	B	15.6	0.79	A	7.3	0.41	A	5.4	0.19	B	16.1	0.80
		NWB R	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02
		NWB APPROACH	**A**	**5.8**	**----**	**A**	**5.0**	**----**	**B**	**14.1**	**----**	**A**	**5.8**	**----**	**A**	**5.0**	**----**	**B**	**14.4**	**----**
	NYS ROUTE 120	SEB L-T-R	C	23.7	0.80	B	10.8	0.34	B	17.8	0.66	C	21.5	0.75	A	9.9	0.31	B	17.4	0.64
		SEB APPROACH	**C**	**23.7**	**----**	**B**	**10.8**	**----**	**B**	**17.8**	**----**	**C**	**21.5**	**----**	**A**	**9.9**	**----**	**B**	**17.4**	**----**
	113 KING STREET DRIVEWAY	NEB L-T	D	44.0	0.60	D	37.0	0.41	E	58.0	0.75	D	37.9	0.44	D	35.5	0.35	D	42.3	0.52
		NEB R	A	8.7	0.37	A	0.9	0.17	A	8.6	0.38	A	8.6	0.41	A	0.8	0.14	A	8.6	0.40
		NEB APPROACH	**C**	**26.3**	**----**	**C**	**22.5**	**----**	**C**	**33.3**	**----**	**B**	**19.7**	**----**	**C**	**21.7**	**----**	**C**	**21.5**	**----**
	AMERICAN LANE (S)	SWB L-T	C	32.3	0.16	C	30.7	0.09	E	58.9	0.75	C	31.8	0.14	C	30.7	0.09	D	49.0	0.66
		SWB APPROACH	**C**	**32.3**	**----**	**B**	**30.7**	**----**	**E**	**58.9**	**----**	**C**	**31.8**	**----**	**C**	**30.7**	**----**	**D**	**49.0**	**----**
		OVERALL	**B**	**16.7**	**----**	**B**	**11.4**	**----**	**C**	**20.7**	**----**	**B**	**14.6**	**----**	**B**	**10.6**	**----**	**B**	**18.3**	**----**
8	NYS ROUTE 120 & GATEWAY LANE																			
	SIGNALIZED																			
	NYS ROUTE 120	NB T-R	A	3.2	0.49	A	2.3	0.20	B	13.4	0.78	A	3.2	0.48	A	2.3	0.20	B	17.0	0.85
		NB APPROACH	**A**	**3.2**	**----**	**A**	**2.3**	**----**	**B**	**13.4**	**----**	**A**	**3.2**	**----**	**A**	**2.3**	**----**	**B**	**17.0**	**----**
	NYS ROUTE 120	SB L-T	C	31.8	0.93	A	4.7	0.29	F	535.4	2.13	D	38.8	0.97	A	4.6	0.28	F	872.6	2.88
		SB APPROACH	**C**	**31.8**	**----**	**A**	**4.7**	**----**	**F**	**535.4**	**----**	**D**	**38.8**	**----**	**A**	**4.6**	**----**	**F**	**872.6**	**----**
	GATEWAY LANE	WB L-R	B	17.9	0.71	C	22.5	0.54	C	30.4	0.82	B	17.9	0.71	C	22.6	0.54	C	32.3	0.83
		WB APPROACH	**B**	**17.9**	**----**	**C**	**22.5**	**----**	**C**	**30.4**	**----**	**B**	**17.9**	**----**	**C**	**22.6**	**----**	**C**	**32.3**	**----**
		OVERALL	**B**	**19.2**	**----**	**A**	**7.3**	**----**	**F**	**212.0**	**----**	**C**	**23.0**	**----**	**A**	**7.3**	**----**	**F**	**335.3**	**----**
	W/ SIGNAL TIMING CHANGES								W/ OPTIMIZATION									W/ OPTIMIZATION		
	NYS ROUTE 120	NB T-R	--	----	----	--	----	----	B	10.1	0.60	--	----	----	--	----	----	B	11.4	0.64
		NB APPROACH	--	----	----	--	----	----	**B**	**10.1**	**----**	--	----	----	--	----	----	**B**	**11.4**	**----**
	NYS ROUTE 120	SB L-T	--	----	----	--	----	----	F	86.7	1.12	--	----	----	--	----	----	F	137.8	1.24
		SB APPROACH	--	----	----	--	----	----	**F**	**86.7**	**----**	--	----	----	--	----	----	**F**	**137.8**	**----**
	GATEWAY LANE	WB L-R	--	----	----	--	----	----	F	106.0	1.14	--	----	----	--	----	----	F	109.5	1.15
		WB APPROACH	--	----	----	--	----	----	**F**	**106.0**	**----**	--	----	----	--	----	----	**F**	**109.5**	**----**
		OVERALL	--	----	----	--	----	----	**E**	**60.5**	**----**	--	----	----	--	----	----	**E**	**79.9**	**----**
9	NYS ROUTE 120 & NEW KING STREET																			
	SIGNALIZED																			
	NYS ROUTE 120	NB T	A	8.6	0.49	A	7.7	0.19	C	21.9	0.71	A	8.5	0.48	A	7.6	0.19	C	24.9	0.76
		NB APPROACH	**A**	**8.6**	**----**	**A**	**7.7**	**----**	**C**	**21.9**	**----**	**A**	**8.5**	**----**	**A**	**7.6**	**----**	**C**	**24.9**	**----**
	NYS ROUTE 120	SB T	A	4.1	0.49	A	6.2	0.27	A	9.0	0.62	A	4.1	0.51	A	6.2	0.26	A	9.2	0.64
		SB APPROACH	**A**	**4.1**	**----**	**A**	**6.2**	**----**	**A**	**9.0**	**----**	**A**	**4.1**	**----**	**A**	**6.2**	**----**	**A**	**9.2**	**----**
	NEW KING STREET	WB L	D	38.9	0.59	D	37.6	0.68	D	40.1	0.86	D	38.9	0.59	D	37.6	0.68	D	40.1	0.86
		WB R	B	11.3	0.09	A	7.7	0.12	A	4.5	0.16	B	11.3	0.09	A	7.7	0.12	A	4.5	0.16
		WB APPROACH	**D**	**35.2**	**----**	**C**	**32.9**	**----**	**C**	**34.3**	**----**	**D**	**35.2**	**----**	**C**	**32.9**	**----**	**C**	**34.3**	**----**
		OVERALL	**B**	**10.4**	**----**	**B**	**16.9**	**----**	**C**	**22.2**	**----**	**B**	**10.2**	**----**	**B**	**17.0**	**----**	**C**	**23.3**	**----**

TABLE NO. 3-S

SENSITIVITY ANALYSIS

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
10	NYS ROUTE 120 & AIRPORT ROAD																			
	SIGNALIZED																			
	NYS ROUTE 120	NB L	B	16.7	0.21	B	13.9	0.17	C	30.1	0.67	B	16.7	0.21	B	13.6	0.16	C	31.9	0.71
		NB T T-R	B	17.3	0.19	B	14.0	0.10	C	24.6	0.13	B	17.3	0.19	B	12.7	0.09	C	25.2	0.17
		NB APPROACH	**B**	**17.1**	**----**	**B**	**14.0**	**----**	**C**	**28.0**	**----**	**B**	**17.1**	**----**	**B**	**13.1**	**----**	**C**	**29.2**	**----**
	NYS ROUTE 120	SB L	B	16.2	0.12	B	14.1	0.08	C	21.2	0.10	B	16.2	0.12	B	13.8	0.08	C	21.5	0.11
		SB T	C	30.5	0.37	C	26.0	0.22	D	51.8	0.75	C	30.9	0.39	C	25.6	0.22	D	54.6	0.79
		SB R	A	1.2	0.39	A	1.0	0.31	A	8.4	0.64	A	1.2	0.41	A	1.0	0.31	A	8.6	0.64
		SB APPROACH	**A**	**9.2**	**----**	**A**	**7.1**	**----**	**C**	**21.0**	**----**	**A**	**9.4**	**----**	**A**	**7.0**	**----**	**C**	**21.9**	**----**
	AIRPORT ROAD	EB L	C	23.0	0.53	B	17.3	0.23	C	24.5	0.54	C	22.9	0.53	B	17.5	0.23	C	25.3	0.64
		EB L-T-R	F	89.0	1.10	C	25.6	0.70	C	24.4	0.66	F	88.2	1.09	C	26.0	0.70	C	24.1	0.65
		EB APPROACH	**E**	**68.1**	**----**	**C**	**23.6**	**----**	**C**	**24.5**	**----**	**E**	**67.2**	**----**	**C**	**24.0**	**----**	**C**	**24.7**	**----**
		OVERALL	**D**	**41.4**	**----**	**B**	**15.1**	**----**	**C**	**23.7**	**----**	**D**	**40.8**	**----**	**B**	**15.1**	**----**	**C**	**24.4**	**----**
	W/ SIGNAL TIMING CHANGES																			
	NYS ROUTE 120	NB L	B	18,9	0.22	--	----	----	--	----	----	B	19.0	0.22	--	----	----	--	----	----
		NB T T-R	B	19.0	0.20	--	----	----	--	----	----	B	19.0	0.20	--	----	----	--	----	----
		NB APPROACH	**B**	**19.0**	**----**	--	----	----	--	----	----	**B**	**19.0**	**----**	--	----	----	--	----	----
	NYS ROUTE 120	SB L	B	18.3	0.13	--	----	----	--	----	----	B	18.3	0.13	--	----	----	--	----	----
		SB T	C	33.7	0.40	--	----	----	--	----	----	C	34.0	0.42	--	----	----	--	----	----
		SB R	A	1.2	0.39	--	----	----	--	----	----	A	1.2	0.40	--	----	----	--	----	----
		SB APPROACH	**B**	**10.1**	**----**	--	----	----	--	----	----	**B**	**10.2**	**----**	--	----	----	--	----	----
	AIRPORT ROAD	EB L	C	21.6	0.50	--	----	----	--	----	----	C	21.5	0.50	--	----	----	--	----	----
		EB L-T-R	E	67.7	1.03	--	----	----	--	----	----	E	66.9	1.03	--	----	----	--	----	----
		EB APPROACH	**D**	**53.1**	**----**	--	----	----	--	----	----	**D**	**52.6**	**----**	--	----	----	--	----	----
		OVERALL	**C**	**34.0**	**----**	--	----	----	--	----	----	**C**	**33.5**	**----**	--	----	----	--	----	----
11	AIRPORT ROAD & I-684 NB ON/OFF RAMP																			
	UNSIGNALIZED																			
	I-684 NB ON-RAMP	EB L-T	A	8.8	0.001	A	8.3	0.006	B	10.4	0.005	A	8.9	0.001	A	8.3	0.006	B	10.4	0.005
	I-684 NB OFF-RAMP	NB R	F	175.3	1.295	B	12.5	0.432	D	27.1	0.818	F	169.3	1.280	B	12.5	0.426	D	31.5	0.775
12	AIRPORT ROAD & I-684 SB ON/OFF RAMP																			
	UNSIGNALIZED																			
	I-684 NB ON-RAMP	WB L	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000
	I-684 NB OFF-RAMP	SB L	F	858.6	2.815	C	18.3	0.415	F	64.6	0.893	F	942.9	2.999	C	17.8	0.405	F	71.9	0.846

TABLE NO. 3-S

SENSITIVITY ANALYSIS

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
13	NYS ROUTE 22 NYS ROUTE 128 / NORTH CASTLE DRIVE (IBM)																			
	SIGNALIZED																			
	NYS ROUTE 22	NEB L	E	59.7	0.76	D	48.2	0.69	E	59.2	0.83	E	59.7	0.76	D	47.9	0.69	E	59.2	0.83
		NEB T	C	29.4	0.49	B	13.1	0.20	B	18.7	0.42	C	29.2	0.47	B	13.0	0.19	B	18.6	0.41
		NEB R	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05
		NEB APPROACH	**C**	**32.0**	**----**	**C**	**24.4**	**----**	**C**	**29.5**	**----**	**C**	**31.9**	**----**	**C**	**24.2**	**----**	**C**	**29.6**	**----**
	NYS ROUTE 22	SWB L	D	52.6	0.84	D	47.2	0.38	E	59.0	0.44	D	52.6	0.84	D	46.9	0.38	E	59.0	0.44
		SWB T	C	23.4	0.55	B	19.1	0.26	C	33.4	0.62	C	23.2	0.54	B	18.8	0.26	C	33.2	0.59
		SWB R	A	4.8	0.22	A	5.5	0.13	A	6.2	0.20	A	4.5	0.22	A	5.4	0.13	A	6.2	0.20
		SWB APPROACH	**C**	**29.5**	**----**	**B**	**19.9**	**----**	**C**	**31.5**	**----**	**C**	**29.4**	**----**	**B**	**19.6**	**----**	**C**	**31.3**	**----**
	NYS ROUTE 128	SB L-T	D	45.4	0.56	D	36.4	0.46	D	38.4	0.49	D	45.4	0.56	D	36.5	0.46	D	38.4	0.49
		SB R	A	8.2	0.49	A	7.5	0.41	A	6.3	0.39	A	8.2	0.49	A	7.5	0.41	A	6.3	0.38
		SB APPROACH	**C**	**23.6**	**----**	**B**	**19.3**	**----**	**C**	**20.8**	**----**	**C**	**23.7**	**----**	**B**	**19.4**	**----**	**C**	**20.6**	**----**
	NORTH CASTLE DRIVE (IBM)	NB L	D	38.4	0.23	C	30.3	0.12	D	42.5	0.55	D	38.4	0.23	C	30,3	0.12	D	42.5	0.55
		NB T	C	32.9	0.03	C	28.7	0.05	C	30.4	0.07	C	32.9	0.03	C	28.7	0.05	C	30.4	0.07
		NB R	A	5.4	0.17	A	7.4	0.18	A	6.4	0.53	A	5.4	0.17	A	7.4	0.18	A	6.4	0.53
		NB APPROACH	**B**	**18.9**	**----**	**B**	**16.3**	**----**	**B**	**17.8**	**----**	**B**	**18.9**	**----**	**B**	**16.3**	**----**	**B**	**17.8**	**----**
		OVERALL	**C**	**29.1**	**----**	**C**	**21.2**	**----**	**C**	**26.9**	**----**	**C**	**29.0**	**----**	**C**	**21.0**	**----**	**C**	**26.8**	**----**
14	NYS ROUTE 22 & N. BROADWAY / SIR JOHN'S PLAZA																			
	W/ DEP IMPROVEMENTS																			
	SIR JOHN'S PLAZA	EB LL	E	62.5	0.03	C	31.0	0.02	E	67.1	0.10	E	62.5	0.03	C	31.0	0.02	E	67.1	0.10
		EB R	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11
		EB APPROACH	**C**	**21.2**	**----**	**B**	**10.6**	**----**	**C**	**25.8**	**----**	**C**	**21.2**	**----**	**B**	**10.6**	**----**	**C**	**25.8**	**----**
	NYS ROUTE 22	SWB L L-R	E	63.3	0.74	C	31.4	0.43	E	66.7	0.67	E	63.3	0.74	C	31.4	0.43	E	66.7	0.66
		SWB APPROACH	**E**	**63.3**	**----**	**C**	**31.4**	**----**	**E**	**66.7**	**----**	**E**	**63.3**	**----**	**C**	**31.4**	**----**	**E**	**66.7**	**----**
	NYS ROUTE 22	NB L-T	A	7.7	0.41	A	7.9	0.37	D	42.8	0.99	A	7.7	0.41	A	7.9	0.37	D	42.8	0.99
		NB R	A	0.4	0.19	A	0.5	0.14	A	0.5	0.22	A	0.4	0.19	A	0.5	0.14	A	0.5	0.22
		NB APPROACH	**A**	**5.3**	**----**	**A**	**5.6**	**----**	**C**	**34.5**	**----**	**A**	**5.3**	**----**	**A**	**5.6**	**----**	**C**	**34.5**	**----**
	N. BROADWAY	SB L-T T-R	B	13.0	0.72	A	6.7	0.27	A	8.6	0.35	B	13.0	0.72	A	6.7	0.27	A	8.6	0.35
		SB APPROACH	**B**	**13.0**	**----**	**A**	**6.7**	**----**	**A**	**8.6**	**----**	**B**	**13.0**	**----**	**A**	**6.7**	**----**	**A**	**8.6**	**----**
		OVERALL	**B**	**17.5**	**----**	**B**	**10.1**	**----**	**C**	**31.8**	**----**	**C**	**17.5**	**----**	**A**	**10.1**	**----**	**C**	**31.8**	**----**
15	NYS ROUTE 22 & CENTRAL WESTCHESTER EXPRESSWAY & RESERVOIR ROAD / CHURCH STREET																			
	SIGNALIZED																			
	NYS ROUTE 22	EB L	F	90.1	0.83	E	66.8	0.72	F	96.0	0.89	F	90.1	0.83	E	66.8	0.72	F	96.0	0.89
		EB T-R	F	101.8	0.91	E	70.0	0.77	E	78.6	0.70	F	101.8	0.91	E	70.0	0.77	E	78.6	0.70
		EB APPROACH	**F**	**96.1**	**----**	**E**	**68.5**	**----**	**F**	**88.4**	**----**	**F**	**96.1**	**----**	**E**	**68.5**	**----**	**F**	**88.4**	**----**
	RESERVOIR ROAD	WB L-T	F	103.4	0.74	E	73.4	0.69	F	105.2	0.86	F	103.4	0.74	E	73.4	0.69	F	105.2	0.86
		WB R	A	0.9	0.12	A	6.7	0.20	A	10.0	0.29	A	0.9	0.12	A	6.7	0.20	A	10.0	0.29
		WB APPROACH	**F**	**83.1**	**----**	**D**	**53.7**	**----**	**E**	**72.8**	**----**	**F**	**83.1**	**----**	**D**	**53.7**	**----**	**E**	**72.8**	**----**
	CENTRAL WESTCHESTER	NB TT	E	56.8	0.53	E	66.1	0.71	F	255.5	1.45	E	56.7	0.53	E	66.1	0.71	F	256.4	1.46
	EXPRESSWAY	NB R	A	1.2	0.08	A	4.1	0.15	A	9.1	0.21	A	1.2	0.08	A	4.1	0.15	A	9.1	0.21
		NB APPROACH	**D**	**52.0**	**----**	**E**	**55.9**	**----**	**F**	**231.4**	**----**	**D**	**51.9**	**----**	**E**	**55.9**	**----**	**F**	**232.3**	**----**
	NYS ROUTE 22	SB L	D	41.3	0.14	D	45.0	0.23	D	53.5	0.48	D	41.3	0.14	D	45.0	0.23	D	53.5	0.48
		SB T T-R	F	137.6	1.18	D	54.3	0.74	E	55.5	0.67	F	137.6	1.18	D	54.2	0.74	E	55.5	0.67
		SB APPROACH	**F**	**135.4**	**----**	**D**	**53.6**	**----**	**E**	**55.3**	**----**	**F**	**135.4**	**----**	**D**	**53.5**	**----**	**E**	**55.3**	**----**
		OVERALL	**F**	**107.5**	**----**	**E**	**58.1**	**----**	**F**	**138.7**	**----**	**F**	**107.6**	**----**	**E**	**58.1**	**----**	**F**	**139.2**	**----**
	W/ SIGNAL TIMING CHANGES		W/ OPTIMIZATION						W/ OPTIMIZATION			W/ OPTIMIZATION						W/ OPTIMIZATION		
	NYS ROUTE 22	EB L	F	110.4	0.91	--	----	----	F	131.5	1.02	F	110.4	0.91	--	----	----	F	131.5	1.02
		EB T-R	F	130.3	1.01	--	----	----	F	97.5	0.80	F	130.3	1.01	--	----	----	F	97.5	0.80
		EB APPROACH	**F**	**120.7**	**----**	--	----	----	**F**	**116.7**	**----**	**F**	**120.7**	**----**	--	----	----	**F**	**116.7**	**----**
	RESERVOIR ROAD	WB L-T	F	170.9	1.04	--	----	----	F	146.7	1.02	F	170.9	1.04	--	----	----	F	146.7	1.02
		WB R	A	1.5	0.16	--	----	----	B	17.3	0.38	A	1.5	0.16	--	----	----	B	17.3	0.38
		WB APPROACH	**F**	**137.4**	**----**	--	----	----	**F**	**102.6**	**----**	**F**	**137.4**	**----**	--	----	----	**F**	**102.6**	**----**
	CENTRAL WESTCHESTER	NB TT	D	43.4	0.41	--	----	----	F	83.9	0.98	D	43.3	0.41	--	----	----	F	84.2	0.99
	EXPRESSWAY	NB R	A	1.0	0.07	--	----	----	A	6.5	0.17	A	1.0	0.07	--	----	----	A	6.5	0.17
		NB APPROACH	**D**	**39.8**	**----**	--	----	----	**E**	**76.3**	**----**	**D**	**39.7**	**----**	--	----	----	**E**	**76.6**	**----**
	NYS ROUTE 22	SB L	C	31.3	0.11	--	----	----	F	113.4	0.91	C	31.3	0.11	--	----	----	F	113.4	0.91
		SB T T-R	E	73.1	0.99	--	----	----	D	45.5	0.55	E	73.1	0.99	--	----	----	D	45.5	0.55
		SB APPROACH	**E**	**72.1**	**----**	--	----	----	**D**	**51.4**	**----**	**E**	**72.1**	**----**	--	----	----	**D**	**51.4**	**----**
		OVERALL	**E**	**79.2**	**----**	--	----	----	**E**	**79.5**	**----**	**E**	**79.2**	**----**	--	----	----	**E**	**79.7**	**----**

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS.

TABLE NO. 4-S

SENSITIVITY ANALYSIS

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2024 NO-BUILD						2024 BUILD					
					AM		MID-DAY		PM		AM		MID-DAY		PM	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
1	NYS ROUTE 22 & NYS ROUTE 120 (NORTH)															
	SIGNALIZED															
	NYS ROUTE 22	NB	L	250	161'	249'	76'	167'	830'	1146'	147'	231'	73'	161'	802'	1115'
		NB	T	1000+	108'	141'	42'	80'	133'	202'	105'	137'	41'	78'	130'	195'
	NYS ROUTE 22	SB	T	1000+	305'	458'	78'	151'	266'	367'	287'	434'	76'	147'	261'	361'
		SB	R	500	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
	NYS ROUTE 120	SEB	L-R	250	447'	726'	77'	169'	207'	307'	437'	724'	76'	167'	207'	307'
	W/ SIGNAL TIMING CHANGES															
	NYS ROUTE 22	NB	L	250	171'	264'	-	-	776'	1067'	155'	241'	-	-	748'	1035'
		NB	T	1000+	126'	165'	-	-	135'	192'	122'	160'	-	-	131'	186'
	NYS ROUTE 22	SB	T	1000+	338'	481'	-	-	292'	431'	317'	470'	-	-	287'	422'
		SB	R	500	0'	0'	-	-	0'	0'	0'	0'	-	-	0'	0'
	NYS ROUTE 120	SEB	L-R	250	406'	650'	-	-	212'	314'	391'	650'	-	-	212'	314'
2	NYS ROUTE 22 & NYS ROUTE 120 (SOUTH)															
	SIGNALIZED															
	NYS ROUTE 22	NB	T	1000+	127'	183'	41'	74'	150'	246'	127'	183'	41'	73'	147'	242'
		NB	R	200	63'	110'	0'	13'	0'	10'	61'	107'	0'	13'	0'	10'
	NYS ROUTE 22	SB	L	215	218'	336'	45'	78'	96'	169'	204'	315'	44'	76'	89'	159'
		SB	T	1000+	53'	78'	21'	34;	107'	175'	53'	78'	21'	34'	106'	176'
	NYS ROUTE 120	WB	L-R	210	28'	68'	15'	41'	179'	317'	28'	68'	14'	41'	175'	311'
3	KING STREET & OLD POST ROAD															
	UNSIGNALIZED															
	OLD POST ROAD	WB	T-R	1500+	-	5'	-	3'	-	25'	-	5'	-	3'	-	23'
4	NYS ROUTE 120 & SWISS RE DRIVEWAY / IBM DRIVEWAY															
	SIGNALIZED															
	SWISS RE DRIVEWAY	EB	L-T	620	6'	27'	5'	26'	116'	190'	6'	27'	5'	26'	116'	190'
		EB	R	315	0'	9'	0'	9'	0'	33'	0'	9'	0'	9'	0'	33'
	IBM DRIVEWAY	WB	L-T	515	1'	10'	2'	13'	13'	34'	1'	10'	2'	13'	13'	34'
		WB	R	125	0'	0'	0'	0'	0'	11'	0'	0'	0'	0'	0'	11'
	NYS ROUTE 120	NB	L	280	1'	33'	1'	6'	7'	23'	1'	33'	1'	6'	7'	23'
		NB	T	1000+	0'	178'	0'	130'	725'	1214'	0'	161'	0'	125'	681'	1165'
		NB	R	445	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
	NYS ROUTE 120	SB	L	150	0'	9'	0'	2'	0'	2'	0'	9'	0'	2'	0'	2'
		SB	T	1000+	164'	667'	0'	120'	144'	263'	146'	610'	0'	116'	135'	248'
		SB	R	275	13'	75'	0'	4'	0'	0'	11'	71'	0'	4'	0'	0'
	W/ SIGNAL TIMING CHANGES															
	SWISS RE DRIVEWAY	EB	L-T	620	-	-	-	-	126'	202'	-	-	-	-	128'	204'
		EB	R	315	-	-	-	-	0'	35'	-	-	-	-	0'	35'
	IBM DRIVEWAY	WB	L-T	515	-	-	-	-	14'	36'	-	-	-	-	14'	36'
		WB	R	125	-	-	-	-	0'	11'	-	-	-	-	0'	12'
	NYS ROUTE 120	NB	L	280	-	-	-	-	8'	24'	-	-	-	-	8'	24'
		NB	T	1000+	-	-	-	-	764'	1265'	-	-	-	-	649'	1219'
		NB	R	445	-	-	-	-	0'	0'	-	-	-	-	0'	0'
	NYS ROUTE 120	SB	L	150	-	-	-	-	0'	3'	-	-	-	-	0'	3'
		SB	T	1000+	-	-	-	-	148'	267'	-	-	-	-	139'	253'
		SB	R	275	-	-	-	-	0'	0'	-	-	-	-	0'	0'

TABLE NO. 4-S

SENSITIVITY ANALYSIS

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2024 NO-BUILD						2024 BUILD					
					AM		MID-DAY		PM		AM		MID-DAY		PM	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
5	NYS ROUTE 120 & AMERICAN LANE (NORTH)															
	UNSIGNALIZED															
	NYS ROUTE 120	SB	L-T	175	-	18'	-	3'	-	0'	-	15'	-	3'	-	0'
	AMERICA LANE (N)	WB	L	350	-	8'	-	3'	-	5'	-	8'	-	3'	-	3'
	AMERICA LANE (N)	WB	R	385	-	3'	-	5'	-	75'	-	3'	-	5'	-	70'
6	NYS ROUTE 120 & COONEY HILL ROAD															
	UNSIGNALIZED															
	NYS ROUTE 120	NB	L-T	1000	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'
	COONEY HILL ROAD	EB	L-R	790	-	0'	-	0'	-	3'	-	8'	-	3'	-	5'
7	NYS ROUTE 120 & 113 KING STREET DRIVEWAY / AMERICAN LANE (S)															
	SIGNALIZED															
	NYS ROUTE 120	NWB	L	120	23'	41'	10'	22'	24'	41'	21'	39'	8'	19'	34'	55'
		NWB	T	1000+	94'	147'	37'	62'	308'	438'	95'	147'	38'	63'	316'	449'
		NWB	R	200	0'	17'	0'	6'	0'	6'	0'	17'	0'	6'	0'	6'
	NYS ROUTE 120	SEB	L-T-R	1000+	302'	467'	83'	140'	216'	306'	276'	423'	80'	136'	206'	293'
	113 KING STREET DRIVEWAY	NEB	L-T	300	71'	140'	46'	94'	76'	158'	50'	100'	39'	82'	50'	97'
		NEB	R	95	0'	48'	0'	0'	0'	43'	0'	52'	0'	0'	0'	46'
	AMERICAN LANE (S)	SWB	L-T	1000+	13'	37'	9'	29'	74'	155'	13'	37'	9'	29'	72'	141'
8	NYS ROUTE 120 & GATEWAY LANE															
	SIGNALIZED															
	NYS ROUTE 120	NB	T-R	425	27'	45'	13'	35'	61'	567'	27'	45'	13'	35'	66'	625'
	NYS ROUTE 120	SB	L-T	1000+	244'	641'	39'	88'	436'	695'	282'	683'	38'	86'	554'	790'
	GATEWAY LANE	WB	L-R	270	27'	93'	25'	72'	150'	214'	27'	93'	25'	72'	165'	237'
	SIGNALIZED								W/ OPTIMIZATION						W/ OPTIMIZATION	
	NYS ROUTE 120	NB	T-R	425	-	-	-	-	164'	285'	-	-	-	-	196'	319'
	NYS ROUTE 120	SB	L-T	1000+	-	-	-	-	434'	280'	-	-	-	-	485'	358'
	GATEWAY LANE	WB	L-R	270	-	-	-	-	143'	308'	-	-	-	-	149'	316'
9	NYS ROUTE 120 & NEW KING STREET															
	SIGNALIZED															
	NYS ROUTE 120	NB	T	1000+	111'	221'	40'	86'	248'	398'	109'	217'	39'	84'	279'	497'
	NYS ROUTE 120	SB	T	425	37'	63'	29'	102'	88'	52'	38'	63'	28'	101'	81'	44'
	NEW KING STREET	WB	L	180	77'	127'	122'	180'	232'	380'	77'	127'	122'	180'	232'	380'
		WB	R	1000	0'	19'	0'	23'	0'	29'	0'	19'	0'	23'	0'	29'

TABLE NO. 4-S

SENSITIVITY ANALYSIS

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2024 NO-BUILD						2024 BUILD					
					AM		MID-DAY		PM		AM		MID-DAY		PM	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
10	NYS ROUTE 120 & AIRPORT ROAD															
	SIGNALIZED															
	NYS ROUT 120	NB	L	385	32'	62'	21'	61'	120'	269'	32'	62'	20'	60'	124'	280'
		NB	T T-R	1000+	30'	58'	12'	37'	41'	90'	30'	58'	7'	36'	45'	97'
	NYS ROUTE 120	SB	L	190	17'	39'	8'	30'	11'	39'	17'	39'	8'	29'	12'	39'
		SB	T	1000+	87'	154'	40'	104'	166'	385'	92'	161'	39'	102'	174'	398'
		SB	R	460	0'	22'	0'	20'	159'	245'	0'	22'	0'	20'	165'	253'
	AIRPORT ROAD	EB	L	425	168'	278'	42'	85'	201'	291'	165'	274'	42'	83'	222'	320'
		EB	L-T-R	85	574'	855'	160'	274'	213'	314'	572'	853'	162'	273'	216'	316'
	W/ SIGNAL TIMING CHANGES															
	NYS ROUT 120	NB	L	385	36'	67'	-	-	-	-	36'	67'	-	-	-	-
		NB	T T-R	1000+	33'	62'	-	-	-	-	33'	62'	-	-	-	-
	NYS ROUTE 120	SB	L	190	19'	42'	-	-	-	-	19'	42'	-	-	-	-
		SB	T	1000+	94'	165'	-	-	-	-	99'	173'	-	-	-	-
		SB	R	460	0'	21'	-	-	-	-	0'	22'	-	-	-	-
	AIRPORT ROAD	EB	L	425	169'	277'	-	-	-	-	166'	273	-	-	-	-
		EB	L-T-R	85	576'	862'	-	-	-	-	573'	861'	-	-	-	-
11	AIRPORT ROAD & I-684 NB ON/OFF RAMP															
	UNSIGNALIZED															
	I-684 NB ON-RAMP	EB	L-T	340	-	0'	-	0'	-	0'	-	0'	-	0'	-	0'
	I-684 NB OFF-RAMP	NB	R	950	-	623'	-	55'	-	223'	-	605'	-	55'	-	263'
12	AIRPORT ROAD & I-684 SB ON/OFF RAMP															
	UNSIGNALIZED															
	I-684 NB ON-RAMP	WB	L	425	-	-	-	-	-	-	-	-	-	-	-	-
	I-684 NB OFF-RAMP	SB	L	1000+	-	1498'	-	50'	-	208'	-	1543'	-	48'	-	223'

TABLE NO. 4-S

SENSITIVITY ANALYSIS

QUEUE SUMMARY TABLE

				STORAGE LENGTH (FT.)	2024 NO-BUILD						2024 BUILD					
					AM		MID-DAY		PM		AM		MID-DAY		PM	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
13	NYS ROUTE 22 NYS ROUTE 128 / NORTH CASTLE DRIVE (IBM) SIGNALIZED															
	NYS ROUTE 22	NEB	L	680	133'	210'	101'	192'	208'	337'	133'	210	99'	186'	208'	337'
		NEB	T	1000+	160'	231'	52'	103'	180'	276'	155'	223'	51'	100'	175'	270'
		NEB	R	250	0'	46'	0'	0'	0'	0'	0'	46'	0'	0'	0'	0'
	NYS ROUTE 22	SWB	L	400	274'	481'	31'	79'	43'	92'	274'	481'	31'	78'	43'	92'
		SWB	T	1000+	225'	357'	67'	135'	239'	357'	218'	347'	66'	131'	235'	351'
		SWB	R	250	4'	50'	0'	34'	0'	45'	3'	48'	0'	33'	0'	45'
	NYS ROUTE 128	SB	L-T	580	102'	169'	63'	127'	103'	179'	102'	169'	63'	126'	103'	179'
		SB	R	250	0'	62'	0'	53'	0'	57'	0'	61'	0'	53'	0'	57'
	NORTH CASTLE DRIVE (IBM)	NB	L	290	20'	50'	12'	36'	87'	160'	20'	50'	12'	36'	87'	160'
		NB	T	1000+	4'	16'	9'	29'	16'	42'	4'	16'	9'	29'	16'	42'
		NB	R	225	0'	22'	0'	30'	0'	69'	0'	22'	0'	30'	0'	69'
14	NYS ROUTE 22 & N. BROADWAY / SIR JOHN'S PLAZA W/ DEP IMPROVEMENTS															
	SIR JOHN'S PLAZA	EB	LL	55	2'	12'	1'	10'	9'	30'	2'	12'	1'	10'	9'	30'
		EB	R	55	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'	0'
	NYS ROTE 22	SWB	L L-R	450	129'	195'	37'	77'	125'	176'	129'	195'	37'	77'	125'	176'
	NYS ROUTE 22	NB	L-T	1000+	125'	261'	60'	193'	1267'	1671'	125'	261'	60'	193'	1267'	1671'
		NB	R	1000+	0'	7'	0'	12'	0'	11'	0'	7'	0'	12'	0'	11'
	N. BROADWAY	SB	L-T T-R	475	343'	670'	38'	120'	147'	229'	343'	670'	38'	120'	147'	229'
15	NYS ROUTE 22 & CENTRAL WESTCHESTER EXPRESSWAY & RESERVOIR ROAD / CHURCH STREET SIGNALIZED															
	NYS ROUTE 22	EB	L	115	336'	486'	196'	336'	391'	552'	336'	486'	196'	336'	391'	552'
		EB	T-R	730	370'	566'	219'	371'	288'	407'	370'	566'	219'	371'	288'	407'
	RESERVOIR ROAD	WB	L-T	185	181'	267'	157'	282'	280'	436'	181'	267'	157'	282'	280'	436'
		WB	R	185	0'	0'	0'	31'	12'	55'	0'	0'	0'	31'	12'	55'
	CENTRAL WESTCHESTER EXPRESSWAY	NB	TT	1000+	311'	407'	166'	268'	1111'	1308'	308'	405'	166'	268'	1113'	1311'
		NB	R	160	0'	6'	0'	18'	22'	51'	0'	6'	0'	18'	22'	51'
	NYS ROUT 22	SB	L	110	29'	62'	34'	81'	67'	114'	29'	62'	34'	81'	67'	114'
		SB	T T-R	1000+	1256'	1479'	271'	413'	463'	553'	1256'	1479'	270'	413'	463'	553'
	W/ SIGNAL TIMING CHANGES				W/ OPTIMIZATION				W/ OPTIMIZATION		W/ OPTIMIZATION				W/ OPTIMIZATION	
	NYS ROUTE 22	EB	L	115	372'	562'	-	-	449'	669'	372'	562'	-	-	449'	669'
		EB	T-R	730	411'	633'	-	-	322'	463'	411'	633'	-	-	322'	463'
	RESERVOIR ROAD	WB	L-T	185	206'	372'	-	-	318'	514'	206'	372'	-	-	318'	514'
		WB	R	185	0'	0'	-	-	25'	78'	0'	0'	-	-	25'	78'
	CENTRAL WESTCHESTER EXPRESSWAY	NB	TT	1000+	276'	334'	-	-	848'	1007'	274'	331'	-	-	851'	1008'
		NB	R	160	0'	5'	-	-	19'	41'	0'	5'	-	-	19'	41'
	NYS ROUT 22	SB	L	110	26'	52'	-	-	61'	167'	26'	52'	-	-	61'	167'
		SB	T T-R	1000+	1070'	1238'	-	-	424'	493'	1070'	1238'	-	-	424'	493'

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	230	569	818	226	524	807
Future Volume (vph)	230	569	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	235	581	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	581	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	25.5	65.8	33.3	114.0	35.1	114.0
Actuated g/C Ratio	0.22	0.58	0.29	1.00	0.31	1.00
v/c Ratio	0.71	0.31	0.87	0.16	1.08	0.57
Control Delay	53.2	12.7	49.7	0.2	103.7	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	12.7	49.7	0.2	103.7	1.7
LOS	D	B	D	A	F	A
Approach Delay		24.4	39.0		41.9	
Approach LOS		C	D		D	
Queue Length 50th (ft)	161	108	305	0	~447	0
Queue Length 95th (ft)	249	141	#458	0	#726	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	442	2118	988	1478	494	1436
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	0.53	0.27	0.85	0.16	1.08	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 114			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 36.5		Intersection LOS: D	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			

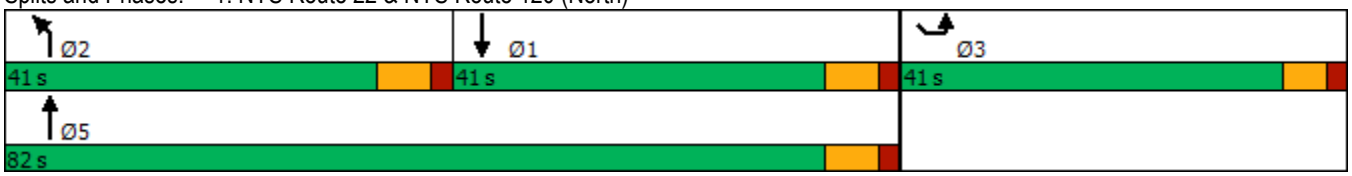
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

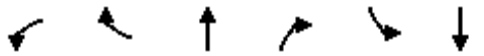
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



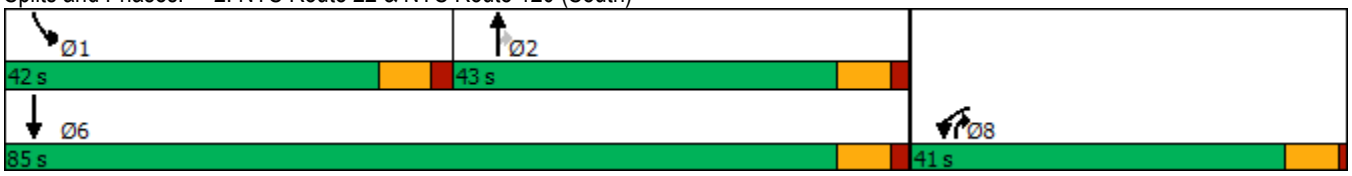
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	56	0	478	185	970	655
Future Volume (vph)	56	0	478	185	970	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				7		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	59	0	503	195	1021	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	503	195	1021	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.3		18.1	35.4	35.1	60.1
Actuated g/C Ratio	0.12		0.22	0.42	0.42	0.72
v/c Ratio	0.28		0.70	0.31	0.72	0.28
Control Delay	38.3		36.0	16.6	24.4	4.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	38.3		36.0	16.6	24.4	4.4
LOS	D		D	B	C	A
Approach Delay	38.3		30.6			16.4
Approach LOS	D		C			B
Queue Length 50th (ft)	28		127	63	218	53
Queue Length 95th (ft)	68		183	110	336	78
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	717		1428	1066	1415	3188
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.08		0.35	0.18	0.72	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 83.5			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	315	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	315	45	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.973			0.983				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1747	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1747	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	28	7	1	358	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	410	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

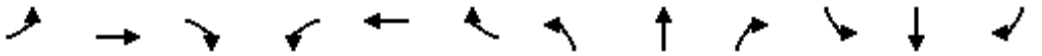
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	25	6	1	315	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	315	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	358	51	0	0	0

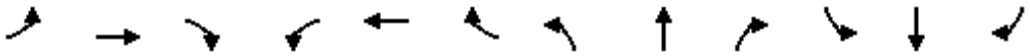
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	386	384	0	0	0
Stage 1	-	386	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	607	705	-	-	-
Stage 1	0	675	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	705	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.4	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	705
HCM Lane V/C Ratio	-	-	-	0.05
HCM Control Delay (s)	-	-	-	10.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	18	4	0	3	146	397	28	27	838	289
Future Volume (vph)	16	1	18	4	0	3	146	397	28	27	838	289
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.164			0.511		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	289	1667	1558	990	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			188
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	17	1	20	4	0	3	159	432	30	29	911	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	432	30	29	911	314
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



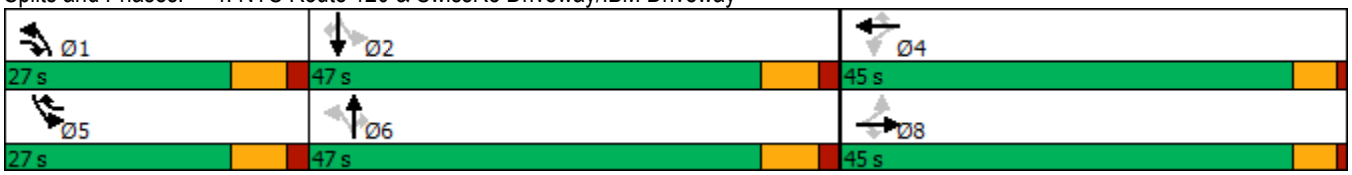
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	40.5
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	0.64
v/c Ratio		0.12	0.11		0.02	0.01	0.42	0.30	0.02	0.04	0.75	0.28
Control Delay		29.8	4.8		28.5	0.0	5.3	4.8	0.0	2.4	15.8	3.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	5.3	4.8	0.0	2.4	15.8	3.7
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			4.7			12.5	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	164	13
Queue Length 95th (ft)		27	9		10	0	33	178	0	9	#667	75
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	691	1420	1340	1117	1208	1114
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.23	0.30	0.02	0.03	0.75	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 63.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 10.0		Intersection LOS: B	
Intersection Capacity Utilization 75.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	561	5	167	694
Future Volume (vph)	11	11	561	5	167	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	12	597	5	178	738
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	597	5	178	738
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

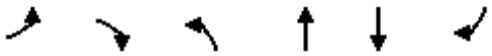
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	561	5	167	694
Future Vol, veh/h	11	11	561	5	167	694
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	597	5	178	738

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1691	597	0	-	597	0
Stage 1	597	-	-	-	-	-
Stage 2	1094	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	137	495	-	0	985	-
Stage 1	612	-	-	0	-	-
Stage 2	389	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	112	495	-	-	985	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	319	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.7	0	1.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	112	495	985	-
HCM Lane V/C Ratio	-	0.104	0.024	0.18	-
HCM Control Delay (s)	-	40.9	12.4	9.5	-
HCM Lane LOS	-	E	B	A	-
HCM 95th %tile Q(veh)	-	0.3	0.1	0.7	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	565	701	3
Future Volume (vph)	1	1	0	565	701	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Flt Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	1	0	595	738	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	595	741	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

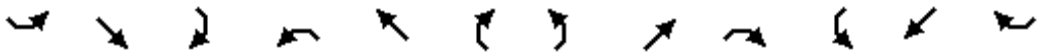
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	565	701	3
Future Vol, veh/h	1	1	0	565	701	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	595	738	3

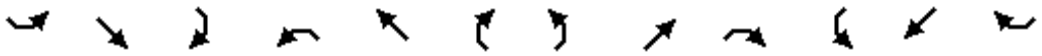
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1335	740	741	0	-	0
Stage 1	740	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	85	395	875	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	395	875	-	-	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	362	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	140	-	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	0	-	31.1	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	571	131	133	433	158	132	0	132	26	0	0
Future Volume (vph)	1	571	131	133	433	158	132	0	132	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor												
Frt		0.975				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1769	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.273				0.739			0.622	
Satd. Flow (perm)	0	1769	0	499	1677	1494	0	1343	1545	0	1006	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				170			142			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	614	141	143	466	170	142	0	142	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	756	0	143	466	170	0	142	142	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												



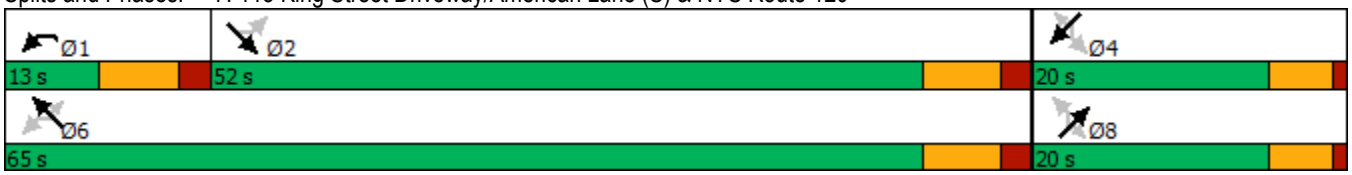
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		45.2		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.53		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.80		0.34	0.41	0.16		0.60	0.37		0.16	
Control Delay		23.7		6.9	7.2	1.1		44.0	8.7		32.3	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		23.7		6.9	7.2	1.1		44.0	8.7		32.3	
LOS		C		A	A	A		D	A		C	
Approach Delay		23.7			5.8			26.3			32.3	
Approach LOS		C			A			C			C	
Queue Length 50th (ft)		302		23	94	0		71	0		13	
Queue Length 95th (ft)		467		41	147	17		#140	48		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		949		427	1144	1073		237	389		177	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.80		0.33	0.41	0.16		0.60	0.37		0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 16.7		Intersection LOS: B	
Intersection Capacity Utilization 90.7%		ICU Level of Service E	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



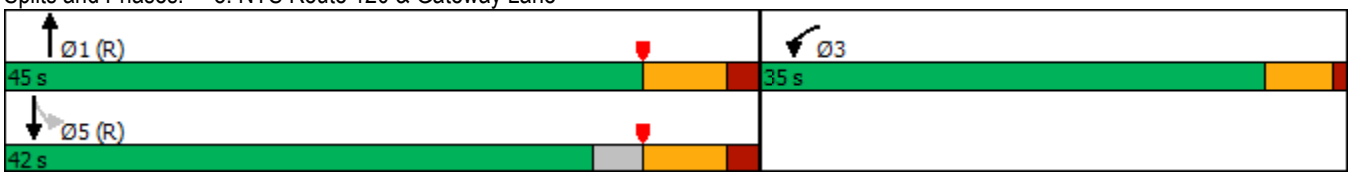
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	223	501	44	225	504
Future Volume (vph)	54	223	501	44	225	504
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.891		0.989			
Flt Protected	0.990					0.985
Satd. Flow (prot)	1692	0	1630	0	0	1745
Flt Permitted	0.990					0.646
Satd. Flow (perm)	1692	0	1630	0	0	1144
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	237		8			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	57	237	533	47	239	536
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	0	580	0	0	775
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		42.0	42.0
Total Split (%)	43.8%		56.3%		52.5%	52.5%
Maximum Green (s)	30.0		38.0		35.0	35.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	9.7		58.3			58.3
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.71		0.49			0.93
Control Delay	17.9		3.2			31.8
Queue Delay	0.0		0.0			0.0
Total Delay	17.9		3.2			31.8
LOS	B		A			C
Approach Delay	17.9		3.2			31.8
Approach LOS	B		A			C
Queue Length 50th (ft)	27		27			244
Queue Length 95th (ft)	93		45			#641
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	782		1190			834
Starvation Cap Reductn	0		2			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.38		0.49			0.93

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 100.6%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



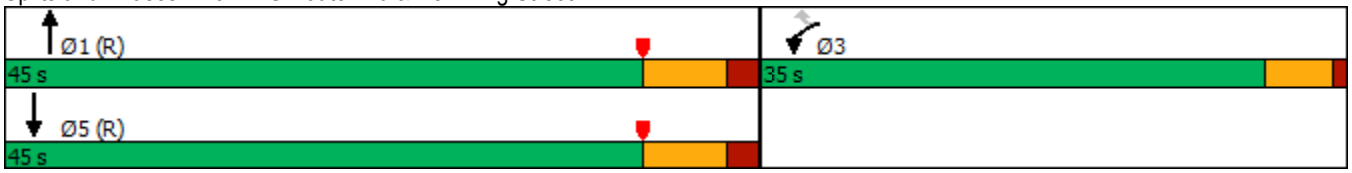
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	521	0	0	558
Future Volume (vph)	157	24	521	0	0	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	165	25	548	0	0	587
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	548	0	0	587
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

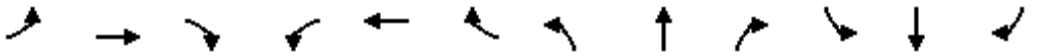
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.49			0.49
Control Delay	38.9	11.3	8.6			3.7
Queue Delay	0.0	0.0	0.0			0.4
Total Delay	38.9	11.3	8.6			4.1
LOS	D	B	A			A
Approach Delay	35.2		8.6			4.1
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	111			37
Queue Length 95th (ft)	127	19	221			m63
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			210
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.49			0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

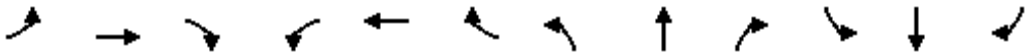
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	170	495
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	170	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.581			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1037	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33						59				527
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	181	527
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	181	527
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.2	40.2					34.8	27.4		30.2	25.1	73.6
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.33	0.28	0.82
v/c Ratio	0.53	1.10					0.21	0.19		0.12	0.37	0.39
Control Delay	23.0	89.0					16.7	17.3		16.2	30.5	1.2
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.0	89.0					16.7	17.3		16.2	30.5	1.2
LOS	C	F					B	B		B	C	A
Approach Delay		68.1						17.1			9.2	
Approach LOS		E						B			A	
Queue Length 50th (ft)	168	~574					32	30		17	87	0
Queue Length 95th (ft)	278	#855					62	58		39	154	22
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	737					545	1450		562	773	1345
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.53	1.10					0.17	0.13		0.09	0.23	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 90.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 41.4		Intersection LOS: D	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

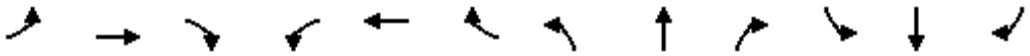
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	599	0	0	447	138	0	0	514	0	0	0
Future Volume (vph)	1	599	0	0	447	138	0	0	514	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.968				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1765	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1765	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	666	0	0	497	153	0	0	571	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	650	0	0	0	571	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	53

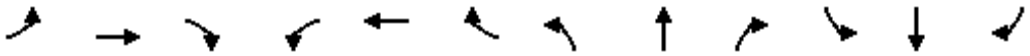
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	599	0	0	447	138	0	0	514	0	0	0
Future Vol, veh/h	1	599	0	0	447	138	0	0	514	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	497	153	0	0	571	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	650	0	-	-	-	0	-	-	666
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372
Pot Cap-1 Maneuver	946	-	0	0	-	-	0	0	~ 441
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	946	-	-	-	-	-	-	0	~ 441
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	175.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	946	-	-	-
HCM Lane V/C Ratio	1.295	0.001	-	-	-
HCM Control Delay (s)	175.3	8.8	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	24.9	0	-	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	447	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	447	0	0	0	0	0	600	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	514	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	514	0	0	0	0	0	690	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	492

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↟						↟	
Traffic Vol, veh/h	0	0	0	447	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	447	0	0	0	0	0	600	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	514	0	0	0	0	0	690	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	1028	1028	-
Stage 1	-	-	-	1028	1028	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 245	223	0
Stage 1	-	-	0	~ 326	297	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	~ 245	0	-
Mov Cap-2 Maneuver	-	-	-	~ 245	0	-
Stage 1	-	-	-	~ 326	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		$ 858.6
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	245
HCM Lane V/C Ratio	-	-	2.815
HCM Control Delay (s)	-	-	$ 858.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	59.9

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	229	35	7	57	199	563	152	420	887	177
Future Volume (vph)	136	26	229	35	7	57	199	563	152	420	887	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			79			157			170
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	140	27	236	36	7	59	205	580	157	433	914	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	236	36	7	59	205	580	157	433	914	182
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

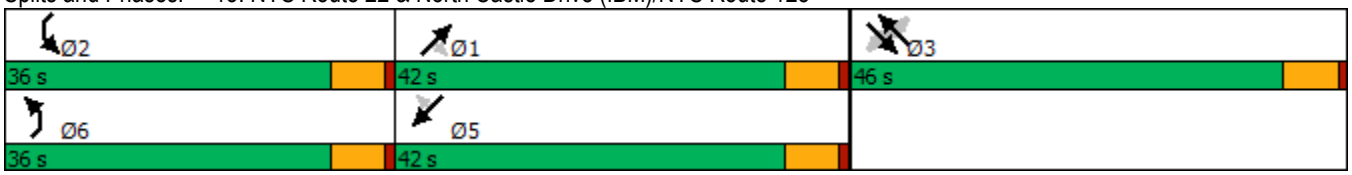
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.5	20.5	20.5	20.5	20.5	17.1	36.1	36.1	30.1	49.1	49.1
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.49	0.23	0.03	0.17	0.76	0.49	0.25	0.84	0.55	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.7	29.4	5.3	52.6	23.4	4.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.7	29.4	5.3	52.6	23.4	4.8
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		23.6			18.9			32.0			29.5	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	133	160	0	274	225	4
Queue Length 95th (ft)		169	62	50	16	22	210	231	46	#481	357	50
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	718	310	546	605	477	1195	638	513	1658	818
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.33	0.12	0.01	0.10	0.43	0.49	0.25	0.84	0.55	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.7			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



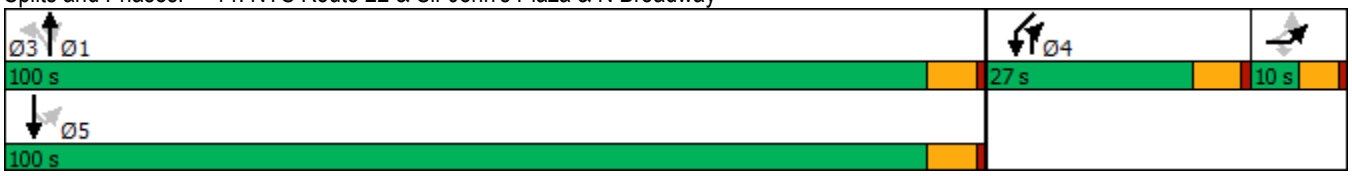
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	246	0	1216	2	315	2	1
Future Volume (vph)	2	4	3	495	246	0	1216	2	315	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Storage Length (ft)	0	0	0		0	0		0	0	0	
Storage Lanes	1	1	0		1	0		0	2	0	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			251						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Confl. Bikes (#/hr)											
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%		0%		
Adj. Flow (vph)	2	4	3	505	251	0	1241	2	321	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	251	0	1243	0	324	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	100.0	100.0	27.0	100.0	100.0		27.0		
Total Split (%)	7.3%	7.3%	73.0%	73.0%	19.7%	73.0%	73.0%		19.7%		
Maximum Green (s)	5.0	5.0	94.0	94.0	21.0	94.0	94.0		21.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Minimum Gap (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)	5.0	5.0		94.2	123.1		94.2		17.9		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.74		
Control Delay	62.5	0.5		7.7	0.4		13.0		63.3		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.7	0.4		13.0		63.3		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.3			13.0		63.3		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		125	0		343		129		
Queue Length 95th (ft)	12	0		261	7		670		195		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	129		1232	1308		1716		510		
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	0.03	0.03		0.41	0.19		0.72		0.64		

Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 126			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1236	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1236	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.890				0.850		0.850		0.975		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1755	1508	3257	1500	1805	3475	0	0
Flt Permitted					0.974				0.279			
Satd. Flow (perm)	1590	1555	0	0	1748	1487	3257	1500	530	3475	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1301	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	305	0	0	146	36	552	52	36	1563	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	40.4	40.4			20.9	28.9	59.9	80.8	71.3	71.3		
Actuated g/C Ratio	0.22	0.22			0.11	0.15	0.32	0.43	0.38	0.38		
v/c Ratio	0.83	0.91			0.74	0.12	0.53	0.08	0.14	1.18		
Control Delay	90.1	101.8			103.4	0.9	56.8	1.2	41.3	137.6		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	90.1	101.8			103.4	0.9	56.8	1.2	41.3	137.6		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		96.1			83.1		52.0			135.4		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	336	370			181	0	311	0	29	~1256		
Queue Length 95th (ft)	#486	#566			267	0	407	6	62	#1479		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	385	376			283	388	1043	761	339	1325		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.74	0.81			0.52	0.09	0.53	0.07	0.11	1.18		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 186.8			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 107.5		Intersection LOS: F	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

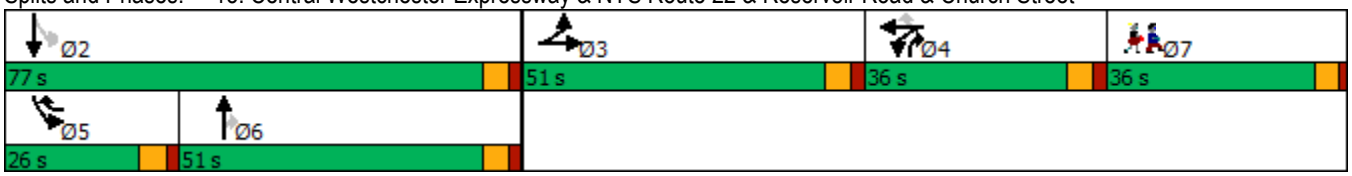
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

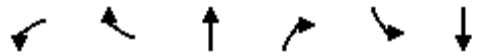


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	181	391	366	234	184	215
Future Volume (vph)	181	391	366	234	184	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		224
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	189	407	381	244	192	224
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	407	381	244	192	224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	17.7	44.3	18.3	75.8	18.1	75.8
Actuated g/C Ratio	0.23	0.58	0.24	1.00	0.24	1.00
v/c Ratio	0.50	0.22	0.49	0.17	0.52	0.15
Control Delay	32.0	8.1	28.3	0.3	32.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	8.1	28.3	0.3	32.2	0.2
LOS	C	A	C	A	C	A
Approach Delay		15.7	17.4		15.0	
Approach LOS		B	B		B	
Queue Length 50th (ft)	76	42	78	0	77	0
Queue Length 95th (ft)	167	80	151	0	169	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	751	3009	1503	1436	723	1449
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	0.25	0.14	0.25	0.17	0.27	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 75.8			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)

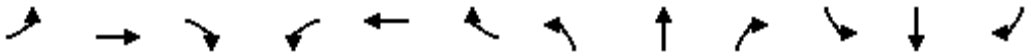


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	0	268	58	297	284
Future Volume (vph)	50	0	268	58	297	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				62		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	54	0	288	62	319	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	288	62	319	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.2		12.5	29.9	12.6	34.1
Actuated g/C Ratio	0.20		0.24	0.58	0.25	0.66
v/c Ratio	0.15		0.37	0.07	0.41	0.14
Control Delay	20.4		19.4	2.4	19.5	5.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.4		19.4	2.4	19.5	5.2
LOS	C		B	A	B	A
Approach Delay	20.4		16.4			12.5
Approach LOS	C		B			B
Queue Length 50th (ft)	15		41	0	45	21
Queue Length 95th (ft)	41		74	13	78	34
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1268		2298	1447	2232	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.13	0.04	0.14	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 51.4			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	301	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	301	6	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.992			0.997				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1963	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1963	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	16	1	1	334	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	342	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.3%		ICU Level of Service A	
Analysis Period (min) 15			

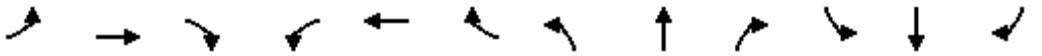
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	14	1	1	301	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	301	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	334	7	0	0	0

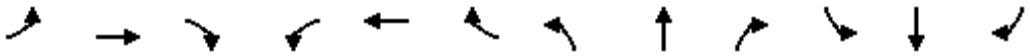
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	340	338	0	0	0
Stage 1	-	340	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	629	743	-	-	-
Stage 1	0	691	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	743	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	743
HCM Lane V/C Ratio	-	-	-	0.022
HCM Control Delay (s)	-	-	-	10
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1



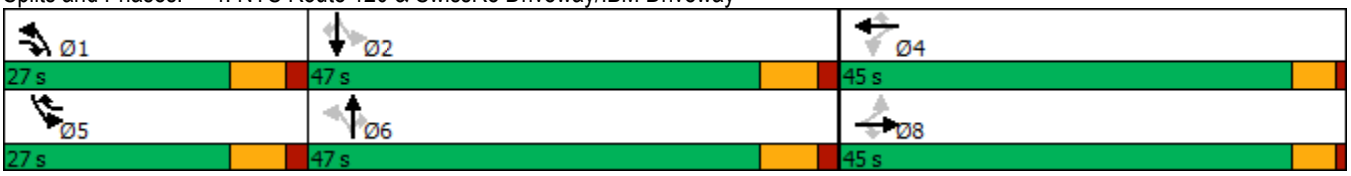
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	336	3	4	312	39
Future Volume (vph)	18	0	18	6	0	4	16	336	3	4	312	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor							1.00					0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.550			0.549		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1007	1798	1558	1064	1828	1622
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	0	19	6	0	4	17	354	3	4	328	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	354	3	4	328	41
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	51.1
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	0.85
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.22	0.00	0.00	0.21	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.2	0.0	2.2	4.2	0.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.2	0.0	2.2	4.2	0.6
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.2			3.8	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	130	0	2	120	4
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1099	1639	1428	1162	1548	1386
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.02	0.22	0.00	0.00	0.21	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 60.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.22			
Intersection Signal Delay: 4.2		Intersection LOS: A	
Intersection Capacity Utilization 41.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	303	0	35	302
Future Volume (vph)	11	53	303	0	35	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	56	319	0	37	318
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	319	0	37	318
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

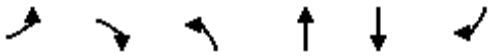
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	303	0	35	302
Future Vol, veh/h	11	53	303	0	35	302
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	319	0	37	318

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	713	321	0	-	320	0
Stage 1	320	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	452	744	-	0	1234	-
Stage 1	781	-	-	0	-	-
Stage 2	733	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	438	743	-	-	1233	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	438	743	1233	-
HCM Lane V/C Ratio	-	0.026	0.075	0.03	-
HCM Control Delay (s)	-	13.4	10.2	8	-
HCM Lane LOS	-	B	B	A	-
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	301	311	1
Future Volume (vph)	2	0	0	301	311	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1750	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1750	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	0	0	320	331	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	320	332	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			

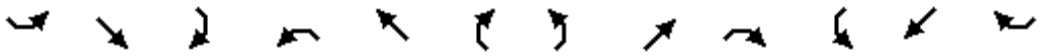
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	301	311	1
Future Vol, veh/h	2	0	0	301	311	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	320	331	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	654	334	333	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	390	693	1238	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	389	692	1237	-	-	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	700	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1237	-	389	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	14.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

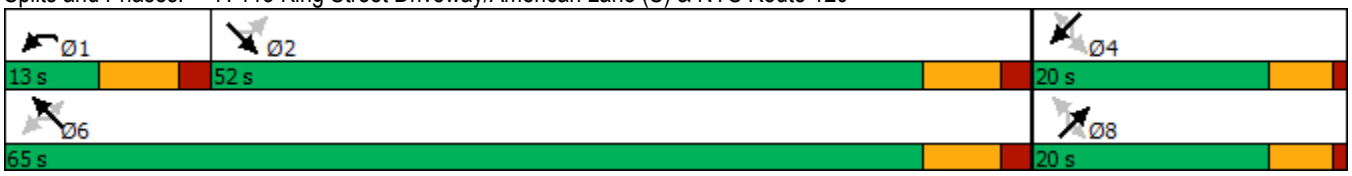


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	218	91	61	209	22	91	0	61	19	0	0
Future Volume (vph)	2	218	91	61	209	22	91	0	61	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00				0.99						
Frt		0.960				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1721	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.494				0.744			0.694	
Satd. Flow (perm)	0	1719	0	903	1774	1534	0	1352	1545	0	1196	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	232	97	65	222	23	97	0	65	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	331	0	65	222	23	0	97	65	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		47.9		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.56		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.34		0.10	0.18	0.02		0.41	0.17		0.09	
Control Delay		10.8		4.8	5.3	1.7		37.0	0.9		30.7	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		10.8		4.8	5.3	1.7		37.0	0.9		30.7	
LOS		B		A	A	A		D	A		C	
Approach Delay		10.8			5.0			22.5			30.7	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)		83		10	37	0		46	0		9	
Queue Length 95th (ft)		140		22	62	6		94	0		29	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		984		674	1210	1054		238	388		211	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.34		0.10	0.18	0.02		0.41	0.17		0.09	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

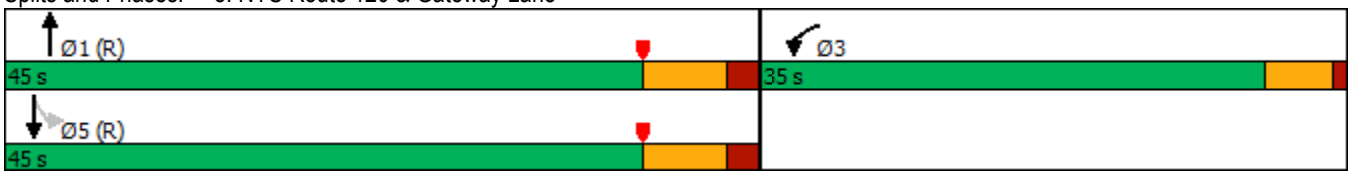


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	81	211	34	84	213
Future Volume (vph)	50	81	211	34	84	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.917		0.981			
Flt Protected	0.981					0.986
Satd. Flow (prot)	1639	0	1724	0	0	1704
Flt Permitted	0.981					0.843
Satd. Flow (perm)	1639	0	1724	0	0	1457
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	84		14			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	52	84	220	35	88	222
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	255	0	0	310
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

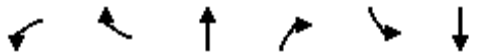
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.7		59.3			59.3
Actuated g/C Ratio	0.11		0.74			0.74
v/c Ratio	0.54		0.20			0.29
Control Delay	22.5		2.3			4.7
Queue Delay	0.0		0.0			0.0
Total Delay	22.5		2.3			4.7
LOS	C		A			A
Approach Delay	22.5		2.3			4.7
Approach LOS	C		A			A
Queue Length 50th (ft)	25		13			39
Queue Length 95th (ft)	72		35			88
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	667		1282			1080
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.20		0.20			0.29

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 52.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: NYS Route 120 & Gateway Lane



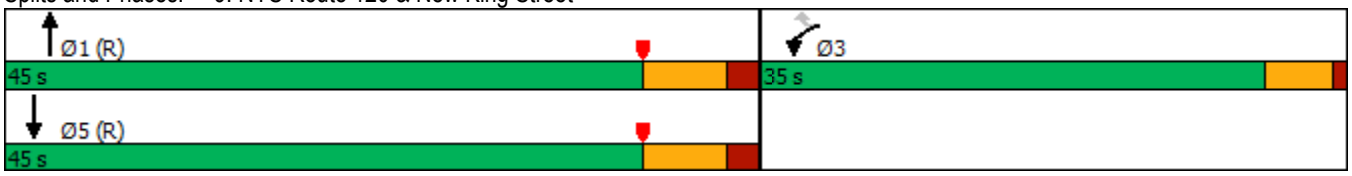
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	199	0	0	264
Future Volume (vph)	245	46	199	0	0	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	263	49	214	0	0	284
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	214	0	0	284
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

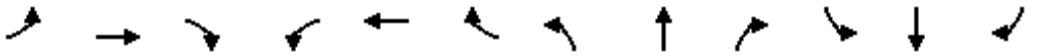


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.19			0.27
Control Delay	37.6	7.7	7.7			6.2
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.7			6.2
LOS	D	A	A			A
Approach Delay	32.9		7.7			6.2
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	40			29
Queue Length 95th (ft)	180	23	86			102
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
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	0.40	0.07	0.19			0.27

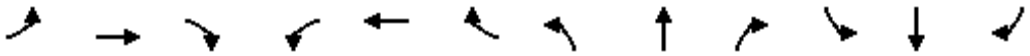
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 9: NYS Route 120 & New King Street





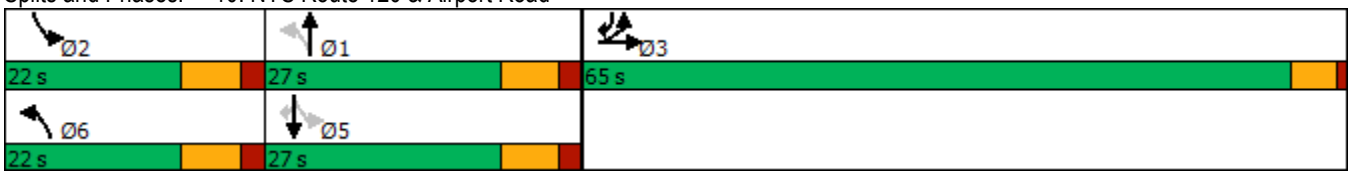
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	298	76	0	0	0	83	66	45	33	107	369
Future Volume (vph)	133	298	76	0	0	0	83	66	45	33	107	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.970						0.939				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1595	1670	0	0	0	0	1711	3308	0	1694	1750	1545
Flt Permitted	0.950	0.998					0.598			0.675		
Satd. Flow (perm)	1595	1670	0	0	0	0	1077	3308	0	1204	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				401
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	145	324	83	0	0	0	90	72	49	36	116	401
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	130	422	0	0	0	0	90	121	0	36	116	401
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

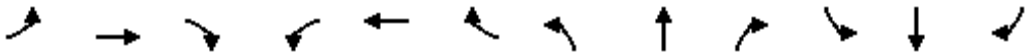


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	25.3	25.3					30.7	25.8		25.5	21.2	55.4
Actuated g/C Ratio	0.36	0.36					0.43	0.36		0.36	0.30	0.78
v/c Ratio	0.23	0.70					0.17	0.10		0.08	0.22	0.31
Control Delay	17.3	25.6					13.9	14.0		14.1	26.0	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.3	25.6					13.9	14.0		14.1	26.0	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		23.6						14.0			7.1	
Approach LOS		C						B			A	
Queue Length 50th (ft)	42	160					21	12		8	40	0
Queue Length 95th (ft)	85	274					61	37		30	104	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1325	1390					641	1237		654	524	1535
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.10	0.30					0.14	0.10		0.06	0.22	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 70.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	176	0	0	273	180	0	0	332	0	0	0
Future Volume (vph)	6	176	0	0	273	180	0	0	332	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.946				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1724	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1724	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	191	0	0	297	196	0	0	361	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	493	0	0	0	361	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

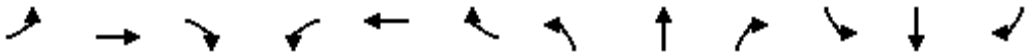
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	176	0	0	273	180	0	0	332	0	0	0
Future Vol, veh/h	6	176	0	0	273	180	0	0	332	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	297	196	0	0	361	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	493	0	-	-	-	0	-	-	191
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354
Pot Cap-1 Maneuver	1081	-	0	0	-	-	0	0	836
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1081	-	-	-	-	-	-	0	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1081	-	-	-
HCM Lane V/C Ratio	0.432	0.006	-	-	-
HCM Control Delay (s)	12.5	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2.2	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	278	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	278	0	0	0	0	0	182	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	290	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	290	0	0	0	0	0	190	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization 32.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑						↑	
Traffic Vol, veh/h	0	0	0	278	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	278	0	0	0	0	0	182	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	290	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	580	580	-
Stage 1	-	-	-	580	580	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	457	415	0
Stage 1	-	-	0	536	487	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	457	0	-
Mov Cap-2 Maneuver	-	-	-	457	0	-
Stage 1	-	-	-	536	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		18.3
HCM LOS		C

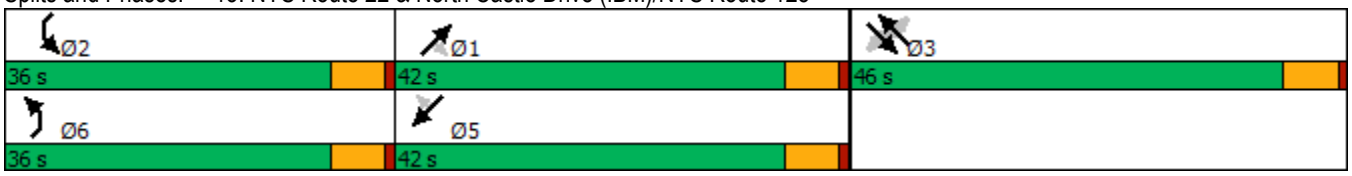
Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	457
HCM Lane V/C Ratio	-	-	0.415
HCM Control Delay (s)	-	-	18.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	184	26	19	68	189	336	29	58	363	87
Future Volume (vph)	118	9	184	26	19	68	189	336	29	58	363	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	123	9	192	27	20	71	197	350	30	60	378	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	192	27	20	71	197	350	30	60	378	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.5	17.5	17.5	17.5	17.5	14.7	46.2	46.2	7.6	36.5	36.5
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.17	0.53	0.53	0.09	0.42	0.42
v/c Ratio		0.46	0.41	0.12	0.05	0.18	0.69	0.20	0.03	0.38	0.26	0.13
Control Delay		36.4	7.5	30.3	28.7	7.4	48.2	13.1	0.1	47.2	19.1	5.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.4	7.5	30.3	28.7	7.4	48.2	13.1	0.1	47.2	19.1	5.5
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.3			16.3			24.4			19.9	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		63	0	12	9	0	101	52	0	31	67	0
Queue Length 95th (ft)		127	53	36	29	30	192	103	0	79	135	34
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		670	831	509	886	795	587	1776	895	631	1443	675
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.20	0.23	0.05	0.02	0.09	0.34	0.20	0.03	0.10	0.26	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 87			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



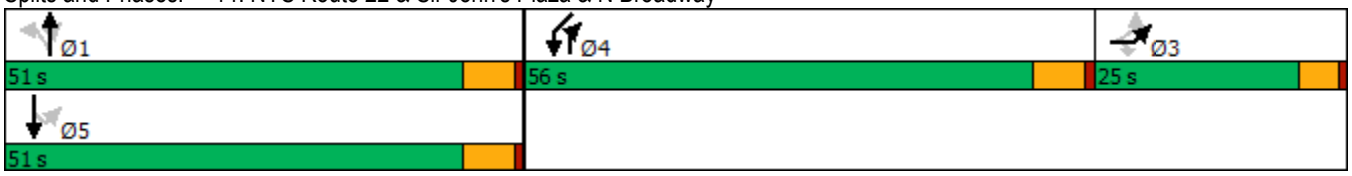
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	178	0	375	2	179	0
Future Volume (vph)	3	0	6	4	400	178	0	375	2	179	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			185					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	3	0	6	4	417	185	0	391	2	186	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	185	0	393	0	186	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

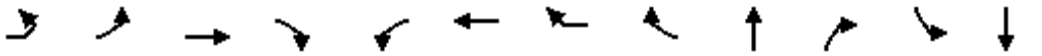
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		7.9	7.9		45.4	66.0		45.4		9.5	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.43	
Control Delay		30.7	0.3		7.8	0.5		6.7		31.4	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.7	0.3		7.8	0.5		6.7		31.4	
LOS		C	A		A	A		A		C	
Approach Delay		10.4			5.6			6.7		31.4	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		59	0		38		36	
Queue Length 95th (ft)		10	0		192	12		120		76	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		491	382		1138	1391		1461		2304	
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		0.01	0.02		0.37	0.13		0.27		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 132			
Actuated Cycle Length: 69.2			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 10.0		Intersection LOS: B	
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

* User Entered Value

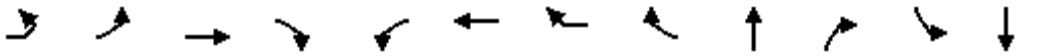
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	346	68	47	373
Future Volume (vph)	1	217	148	94	64	106	1	71	346	68	47	373
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.942			0.999		0.850		0.850		0.945
Flt Protected						0.982					0.950	
Satd. Flow (prot)	0	1639	1683	0	0	1834	0	1599	3353	1443	1859	3254
Flt Permitted						0.982					0.260	
Satd. Flow (perm)	0	1627	1683	0	0	1825	0	1576	3353	1443	509	3254
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	368	72	50	397
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	257	0	0	182	0	76	368	72	50	628
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
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	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												

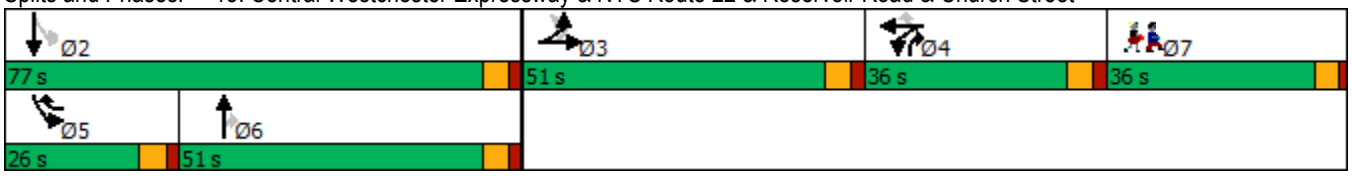
Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	
Growth Factor	100%	
Heavy Vehicles (%)	14%	
Bus Blockages (#/hr)	0	
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		27.9	27.9			20.1		29.0	21.6	41.7	36.6	36.6
Actuated g/C Ratio		0.20	0.20			0.14		0.21	0.15	0.30	0.26	0.26
v/c Ratio		0.72	0.77			0.69		0.20	0.71	0.15	0.23	0.74
Control Delay		66.8	70.0			73.4		6.7	66.1	4.1	45.0	54.3
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		66.8	70.0			73.4		6.7	66.1	4.1	45.0	54.3
LOS		E	E			E		A	E	A	D	D
Approach Delay			68.5			53.7			55.9			53.6
Approach LOS			E			D			E			D
Queue Length 50th (ft)		196	219			157		0	166	0	34	271
Queue Length 95th (ft)		336	371			282		31	268	18	81	413
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		535	554			402		514	1104	587	330	1690
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.43	0.46			0.45		0.15	0.33	0.12	0.15	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 139.9			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 58.1		Intersection LOS: E	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	SBR	Ø7
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Minimum Gap (s)		3.0
Time Before Reduce (s)		0.0
Time To Reduce (s)		0.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	700	603	281	281
Future Volume (vph)	733	749	700	603	281	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		299
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	780	797	745	641	299	299
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	745	641	299	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	34.2	73.1	31.9	113.4	27.2	113.4
Actuated g/C Ratio	0.30	0.64	0.28	1.00	0.24	1.00
v/c Ratio	1.54	0.37	0.80	0.43	0.74	0.20
Control Delay	281.5	10.6	45.6	0.9	51.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	281.5	10.6	45.6	0.9	51.7	0.3
LOS	F	B	D	A	D	A
Approach Delay		144.6	24.9		26.0	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~830	133	266	0	207	0
Queue Length 95th (ft)	#1146	202	367	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	508	2219	1006	1507	523	1507
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	1.54	0.36	0.74	0.43	0.57	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 113.4			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.54			
Intersection Signal Delay: 78.1		Intersection LOS: E	
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			

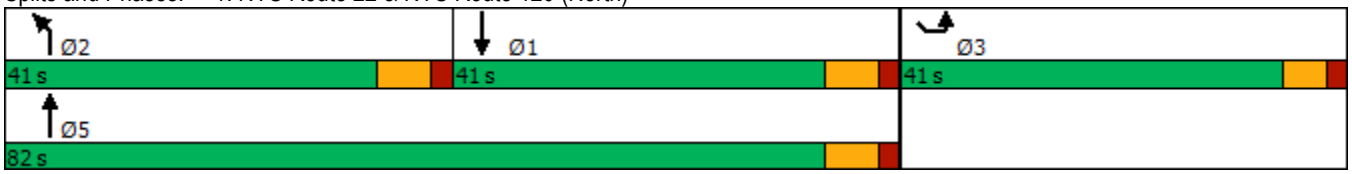
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

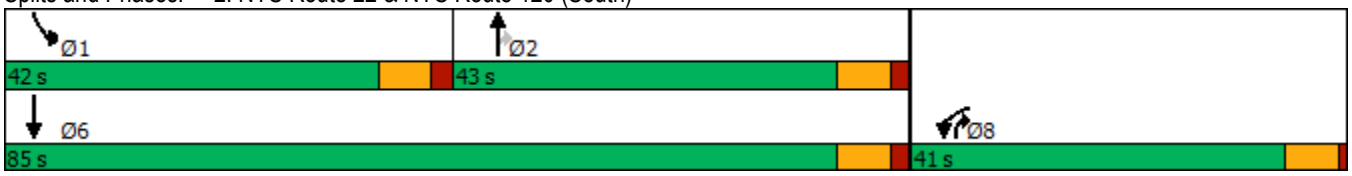


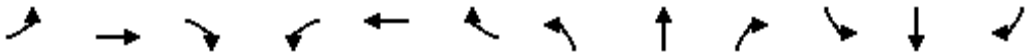
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	314	16	531	40	338	643
Future Volume (vph)	314	16	531	40	338	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			47		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	369	19	625	47	398	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	625	47	398	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	23.6		22.2	53.1	16.8	46.4
Actuated g/C Ratio	0.28		0.27	0.64	0.20	0.56
v/c Ratio	0.74		0.69	0.05	0.59	0.39
Control Delay	37.6		33.0	1.9	36.3	11.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	37.6		33.0	1.9	36.3	11.7
LOS	D		C	A	D	B
Approach Delay	37.6		30.8			20.2
Approach LOS	D		C			C
Queue Length 50th (ft)	179		150	0	96	107
Queue Length 95th (ft)	317		246	10	169	175
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	814		1533	1169	1460	3116
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.48		0.41	0.04	0.27	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 83.5			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.983			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2002	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2002	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	62	9	2	1144	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1182	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

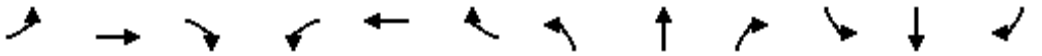
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1144	36	0	0	0

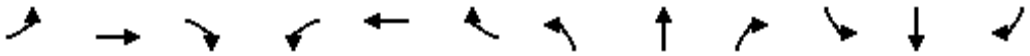
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1166	1162	0	0	0
Stage 1	-	1166	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	266	282	-	-	-
Stage 1	0	367	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	282	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	22	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	282
HCM Lane V/C Ratio	-	-	-	0.25
HCM Control Delay (s)	-	-	-	22
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	367	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	367	10
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.666		0.403			0.090		
Satd. Flow (perm)	0	1372	1479	0	1232	1623	626	1815	1834	174	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	422	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	422	11
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.7	30.4		19.7	29.4	51.1	48.6		44.9	40.2	40.2
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.53	0.47	0.47
v/c Ratio		0.74	0.26		0.11	0.04	0.09	1.17		0.01	0.47	0.01
Control Delay		44.6	4.0		25.7	4.3	8.2	108.8		8.0	18.6	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		44.6	4.0		25.7	4.3	8.2	108.8		8.0	18.6	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		27.7			16.0			105.6			18.1	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		116	0		13	0	7	~725		0	144	0
Queue Length 95th (ft)		190	33		34	11	23	#1214		2	263	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		651	862		584	876	592	1041		504	893	825
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.36	0.19		0.05	0.03	0.07	1.17		0.00	0.47	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 84.7			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 71.0		Intersection LOS: E	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

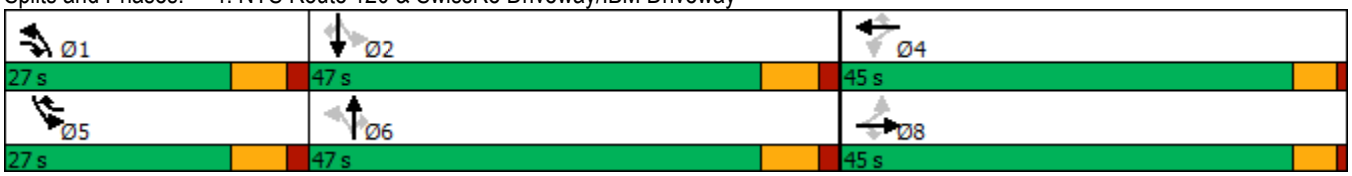
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	960	1	8	529
Future Volume (vph)	6	136	960	1	8	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	7	155	1091	1	9	601
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	1091	1	9	601
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

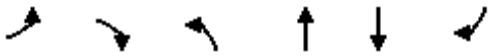
Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	136	960	1	8	529
Future Vol, veh/h	6	136	960	1	8	529
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	1091	1	9	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1710	1091	0	-	1091	0
Stage 1	1091	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	134	286	-	0	604	-
Stage 1	390	-	-	0	-	-
Stage 2	600	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	132	286	-	-	604	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.6	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	132	286	604	-
HCM Lane V/C Ratio	-	0.052	0.54	0.015	-
HCM Control Delay (s)	-	33.8	31.5	11.1	-
HCM Lane LOS	-	D	D	B	-
HCM 95th %tile Q(veh)	-	0.2	3	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	960	536	0
Future Volume (vph)	1	0	0	960	536	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	0	0	1157	646	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	1157	646	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

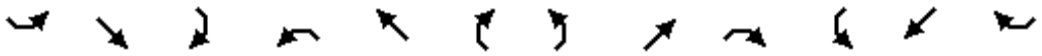
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	960	536	0
Future Vol, veh/h	1	0	0	960	536	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	1157	646	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1803	646	646	0	-	0
Stage 1	646	-	-	-	-	-
Stage 2	1157	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	65	450	949	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	450	949	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	61.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	949	-	65	-	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	0	-	61.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	406	128	127	833	20	127	0	127	124	0	0
Future Volume (vph)	2	406	128	127	833	20	127	0	127	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		0.99		1.00								
Frt		0.968				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1764	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.998		0.326				0.617			0.607	
Satd. Flow (perm)	0	1761	0	596	1792	1412	0	1122	1545	0	1088	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				26			148			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	472	149	148	969	23	148	0	148	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	623	0	148	969	23	0	148	148	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												



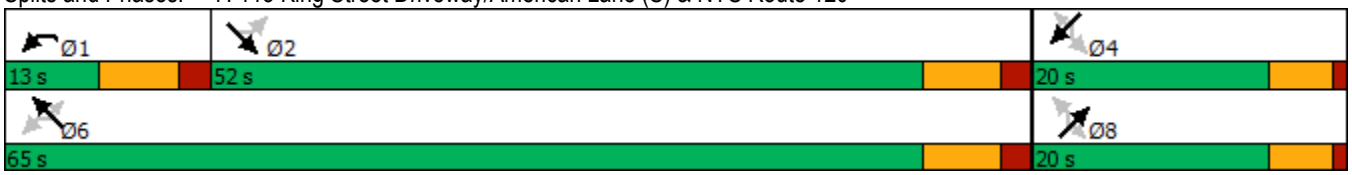
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		45.1		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.53		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.66		0.31	0.79	0.02		0.75	0.38		0.75	
Control Delay		17.8		6.4	15.6	1.7		58.0	8.6		58.9	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		17.8		6.4	15.6	1.7		58.0	8.6		58.9	
LOS		B		A	B	A		E	A		E	
Approach Delay		17.8			14.1			33.3			58.9	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)		216		24	308	0		76	0		74	
Queue Length 95th (ft)		306		41	438	6		#158	43		#155	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		948		487	1222	971		198	394		192	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.66		0.30	0.79	0.02		0.75	0.38		0.75	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 102.7%		ICU Level of Service G	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	318	661	41	223	433
Future Volume (vph)	82	318	661	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.893		0.992			
Flt Protected	0.990					0.983
Satd. Flow (prot)	1709	0	1767	0	0	1753
Flt Permitted	0.990					0.338
Satd. Flow (perm)	1709	0	1767	0	0	603
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	136		5			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	93	361	751	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	454	0	798	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

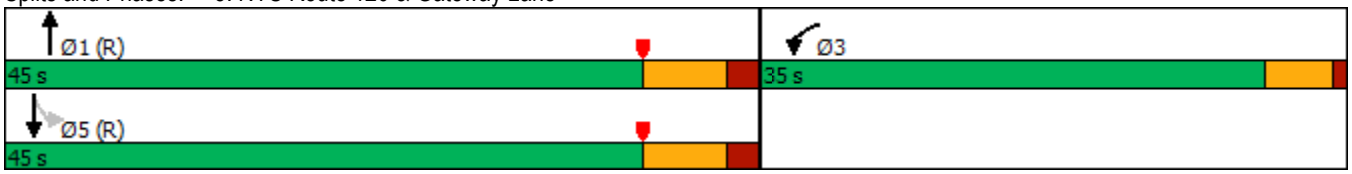
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	21.5		46.5			46.5
Actuated g/C Ratio	0.27		0.58			0.58
v/c Ratio	0.82		0.78			2.13
Control Delay	30.4		13.4			535.4
Queue Delay	0.0		0.0			0.0
Total Delay	30.4		13.4			535.4
LOS	C		B			F
Approach Delay	30.4		13.4			535.4
Approach LOS	C		B			F
Queue Length 50th (ft)	150		61			~436
Queue Length 95th (ft)	214		#567			#695
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	725		1029			350
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.63		0.78			2.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.13			
Intersection Signal Delay: 212.0		Intersection LOS: F	
Intersection Capacity Utilization 112.4%		ICU Level of Service H	
Analysis Period (min) 15			

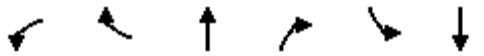
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	608	0	0	515
Future Volume (vph)	486	95	608	0	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	523	102	654	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	654	0	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

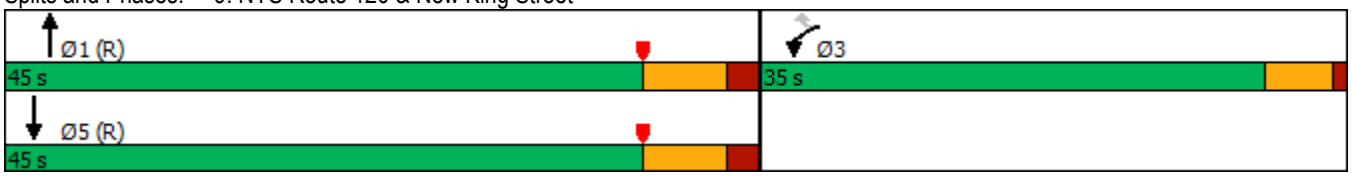


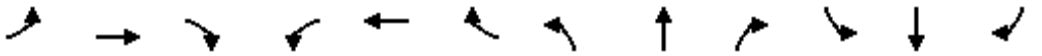
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.71			0.62
Control Delay	40.1	4.5	21.4			8.7
Queue Delay	0.0	0.0	0.5			0.3
Total Delay	40.1	4.5	21.9			9.0
LOS	D	A	C			A
Approach Delay	34.3		21.9			9.0
Approach LOS	C		C			A
Queue Length 50th (ft)	232	0	248			88
Queue Length 95th (ft)	#380	29	398			m52
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			62
Spillback Cap Reductn	0	3	59			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.76			0.67

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 22.2		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

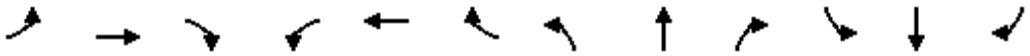
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	447	268	130	0	0	0	297	161	23	33	279	689
Future Volume (vph)	447	268	130	0	0	0	297	161	23	33	279	689
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.956						0.982				0.850
Flt Protected	0.950	0.995					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3385	0	1633	1800	1575
Flt Permitted	0.950	0.995					0.305			0.629		
Satd. Flow (perm)	1689	1686	0	0	0	0	577	3385	0	1081	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						12				118
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	476	285	138	0	0	0	316	171	24	35	297	733
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	428	471	0	0	0	0	316	195	0	35	297	733
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



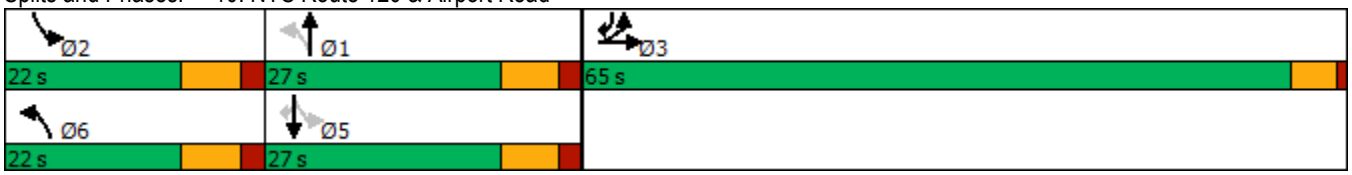
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	39.2	39.2					42.8	35.3		26.3	20.4	66.8
Actuated g/C Ratio	0.42	0.42					0.45	0.37		0.28	0.22	0.71
v/c Ratio	0.61	0.66					0.69	0.15		0.10	0.76	0.64
Control Delay	24.5	24.4					30.1	24.6		21.2	51.8	8.4
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	24.5	24.4					30.1	24.6		21.2	51.8	8.4
LOS	C	C					C	C		C	D	A
Approach Delay		24.5						28.0			21.0	
Approach LOS		C						C			C	
Queue Length 50th (ft)	201	213					120	41		11	166	159
Queue Length 95th (ft)	291	314					#269	90		39	#385	245
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1096	1104					459	1273		498	389	1442
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.39	0.43					0.69	0.15		0.07	0.76	0.51

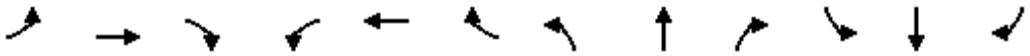
Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 94.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	255	0	0	399	588	0	0	590	0	0	0
Future Volume (vph)	3	255	0	0	399	588	0	0	590	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.920				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	271	0	0	424	626	0	0	628	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	1050	0	0	0	628	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

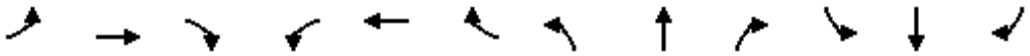
Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	255	0	0	399	588	0	0	590	0	0	0
Future Vol, veh/h	3	255	0	0	399	588	0	0	590	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	424	626	0	0	628	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1050	0	-	-	-	0	-	-	271
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	671	-	0	0	-	-	0	0	767
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	671	-	-	-	-	-	-	0	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	27.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	671	-	-	-
HCM Lane V/C Ratio	0.818	0.005	-	-	-
HCM Control Delay (s)	27.1	10.4	0	-	-
HCM Lane LOS	D	B	A	-	-
HCM 95th %tile Q(veh)	8.9	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	429	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	429	0	0	0	0	0	278	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	25.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↟						↟	
Traffic Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	429	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	858	858	-
Stage 1	-	-	-	858	858	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	312	283	0
Stage 1	-	-	0	396	359	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	312	0	-
Mov Cap-2 Maneuver	-	-	-	312	0	-
Stage 1	-	-	-	396	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		64.6
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	312
HCM Lane V/C Ratio	-	-	0.893
HCM Control Delay (s)	-	-	64.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.3

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	217	147	32	350	313	767	35	62	766	124
Future Volume (vph)	171	6	217	147	32	350	313	767	35	62	766	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.577			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1074	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	173	6	219	148	32	354	316	775	35	63	774	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	219	148	32	354	316	775	35	63	774	125
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

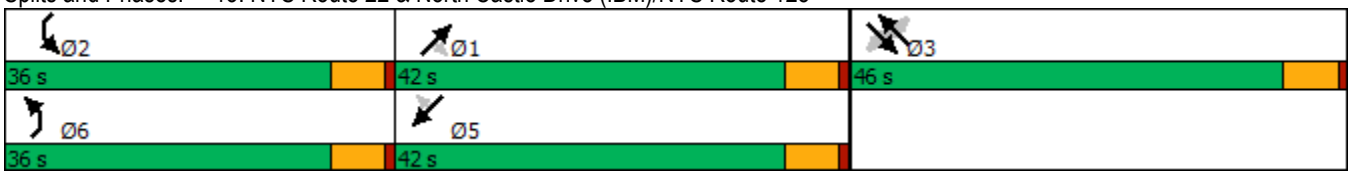
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		26.5	26.5	26.5	26.5	26.5	23.2	54.3	54.3	8.3	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.39	0.55	0.07	0.53	0.83	0.42	0.05	0.44	0.62	0.20
Control Delay		38.4	6.3	42.5	30.4	6.4	59.2	18.7	0.1	59.0	33.4	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.4	6.3	42.5	30.4	6.4	59.2	18.7	0.1	59.0	33.4	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		20.8			17.8			29.5			31.5	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		103	0	87	16	0	208	180	0	43	239	0
Queue Length 95th (ft)		179	57	160	42	69	#337	276	0	92	357	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		566	753	417	739	844	499	1853	724	526	1239	641
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.32	0.29	0.35	0.04	0.42	0.63	0.42	0.05	0.12	0.62	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.6			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.9		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	296	0	551	5	255	2
Future Volume (vph)	8	2	16	5	1214	296	0	551	5	255	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			312					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Confl. Bikes (#/hr)											
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	8	2	17	5	1278	312	0	580	5	268	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	312	0	585	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		8.6	8.6		100.6	126.3		100.6		17.0	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.99	0.22		0.35		0.67	
Control Delay		67.1	1.5		42.8	0.5		8.6		66.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		67.1	1.5		42.8	0.5		8.6		66.7	
LOS		E	A		D	A		A		E	
Approach Delay		25.8			34.5			8.6		66.7	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1267	0		147		125	
Queue Length 95th (ft)		30	0		#1671	11		229		176	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		184	221		1298	1426		1692		601	
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		0.05	0.08		0.99	0.22		0.35		0.45	

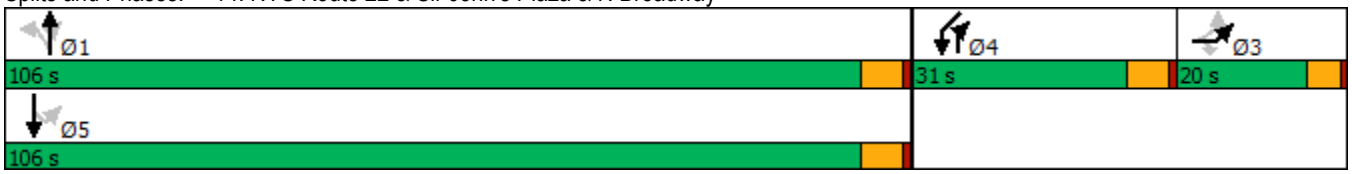
Intersection Summary			
Area Type:	Other		
Cycle Length: 157			
Actuated Cycle Length: 137.7			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 31.8		Intersection LOS: C	
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

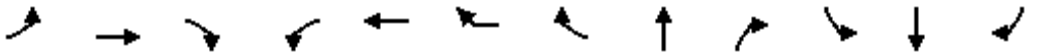
* User Entered Value

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

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

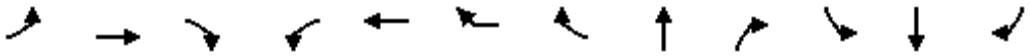
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1192	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1192	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.961	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted					0.983					0.078		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	153	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	325	153	98	81	146	3	119	1229	133	77	599	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	251	0	0	230	0	119	1229	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	38.6	38.6			27.0		38.5	45.2	72.2	62.8	62.8	
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.34	0.34	
v/c Ratio	0.89	0.70			0.86		0.29	1.45	0.21	0.48	0.67	
Control Delay	96.0	78.6			105.2		10.0	255.5	9.1	53.5	55.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	96.0	78.6			105.2		10.0	255.5	9.1	53.5	55.5	
LOS	F	E			F		A	F	A	D	E	
Approach Delay		88.4			72.8			231.4			55.3	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	391	288			280		12	~1111	22	67	463	
Queue Length 95th (ft)	#552	407			#436		55	#1308	51	114	553	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	428	417			298		488	846	669	240	1375	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.76	0.60			0.77		0.24	1.45	0.20	0.32	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 182.7			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay: 138.7		Intersection LOS: F	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

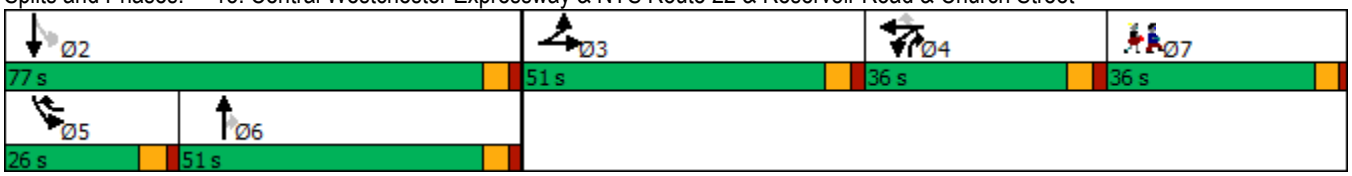
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	214	554	794	226	524	786
Future Volume (vph)	214	554	794	226	524	786
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		483
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	218	565	810	231	535	802
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	565	810	231	535	802
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	24.4	64.0	32.6	112.3	35.2	112.3
Actuated g/C Ratio	0.22	0.57	0.29	1.00	0.31	1.00
v/c Ratio	0.68	0.31	0.84	0.16	1.07	0.56
Control Delay	51.8	12.8	47.5	0.2	97.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	12.8	47.5	0.2	97.3	1.6
LOS	D	B	D	A	F	A
Approach Delay		23.7	37.0		39.9	
Approach LOS		C	D		D	
Queue Length 50th (ft)	147	105	287	0	~437	0
Queue Length 95th (ft)	231	137	#434	0	#724	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	450	2154	1005	1478	502	1436
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	0.48	0.26	0.81	0.16	1.07	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 112.3			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

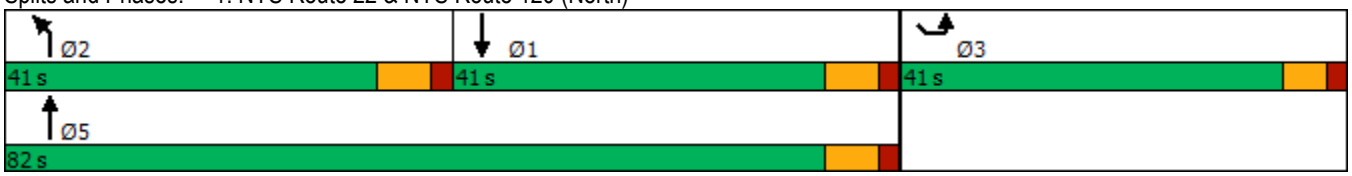
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

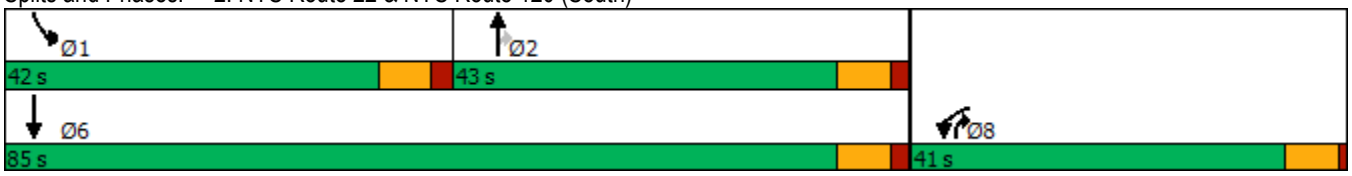


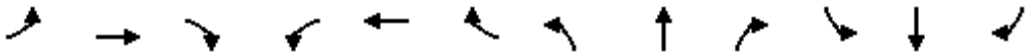
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	56	0	478	182	924	655
Future Volume (vph)	56	0	478	182	924	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				9		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	59	0	503	192	973	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	503	192	973	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.3		18.1	35.4	35.1	60.1
Actuated g/C Ratio	0.12		0.22	0.42	0.42	0.72
v/c Ratio	0.28		0.70	0.30	0.69	0.28
Control Delay	38.3		36.0	16.4	23.5	4.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	38.3		36.0	16.4	23.5	4.4
LOS	D		D	B	C	A
Approach Delay	38.3		30.6			15.6
Approach LOS	D		C			B
Queue Length 50th (ft)	28		127	61	204	53
Queue Length 95th (ft)	68		183	107	315	78
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	717		1428	1067	1415	3188
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.08		0.35	0.18	0.69	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 83.5			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	284	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	284	45	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.973			0.982				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1748	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1748	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	28	7	1	323	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	375	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.7%		ICU Level of Service A	
Analysis Period (min) 15			

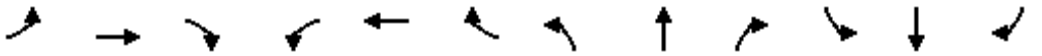
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	25	6	1	284	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	284	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	323	51	0	0	0

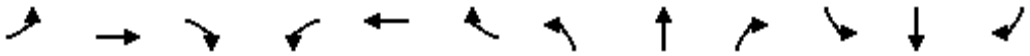
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	351	349	0	0	0
Stage 1	-	351	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	629	734	-	-	-
Stage 1	0	693	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	734	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.2	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	734
HCM Lane V/C Ratio	-	-	-	0.048
HCM Control Delay (s)	-	-	-	10.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	18	4	0	3	146	367	28	27	790	289
Future Volume (vph)	16	1	18	4	0	3	146	367	28	27	790	289
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.193			0.527		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	340	1667	1558	1021	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			200
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	17	1	20	4	0	3	159	399	30	29	859	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	399	30	29	859	314
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



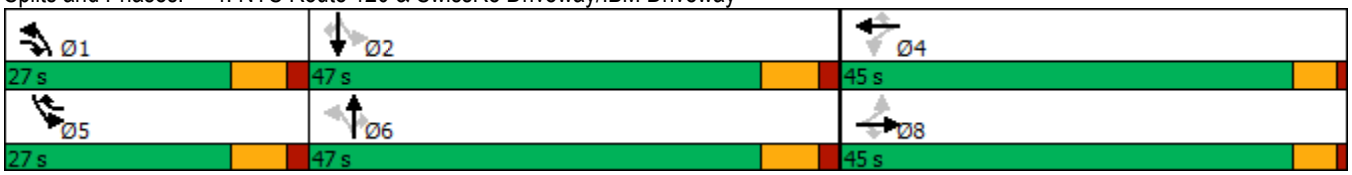
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	40.5
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	0.64
v/c Ratio		0.12	0.11		0.02	0.01	0.39	0.28	0.02	0.04	0.71	0.28
Control Delay		29.8	4.8		28.5	0.0	4.4	4.7	0.0	2.4	14.3	3.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	4.4	4.7	0.0	2.4	14.3	3.5
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			4.3			11.2	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	146	11
Queue Length 95th (ft)		27	9		10	0	33	161	0	9	#610	71
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	718	1420	1340	1133	1208	1118
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.22	0.28	0.02	0.03	0.71	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 63.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	531	5	167	645
Future Volume (vph)	11	11	531	5	167	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	12	565	5	178	686
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	565	5	178	686
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

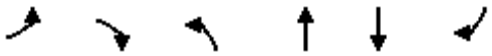
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	531	5	167	645
Future Vol, veh/h	11	11	531	5	167	645
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	565	5	178	686

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1607	565	0	-	565	0
Stage 1	565	-	-	-	-	-
Stage 2	1042	-	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209	-
Pot Cap-1 Maneuver	153	515	-	0	1012	-
Stage 1	629	-	-	0	-	-
Stage 2	408	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	126	515	-	-	1012	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	336	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	126	515	1012	-
HCM Lane V/C Ratio	-	0.093	0.023	0.176	-
HCM Control Delay (s)	-	36.5	12.2	9.3	-
HCM Lane LOS	-	E	B	A	-
HCM 95th %tile Q(veh)	-	0.3	0.1	0.6	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	12	3	530	651	4
Future Volume (vph)	6	12	3	530	651	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.999	
Flt Protected	0.984					
Satd. Flow (prot)	1271	0	0	1644	1782	0
Flt Permitted	0.984					
Satd. Flow (perm)	1271	0	0	1644	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	6	13	3	558	685	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	561	689	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	12	3	530	651	4
Future Vol, veh/h	6	12	3	530	651	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	6	13	3	558	685	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1251	687	689	0	-	0
Stage 1	687	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	99	425	915	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	425	915	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	378	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.6	0.1	0
HCM LOS	C		

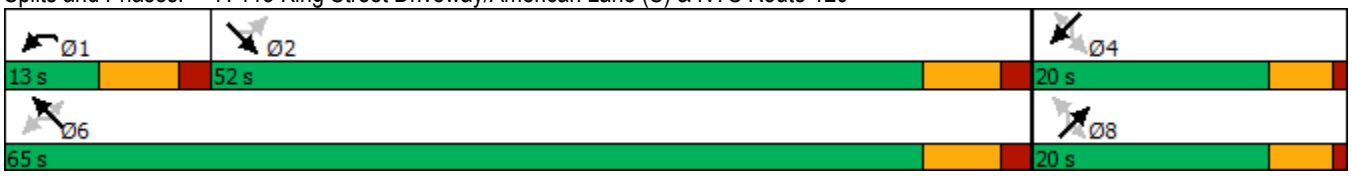
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	915	-	203	-	-
HCM Lane V/C Ratio	0.003	-	0.093	-	-
HCM Control Delay (s)	8.9	0	24.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	582	81	124	436	158	97	0	157	26	0	0
Future Volume (vph)	1	582	81	124	436	158	97	0	157	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor												
Frt		0.984				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1781	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.289				0.739			0.690	
Satd. Flow (perm)	0	1781	0	528	1677	1494	0	1343	1545	0	1116	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				170			169			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	626	87	133	469	170	104	0	169	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	714	0	133	469	170	0	104	169	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		45.2		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.53		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.75		0.30	0.41	0.16		0.44	0.41		0.14	
Control Delay		21.5		6.5	7.3	1.1		37.9	8.6		31.8	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		21.5		6.5	7.3	1.1		37.9	8.6		31.8	
LOS		C		A	A	A		D	A		C	
Approach Delay		21.5			5.8			19.7			31.8	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)		276		21	95	0		50	0		13	
Queue Length 95th (ft)		423		39	147	17		100	52		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		952		445	1144	1073		237	411		196	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.75		0.30	0.41	0.16		0.44	0.41		0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



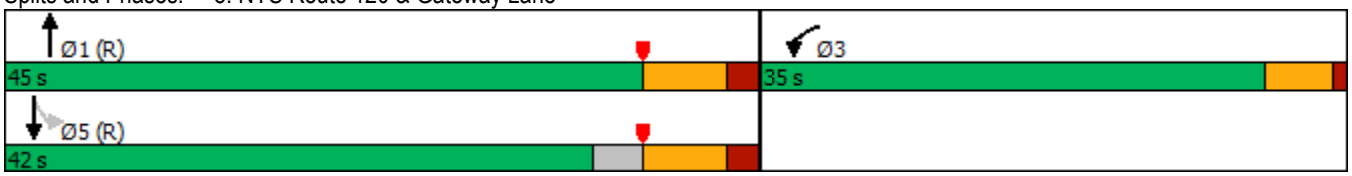
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	223	495	44	234	532
Future Volume (vph)	54	223	495	44	234	532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.891		0.989			
Flt Protected	0.990					0.985
Satd. Flow (prot)	1692	0	1630	0	0	1745
Flt Permitted	0.990					0.652
Satd. Flow (perm)	1692	0	1630	0	0	1155
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	237		8			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	57	237	527	47	249	566
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	0	574	0	0	815
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		42.0	42.0
Total Split (%)	43.8%		56.3%		52.5%	52.5%
Maximum Green (s)	30.0		38.0		35.0	35.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	9.7		58.3			58.3
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.71		0.48			0.97
Control Delay	17.9		3.2			38.8
Queue Delay	0.0		0.0			0.0
Total Delay	17.9		3.2			38.8
LOS	B		A			D
Approach Delay	17.9		3.2			38.8
Approach LOS	B		A			D
Queue Length 50th (ft)	27		27			282
Queue Length 95th (ft)	93		45			#683
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	782		1190			841
Starvation Cap Reductn	0		6			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.38		0.48			0.97

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 102.2%		ICU Level of Service G	
Analysis Period (min) 15			

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



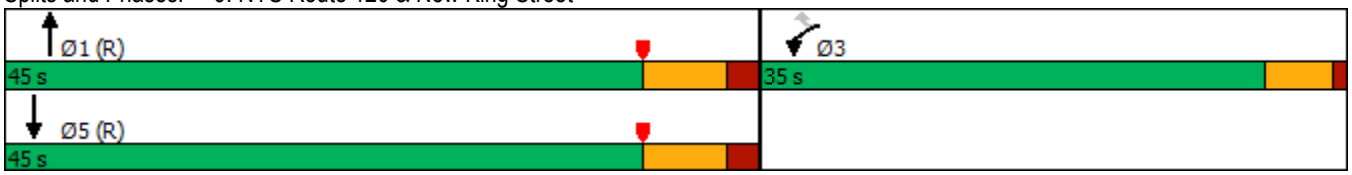
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	515	0	0	586
Future Volume (vph)	157	24	515	0	0	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	165	25	542	0	0	617
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	542	0	0	617
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

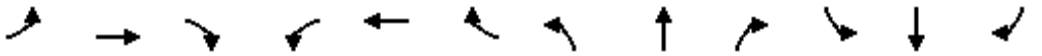
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.48			0.51
Control Delay	38.9	11.3	8.5			3.7
Queue Delay	0.0	0.0	0.0			0.4
Total Delay	38.9	11.3	8.5			4.1
LOS	D	B	A			A
Approach Delay	35.2		8.5			4.1
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	109			38
Queue Length 95th (ft)	127	19	217			m63
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			207
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.48			0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

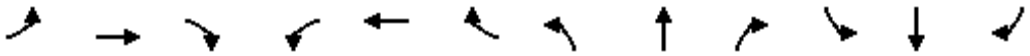
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	413	307	0	0	0	89	127	55	49	179	514
Future Volume (vph)	387	413	307	0	0	0	89	127	55	49	179	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1614	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.567			0.630		
Satd. Flow (perm)	1580	1614	0	0	0	0	1012	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33						59				547
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	412	439	327	0	0	0	95	135	59	52	190	547
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	371	807	0	0	0	0	95	194	0	52	190	547
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.2	40.2					34.8	27.4		30.2	25.1	73.6
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.33	0.28	0.82
v/c Ratio	0.53	1.09					0.21	0.19		0.12	0.39	0.41
Control Delay	22.9	88.2					16.7	17.3		16.2	30.9	1.2
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	22.9	88.2					16.7	17.3		16.2	30.9	1.2
LOS	C	F					B	B		B	C	A
Approach Delay		67.6						17.1			9.4	
Approach LOS		E						B			A	
Queue Length 50th (ft)	165	~572					32	30		17	92	0
Queue Length 95th (ft)	274	#853					62	58		39	161	22
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	738					539	1450		562	773	1349
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.53	1.09					0.18	0.13		0.09	0.25	0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 90.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 40.8		Intersection LOS: D	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

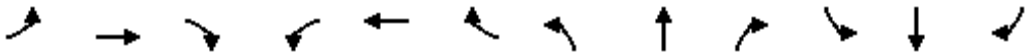
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	599	0	0	466	138	0	0	508	0	0	0
Future Volume (vph)	1	599	0	0	466	138	0	0	508	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.969				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1768	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1768	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	666	0	0	518	153	0	0	564	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	671	0	0	0	564	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	50.2

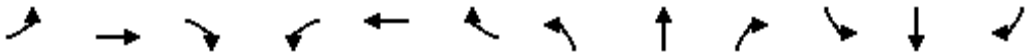
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	599	0	0	466	138	0	0	508	0	0	0
Future Vol, veh/h	1	599	0	0	466	138	0	0	508	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	518	153	0	0	564	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	671	0	-	-	-	0	-	-	666
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.372
Pot Cap-1 Maneuver	929	-	0	0	-	-	0	0	~ 441
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	929	-	-	-	-	-	-	0	~ 441
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	169.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	929	-	-	-
HCM Lane V/C Ratio	1.28	0.001	-	-	-
HCM Control Delay (s)	169.3	8.9	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	24.2	0	-	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	466	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	466	0	0	0	0	0	600	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	536	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	536	0	0	0	0	0	690	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	530.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	466	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	466	0	0	0	0	0	600	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	536	0	0	0	0	0	690	0	0

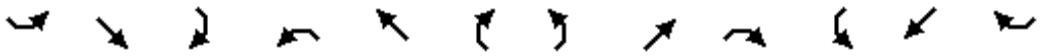
Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	1072	1072	-
Stage 1	-	-	-	1072	1072	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 230	209	0
Stage 1	-	-	0	~ 310	282	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	~ 230	0	-
Mov Cap-2 Maneuver	-	-	-	~ 230	0	-
Stage 1	-	-	-	~ 310	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		$ 942.9
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	230
HCM Lane V/C Ratio	-	-	2.999
HCM Control Delay (s)	-	-	$ 942.9
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	61.7

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	226	35	7	57	199	547	152	420	866	177
Future Volume (vph)	136	26	226	35	7	57	199	547	152	420	866	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Flt Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			233			79			157			174
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	140	27	233	36	7	59	205	564	157	433	893	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	233	36	7	59	205	564	157	433	893	182
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



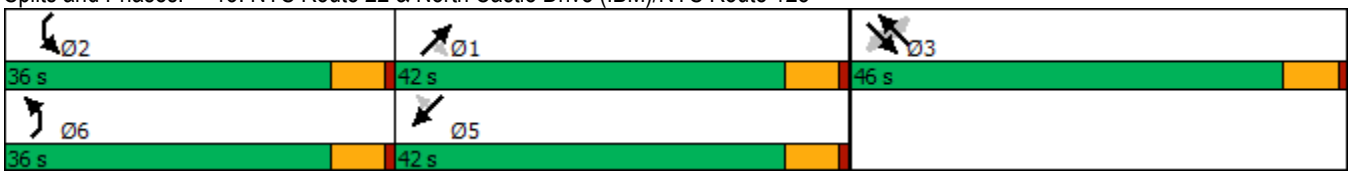
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.5	20.5	20.5	20.5	20.5	17.1	36.1	36.1	30.1	49.1	49.1
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.49	0.23	0.03	0.17	0.76	0.47	0.25	0.84	0.54	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.7	29.2	5.3	52.6	23.2	4.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.7	29.2	5.3	52.6	23.2	4.5
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		23.7			18.9			31.9			29.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	133	155	0	274	218	3
Queue Length 95th (ft)		169	61	50	16	22	210	223	46	#481	347	48
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	716	310	546	605	477	1195	638	513	1658	820
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.33	0.12	0.01	0.10	0.43	0.47	0.25	0.84	0.54	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.7			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 29.0		Intersection LOS: C	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



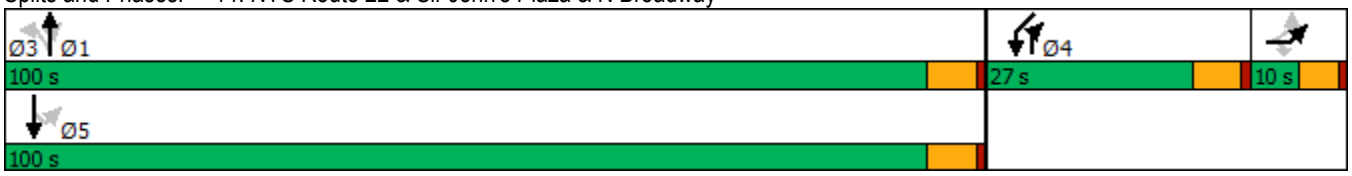
Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	244	0	1216	2	315	2	1
Future Volume (vph)	2	4	3	495	244	0	1216	2	315	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Storage Length (ft)	0	0	0		0	0		0	0	0	
Storage Lanes	1	1	0		1	0		0	2	0	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			249						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Confl. Bikes (#/hr)											
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%		0%		
Adj. Flow (vph)	2	4	3	505	249	0	1241	2	321	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	249	0	1243	0	324	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											

Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	100.0	100.0	27.0	100.0	100.0		27.0		
Total Split (%)	7.3%	7.3%	73.0%	73.0%	19.7%	73.0%	73.0%		19.7%		
Maximum Green (s)	5.0	5.0	94.0	94.0	21.0	94.0	94.0		21.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Minimum Gap (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)	5.0	5.0		94.2	123.1		94.2		17.9		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.74		
Control Delay	62.5	0.5		7.7	0.4		13.0		63.3		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.7	0.4		13.0		63.3		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.3			13.0		63.3		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		125	0		343		129		
Queue Length 95th (ft)	12	0		261	7		670		195		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	129		1232	1308		1716		510		
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	0.03	0.03		0.41	0.19		0.72		0.64		

Intersection Summary			
Area Type:	Other		
Cycle Length: 137			
Actuated Cycle Length: 126			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	521	49	34	1236	248	1
Future Volume (vph)	270	77	213	73	66	34	521	49	34	1236	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.890				0.850		0.850		0.975		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1755	1508	3257	1500	1805	3475	0	0
Flt Permitted					0.974				0.281			
Satd. Flow (perm)	1590	1555	0	0	1748	1487	3257	1500	534	3475	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	284	81	224	77	69	36	548	52	36	1301	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	305	0	0	146	36	548	52	36	1563	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	40.4	40.4			20.9	28.9	59.9	80.8	71.3	71.3		
Actuated g/C Ratio	0.22	0.22			0.11	0.15	0.32	0.43	0.38	0.38		
v/c Ratio	0.83	0.91			0.74	0.12	0.53	0.08	0.14	1.18		
Control Delay	90.1	101.8			103.4	0.9	56.7	1.2	41.3	137.6		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	90.1	101.8			103.4	0.9	56.7	1.2	41.3	137.6		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		96.1			83.1		51.9			135.4		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	336	370			181	0	308	0	29	~1256		
Queue Length 95th (ft)	#486	#566			267	0	405	6	62	#1479		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	385	376			283	388	1043	761	340	1325		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.74	0.81			0.52	0.09	0.53	0.07	0.11	1.18		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 186.8			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 107.6		Intersection LOS: F	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

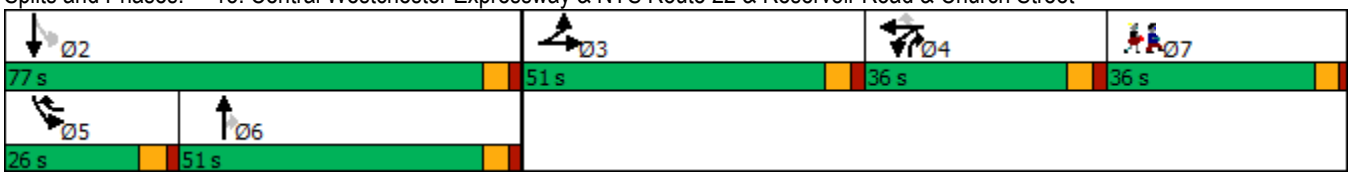
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	177	385	360	234	184	212
Future Volume (vph)	177	385	360	234	184	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		221
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	184	401	375	244	192	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	184	401	375	244	192	221
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	17.5	43.8	18.1	75.2	18.0	75.2
Actuated g/C Ratio	0.23	0.58	0.24	1.00	0.24	1.00
v/c Ratio	0.49	0.21	0.48	0.17	0.52	0.15
Control Delay	31.7	8.1	28.1	0.3	31.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	8.1	28.1	0.3	31.9	0.2
LOS	C	A	C	A	C	A
Approach Delay		15.5	17.1		15.0	
Approach LOS		B	B		B	
Queue Length 50th (ft)	73	41	76	0	76	0
Queue Length 95th (ft)	161	78	147	0	167	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	756	3019	1513	1436	728	1449
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	0.24	0.13	0.25	0.17	0.26	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 75.2			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 16.0		Intersection LOS: B	
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	49	0	268	57	288	284
Future Volume (vph)	49	0	268	57	288	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				61		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	53	0	288	61	310	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	288	61	310	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.2		12.5	29.9	12.6	34.1
Actuated g/C Ratio	0.20		0.24	0.58	0.25	0.66
v/c Ratio	0.15		0.37	0.07	0.40	0.14
Control Delay	20.4		19.3	2.4	19.5	5.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.4		19.3	2.4	19.5	5.2
LOS	C		B	A	B	A
Approach Delay	20.4		16.4			12.4
Approach LOS	C		B			B
Queue Length 50th (ft)	14		41	0	44	21
Queue Length 95th (ft)	41		73	13	76	34
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1269		2299	1448	2234	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.13	0.04	0.14	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 51.4			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	293	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	293	6	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.992			0.997				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1963	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1963	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	16	1	1	326	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	334	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		

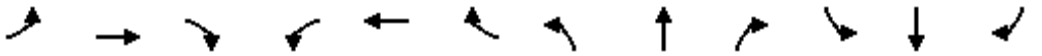
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	14	1	1	293	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	293	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	326	7	0	0	0

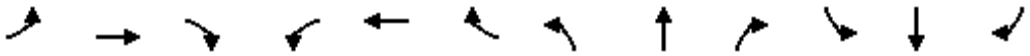
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	332	330	0	0	0
Stage 1	-	332	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	634	750	-	-	-
Stage 1	0	695	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	750	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.9	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	750
HCM Lane V/C Ratio	-	-	-	0.022
HCM Control Delay (s)	-	-	-	9.9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0.1



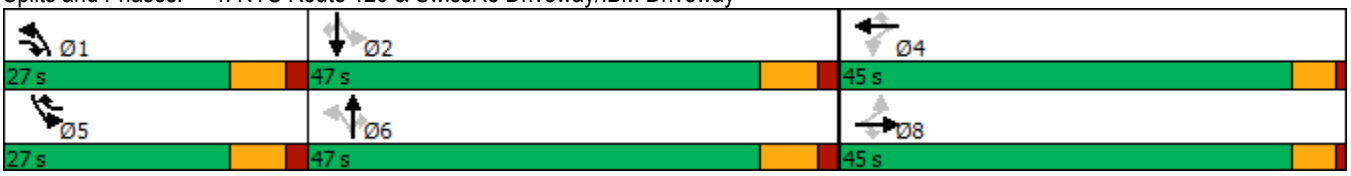
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	326	3	4	302	39
Future Volume (vph)	18	0	18	6	0	4	16	326	3	4	302	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor							1.00					0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.555			0.555		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1016	1798	1558	1076	1828	1622
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	0	19	6	0	4	17	343	3	4	318	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	343	3	4	318	41
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	51.1
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	0.85
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.21	0.00	0.00	0.21	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.2	0.0	2.2	4.2	0.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.2	0.0	2.2	4.2	0.6
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.1			3.8	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	125	0	2	116	4
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1104	1639	1428	1168	1548	1386
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.02	0.21	0.00	0.00	0.21	0.03

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 60.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay: 4.2		Intersection LOS: A	
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	293	0	35	292
Future Volume (vph)	11	53	293	0	35	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	56	308	0	37	307
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	308	0	37	307
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.4%		ICU Level of Service A	
Analysis Period (min) 15			

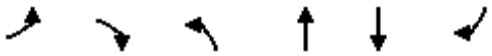
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	293	0	35	292
Future Vol, veh/h	11	53	293	0	35	292
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	308	0	37	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	691	310	0	-	309	0
Stage 1	309	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	464	754	-	0	1246	-
Stage 1	789	-	-	0	-	-
Stage 2	740	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	449	753	-	-	1245	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	717	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	449	753	1245	-
HCM Lane V/C Ratio	-	0.026	0.074	0.03	-
HCM Control Delay (s)	-	13.2	10.2	8	-
HCM Lane LOS	-	B	B	A	-
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	2	287	298	5
Future Volume (vph)	6	2	2	287	298	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.966				0.998	
Flt Protected	0.964					
Satd. Flow (prot)	1743	0	0	1722	1748	0
Flt Permitted	0.964					
Satd. Flow (perm)	1743	0	0	1722	1748	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	6	2	2	305	317	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	307	322	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	2	287	298	5
Future Vol, veh/h	6	2	2	287	298	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	6	2	2	305	317	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	631	322	323	0	-	0
Stage 1	321	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	403	704	1248	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	401	703	1247	-	-	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	710	-	-	-	-	-

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

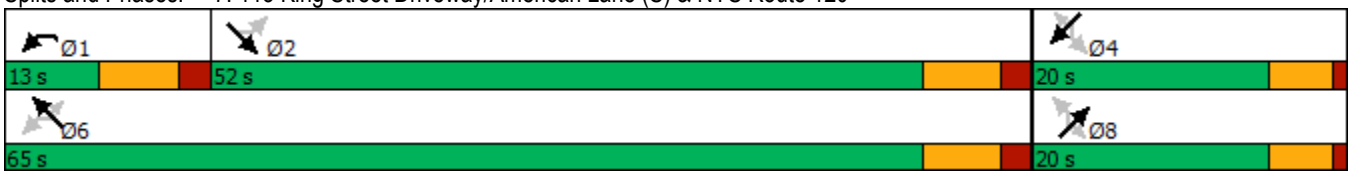
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1247	-	449	-	-
HCM Lane V/C Ratio	0.002	-	0.019	-	-
HCM Control Delay (s)	7.9	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	220	78	52	212	22	78	0	52	19	0	0
Future Volume (vph)	2	220	78	52	212	22	78	0	52	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00				0.99						
Frt		0.965				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1726	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.508				0.744			0.703	
Satd. Flow (perm)	0	1725	0	928	1774	1534	0	1352	1545	0	1212	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	234	83	55	226	23	83	0	55	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	319	0	55	226	23	0	83	55	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		50.3		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.59		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.31		0.08	0.19	0.02		0.35	0.14		0.09	
Control Delay		9.9		4.7	5.4	1.7		35.5	0.8		30.7	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		9.9		4.7	5.4	1.7		35.5	0.8		30.7	
LOS		A		A	A	A		D	A		C	
Approach Delay		9.9			5.0			21.7			30.7	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		80		8	38	0		39	0		9	
Queue Length 95th (ft)		136		19	63	6		82	0		29	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1034		690	1210	1054		238	388		213	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.31		0.08	0.19	0.02		0.35	0.14		0.09	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

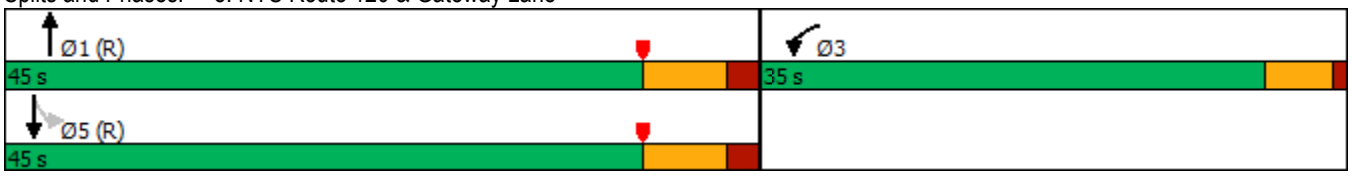


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	80	206	34	83	208
Future Volume (vph)	50	80	206	34	83	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.917		0.981			
Flt Protected	0.981					0.986
Satd. Flow (prot)	1639	0	1723	0	0	1704
Flt Permitted	0.981					0.846
Satd. Flow (perm)	1639	0	1723	0	0	1462
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	83		14			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	52	83	215	35	86	217
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	250	0	0	303
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.7		59.3			59.3
Actuated g/C Ratio	0.11		0.74			0.74
v/c Ratio	0.54		0.20			0.28
Control Delay	22.6		2.3			4.6
Queue Delay	0.0		0.0			0.0
Total Delay	22.6		2.3			4.6
LOS	C		A			A
Approach Delay	22.6		2.3			4.6
Approach LOS	C		A			A
Queue Length 50th (ft)	25		13			38
Queue Length 95th (ft)	72		35			86
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	666		1281			1084
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.20		0.20			0.28

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 7.3	Intersection LOS: A
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 8: NYS Route 120 & Gateway Lane

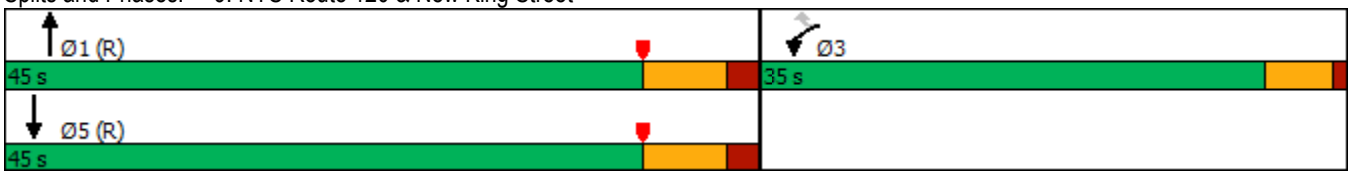


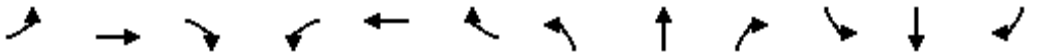
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	194	0	0	259
Future Volume (vph)	245	46	194	0	0	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	263	49	209	0	0	278
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	209	0	0	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.19			0.26
Control Delay	37.6	7.7	7.6			6.2
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.6			6.2
LOS	D	A	A			A
Approach Delay	32.9		7.6			6.2
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	39			28
Queue Length 95th (ft)	180	23	84			101
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
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	0.40	0.07	0.19			0.26

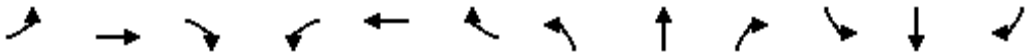
Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 37.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 9: NYS Route 120 & New King Street





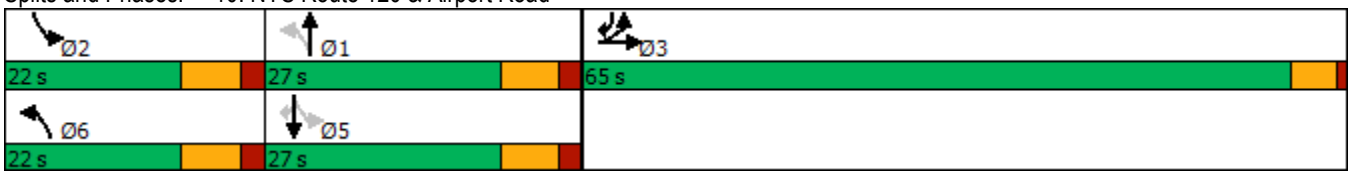
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	298	76	0	0	0	83	64	45	33	105	366
Future Volume (vph)	130	298	76	0	0	0	83	64	45	33	105	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.970						0.938				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1595	1670	0	0	0	0	1711	3306	0	1694	1750	1545
Flt Permitted	0.950	0.998					0.580			0.677		
Satd. Flow (perm)	1595	1670	0	0	0	0	1045	3306	0	1207	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				398
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	141	324	83	0	0	0	90	70	49	36	114	398
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	127	421	0	0	0	0	90	119	0	36	114	398
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

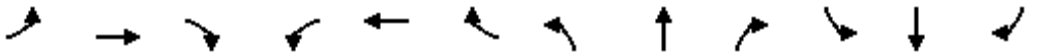


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	24.9	24.9					31.7	28.3		25.4	21.1	55.0
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.23	0.70					0.16	0.09		0.08	0.22	0.31
Control Delay	17.5	26.0					13.6	12.7		13.8	25.6	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.5	26.0					13.6	12.7		13.8	25.6	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.0						13.1			7.0	
Approach LOS		C						B			A	
Queue Length 50th (ft)	42	162					20	7		8	39	0
Queue Length 95th (ft)	83	273					60	36		29	102	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1330	1395					637	1357		659	525	1537
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.10	0.30					0.14	0.09		0.05	0.22	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 70.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	176	0	0	270	180	0	0	328	0	0	0
Future Volume (vph)	6	176	0	0	270	180	0	0	328	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.946				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1724	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1724	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	191	0	0	293	196	0	0	357	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	489	0	0	0	357	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

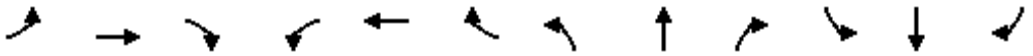
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	176	0	0	270	180	0	0	328	0	0	0
Future Vol, veh/h	6	176	0	0	270	180	0	0	328	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	293	196	0	0	357	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	489	0	-	-	-	0	-	-	191
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.36
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.354
Pot Cap-1 Maneuver	1085	-	0	0	-	-	0	0	836
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1085	-	-	-	-	-	-	0	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1085	-	-	-
HCM Lane V/C Ratio	0.426	0.006	-	-	-
HCM Control Delay (s)	12.5	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2.2	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	270	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	270	0	0	0	0	0	182	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	281	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	281	0	0	0	0	0	190	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	7.2

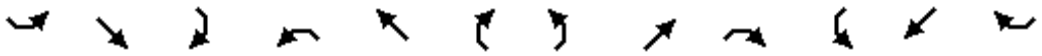
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↰						↰	
Traffic Vol, veh/h	0	0	0	270	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	270	0	0	0	0	0	182	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	281	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	562	562	-
Stage 1	-	-	-	562	562	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	468	425	0
Stage 1	-	-	0	547	497	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	468	0	-
Mov Cap-2 Maneuver	-	-	-	468	0	-
Stage 1	-	-	-	547	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		17.8
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	468
HCM Lane V/C Ratio	-	-	0.405
HCM Control Delay (s)	-	-	17.8
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.9

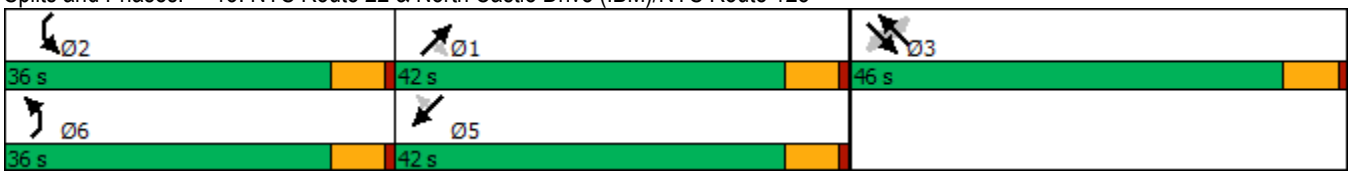
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	182	26	19	68	186	332	29	58	359	87
Future Volume (vph)	118	9	182	26	19	68	186	332	29	58	359	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			190			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	123	9	190	27	20	71	194	346	30	60	374	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	190	27	20	71	194	346	30	60	374	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		17.3	17.3	17.3	17.3	17.3	14.5	46.0	46.0	7.5	36.5	36.5
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.17	0.53	0.53	0.09	0.42	0.42
v/c Ratio		0.46	0.41	0.12	0.05	0.18	0.69	0.19	0.03	0.38	0.26	0.13
Control Delay		36.5	7.5	30.3	28.7	7.4	47.9	13.0	0.1	46.9	18.8	5.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.5	7.5	30.3	28.7	7.4	47.9	13.0	0.1	46.9	18.8	5.4
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.4			16.3			24.2			19.6	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		63	0	12	9	0	99	51	0	31	66	0
Queue Length 95th (ft)		126	53	36	29	30	186	100	0	78	131	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		672	832	511	889	798	589	1776	895	634	1449	677
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.20	0.23	0.05	0.02	0.09	0.33	0.19	0.03	0.09	0.26	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 86.5			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 48.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



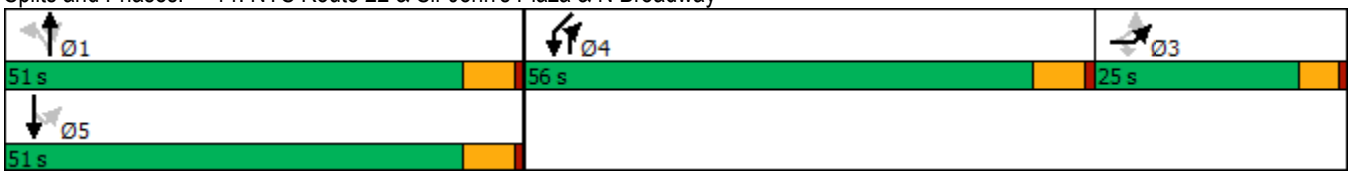
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Future Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			189					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	3	0	6	4	417	189	0	391	2	190	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	189	0	393	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		7.9	7.9		45.4	66.1		45.4		9.6	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.43	
Control Delay		31.0	0.3		7.9	0.5		6.7		31.4	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		31.0	0.3		7.9	0.5		6.7		31.4	
LOS		C	A		A	A		A		C	
Approach Delay		10.6			5.6			6.7		31.4	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		60	0		38		37	
Queue Length 95th (ft)		10	0		193	12		120		77	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		490	382		1137	1391		1459		2301	
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		0.01	0.02		0.37	0.14		0.27		0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 132			
Actuated Cycle Length: 69.3			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 47.8%		ICU Level of Service A	
Analysis Period (min) 15			

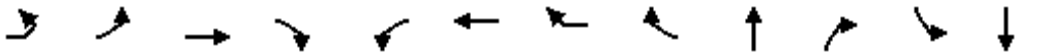
* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	346	68	47	372
Future Volume (vph)	1	217	148	94	64	106	1	71	346	68	47	372
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.942			0.999		0.850		0.850		0.945
Flt Protected						0.982					0.950	
Satd. Flow (prot)	0	1639	1683	0	0	1834	0	1599	3353	1443	1859	3253
Flt Permitted						0.982					0.260	
Satd. Flow (perm)	0	1627	1683	0	0	1825	0	1576	3353	1443	509	3253
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	368	72	50	396
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	257	0	0	182	0	76	368	72	50	627
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
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	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												

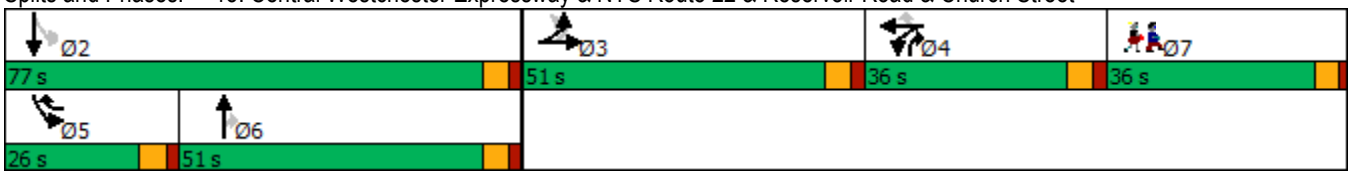
Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	
Growth Factor	100%	
Heavy Vehicles (%)	14%	
Bus Blockages (#/hr)	0	
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		27.9	27.9			20.1		29.0	21.6	41.7	36.6	36.6
Actuated g/C Ratio		0.20	0.20			0.14		0.21	0.15	0.30	0.26	0.26
v/c Ratio		0.72	0.77			0.69		0.20	0.71	0.15	0.23	0.74
Control Delay		66.8	70.0			73.4		6.7	66.1	4.1	45.0	54.2
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		66.8	70.0			73.4		6.7	66.1	4.1	45.0	54.2
LOS		E	E			E		A	E	A	D	D
Approach Delay			68.5			53.7			55.9			53.5
Approach LOS			E			D			E			D
Queue Length 50th (ft)		196	219			157		0	166	0	34	270
Queue Length 95th (ft)		336	371			282		31	268	18	81	413
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		535	554			402		514	1104	587	330	1690
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.43	0.46			0.45		0.15	0.33	0.12	0.15	0.37

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 139.9			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 58.1		Intersection LOS: E	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	SBR	Ø7
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Minimum Gap (s)		3.0
Time Before Reduce (s)		0.0
Time To Reduce (s)		0.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	716	731	691	603	281	269
Future Volume (vph)	716	731	691	603	281	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		286
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	762	778	735	641	299	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	762	778	735	641	299	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	34.2	72.7	31.5	113.0	27.2	113.0
Actuated g/C Ratio	0.30	0.64	0.28	1.00	0.24	1.00
v/c Ratio	1.49	0.36	0.79	0.43	0.74	0.19
Control Delay	263.6	10.5	45.5	0.9	51.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	263.6	10.5	45.5	0.9	51.5	0.3
LOS	F	B	D	A	D	A
Approach Delay		135.8	24.7		26.5	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~802	130	261	0	207	0
Queue Length 95th (ft)	#1115	195	361	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	510	2229	1010	1507	525	1507
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	1.49	0.35	0.73	0.43	0.57	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 113			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.49			
Intersection Signal Delay: 73.9		Intersection LOS: E	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			

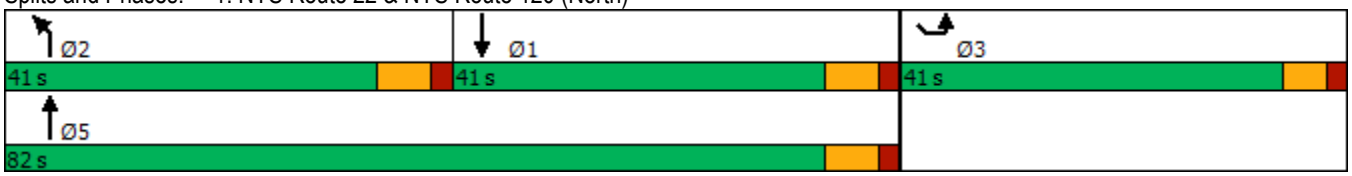
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

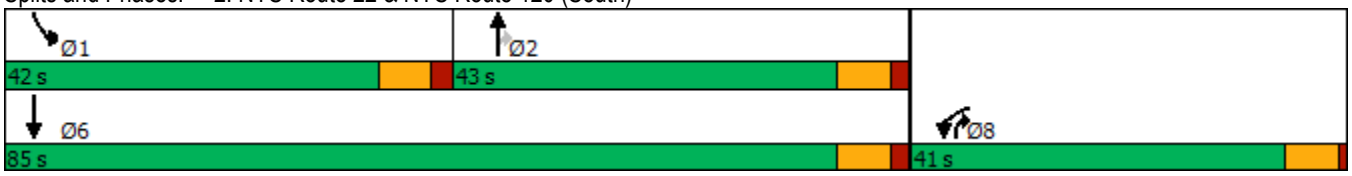


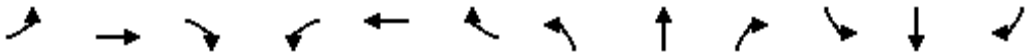
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	313	16	531	42	318	643
Future Volume (vph)	313	16	531	42	318	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			49		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	368	19	625	49	374	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	387	0	625	49	374	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	23.3		22.1	52.7	16.2	45.5
Actuated g/C Ratio	0.28		0.27	0.64	0.20	0.55
v/c Ratio	0.74		0.69	0.05	0.57	0.39
Control Delay	37.0		32.4	1.9	35.9	11.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	37.0		32.4	1.9	35.9	11.7
LOS	D		C	A	D	B
Approach Delay	37.0		30.2			19.7
Approach LOS	D		C			B
Queue Length 50th (ft)	175		147	0	89	106
Queue Length 95th (ft)	311		242	10	159	176
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	824		1552	1181	1478	3143
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.47		0.40	0.04	0.25	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 126			
Actuated Cycle Length: 82.4			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 26.0		Intersection LOS: C	
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	893	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	893	29	0	0	0
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	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt					0.983			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2002	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2002	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	62	9	2	1102	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1140	0	0	0	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	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

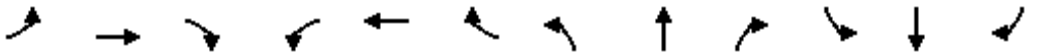
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	50	7	2	893	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	893	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1102	36	0	0	0

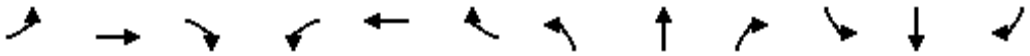
Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1124	1120	0	0	0
Stage 1	-	1124	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	278	296	-	-	-
Stage 1	0	380	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	296	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	20.9	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	-	296
HCM Lane V/C Ratio	-	-	-	0.238
HCM Control Delay (s)	-	-	-	20.9
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.9



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1025	0	1	348	10
Future Volume (vph)	205	0	146	25	2	23	35	1025	0	1	348	10
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.666		0.422			0.090		
Satd. Flow (perm)	0	1372	1479	0	1232	1623	656	1815	1834	174	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	0	168	29	2	26	40	1178	0	1	400	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1178	0	1	400	11
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	47.0
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	39.5%
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	40.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.7	30.4		19.7	29.4	51.1	48.6		44.9	40.2	40.2
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.53	0.47	0.47
v/c Ratio		0.74	0.26		0.11	0.04	0.09	1.13		0.01	0.45	0.01
Control Delay		44.6	4.0		25.7	4.3	8.2	93.5		8.0	18.2	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		44.6	4.0		25.7	4.3	8.2	93.5		8.0	18.2	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		27.7			16.0			90.7			17.7	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		116	0		13	0	7	~681		0	135	0
Queue Length 95th (ft)		190	33		34	11	23	#1165		2	248	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		651	862		584	876	604	1041		504	893	825
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.36	0.19		0.05	0.03	0.07	1.13		0.00	0.45	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 84.7			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 62.1		Intersection LOS: E	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			

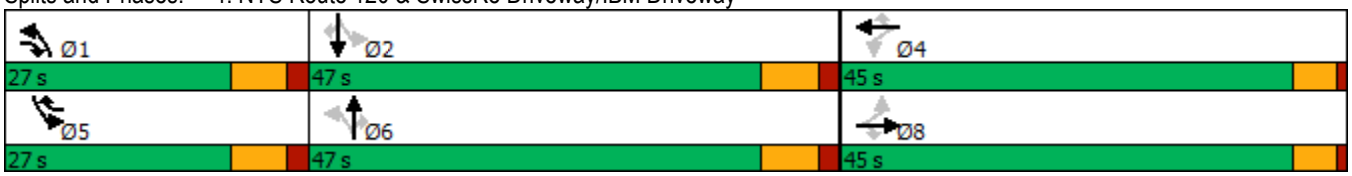
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	924	1	8	511
Future Volume (vph)	6	136	924	1	8	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	7	155	1050	1	9	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	1050	1	9	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

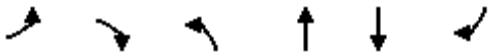
Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	136	924	1	8	511
Future Vol, veh/h	6	136	924	1	8	511
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	1050	1	9	581

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1649	1050	0	-	1050	0
Stage 1	1050	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	145	301	-	0	626	-
Stage 1	405	-	-	0	-	-
Stage 2	611	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	143	301	-	-	626	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	143	301	626	-
HCM Lane V/C Ratio	-	0.048	0.513	0.015	-
HCM Control Delay (s)	-	31.4	28.9	10.8	-
HCM Lane LOS	-	D	D	B	-
HCM 95th %tile Q(veh)	-	0.1	2.8	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	6	11	922	512	5
Future Volume (vph)	3	6	11	922	512	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.914				0.999	
Flt Protected	0.982			0.999		
Satd. Flow (prot)	1680	0	0	1754	1800	0
Flt Permitted	0.982			0.999		
Satd. Flow (perm)	1680	0	0	1754	1800	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	4	7	13	1111	617	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	1124	623	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	6	11	922	512	5
Future Vol, veh/h	3	6	11	922	512	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	4	7	13	1111	617	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1757	620	623	0	-	0
Stage 1	620	-	-	-	-	-
Stage 2	1137	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	70	467	968	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	68	467	968	-	-	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	256	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	968	-	158	-	-
HCM Lane V/C Ratio	0.014	-	0.069	-	-
HCM Control Delay (s)	8.8	0	29.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	412	104	176	844	20	89	0	142	124	0	0
Future Volume (vph)	2	412	104	176	844	20	89	0	142	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			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
Ped Bike Factor		1.00		1.00								
Frt		0.973				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1773	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.998		0.335				0.617			0.690	
Satd. Flow (perm)	0	1769	0	612	1792	1412	0	1122	1545	0	1236	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				26			165			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	479	121	205	981	23	103	0	165	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	602	0	205	981	23	0	103	165	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

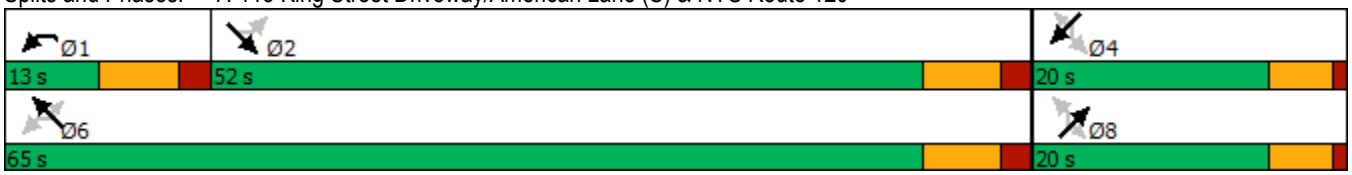
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		45.0		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.53		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.64		0.41	0.80	0.02		0.52	0.40		0.66	
Control Delay		17.4		7.5	16.1	1.7		42.3	8.6		49.0	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		17.4		7.5	16.1	1.7		42.3	8.6		49.0	
LOS		B		A	B	A		D	A		D	
Approach Delay		17.4			14.4			21.5			49.0	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		206		34	316	0		50	0		72	
Queue Length 95th (ft)		293		55	449	6		97	46		#141	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		947		496	1222	971		198	408		218	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.64		0.41	0.80	0.02		0.52	0.40		0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 101.9%		ICU Level of Service G	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	332	708	41	229	449
Future Volume (vph)	82	332	708	41	229	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892		0.993			
Flt Protected	0.990					0.983
Satd. Flow (prot)	1708	0	1769	0	0	1753
Flt Permitted	0.990					0.265
Satd. Flow (perm)	1708	0	1769	0	0	473
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	116		5			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	93	377	805	47	260	510
Shared Lane Traffic (%)						
Lane Group Flow (vph)	470	0	852	0	0	770
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

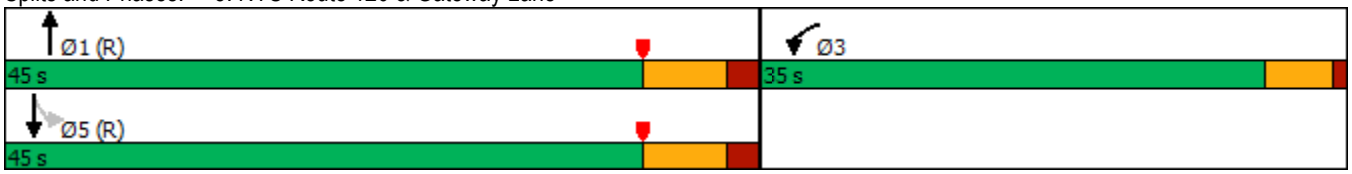
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	22.7		45.3			45.3
Actuated g/C Ratio	0.28		0.57			0.57
v/c Ratio	0.83		0.85			2.88
Control Delay	32.3		17.0			872.6
Queue Delay	0.0		0.0			0.0
Total Delay	32.3		17.0			872.6
LOS	C		B			F
Approach Delay	32.3		17.0			872.6
Approach LOS	C		B			F
Queue Length 50th (ft)	165		66			~554
Queue Length 95th (ft)	237		#625			#790
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	713		1003			267
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.66		0.85			2.88

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.88			
Intersection Signal Delay: 335.3		Intersection LOS: F	
Intersection Capacity Utilization 116.9%		ICU Level of Service H	
Analysis Period (min) 15			

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

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



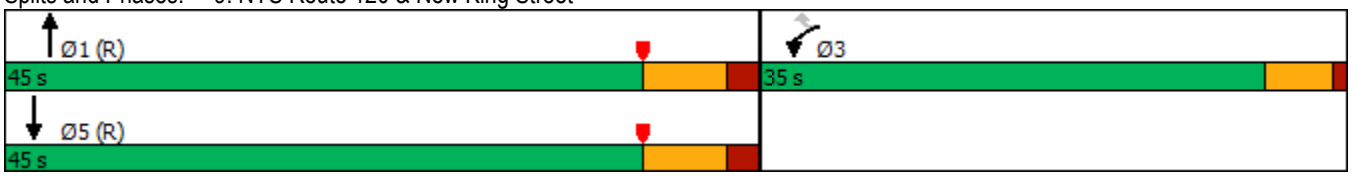
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	654	0	0	531
Future Volume (vph)	486	95	654	0	0	531
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	523	102	703	0	0	571
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	703	0	0	571
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.76			0.64
Control Delay	40.1	4.5	23.8			8.8
Queue Delay	0.0	0.0	1.1			0.4
Total Delay	40.1	4.5	24.9			9.2
LOS	D	A	C			A
Approach Delay	34.3		24.9			9.2
Approach LOS	C		C			A
Queue Length 50th (ft)	232	0	279			81
Queue Length 95th (ft)	#380	29	#497			m44
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			66
Spillback Cap Reductn	0	4	72			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.83			0.69

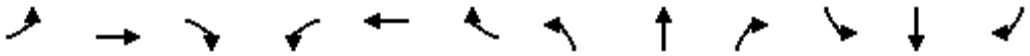
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 23.3		Intersection LOS: C	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

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

Splits and Phases: 9: NYS Route 120 & New King Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	268	130	0	0	0	297	175	23	33	285	699
Future Volume (vph)	480	268	130	0	0	0	297	175	23	33	285	699
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.956						0.983				0.850
Flt Protected	0.950	0.995					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3386	0	1633	1800	1575
Flt Permitted	0.950	0.995					0.290			0.620		
Satd. Flow (perm)	1689	1686	0	0	0	0	548	3386	0	1066	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27						11				114
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	511	285	138	0	0	0	316	186	24	35	303	744
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	460	474	0	0	0	0	316	210	0	35	303	744
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												



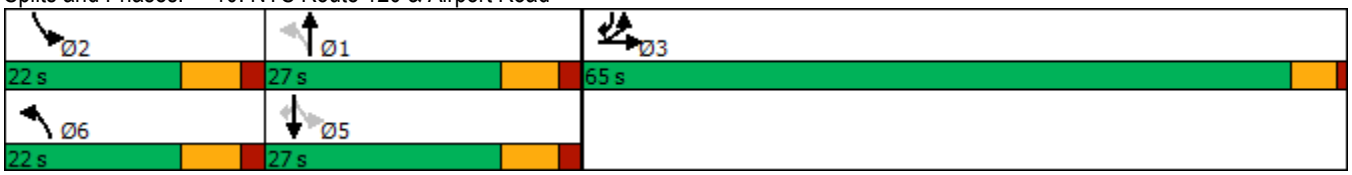
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.5	40.5					42.7	35.1		26.3	20.4	68.0
Actuated g/C Ratio	0.42	0.42					0.45	0.37		0.28	0.21	0.71
v/c Ratio	0.64	0.65					0.71	0.17		0.11	0.79	0.64
Control Delay	25.3	24.1					31.9	25.2		21.5	54.6	8.6
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	25.3	24.1					31.9	25.2		21.5	54.6	8.6
LOS	C	C					C	C		C	D	A
Approach Delay		24.7						29.2			21.9	
Approach LOS		C						C			C	
Queue Length 50th (ft)	222	216					124	45		12	174	165
Queue Length 95th (ft)	320	316					#280	97		39	#398	253
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1080	1088					444	1252		488	383	1434
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.43	0.44					0.71	0.17		0.07	0.79	0.52

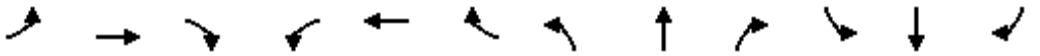
Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 95.5			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	255	0	0	409	588	0	0	622	0	0	0
Future Volume (vph)	3	255	0	0	409	588	0	0	622	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		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
Ped Bike Factor												
Frt					0.920				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1715	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1715	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	271	0	0	435	626	0	0	662	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	1061	0	0	0	662	0	0	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	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
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 Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

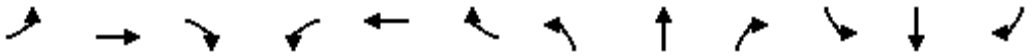
Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	255	0	0	409	588	0	0	622	0	0	0
Future Vol, veh/h	3	255	0	0	409	588	0	0	622	0	0	0
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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16983	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	435	626	0	0	662	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1061	0	-	-	-	0	-	-	271
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	664	-	0	0	-	-	0	0	767
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	664	-	-	-	-	-	-	0	767
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	31.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	664	-	-	-
HCM Lane V/C Ratio	0.863	0.005	-	-	-
HCM Control Delay (s)	31.5	10.4	0	-	-
HCM Lane LOS	D	B	A	-	-
HCM 95th %tile Q(veh)	10.5	0	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	409	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	409	0	0	0	0	0	259	0	0
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	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		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
Ped Bike Factor												
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	440	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	440	0	0	0	0	0	278	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	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
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 Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	27.9

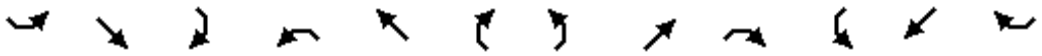
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↟						↟	
Traffic Vol, veh/h	0	0	0	409	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	409	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	440	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	880	880	-
Stage 1	-	-	-	880	880	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	302	274	0
Stage 1	-	-	0	386	350	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	302	0	-
Mov Cap-2 Maneuver	-	-	-	302	0	-
Stage 1	-	-	-	386	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		71.9
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	302
HCM Lane V/C Ratio	-	-	0.922
HCM Control Delay (s)	-	-	71.9
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.9

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	220	147	32	350	313	750	35	62	755	124
Future Volume (vph)	171	6	220	147	32	350	313	750	35	62	755	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.577			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1074	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	173	6	222	148	32	354	316	758	35	63	763	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	222	148	32	354	316	758	35	63	763	125
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												



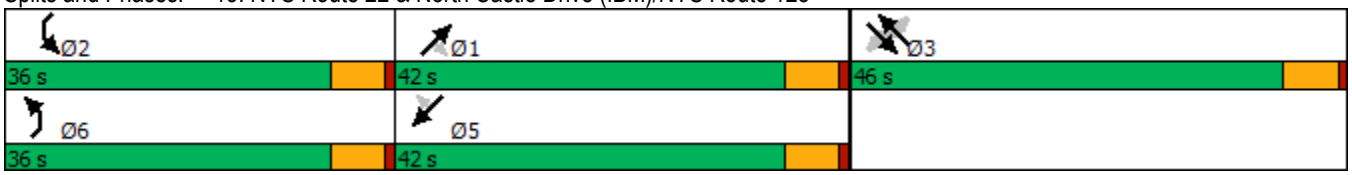
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		26.5	26.5	26.5	26.5	26.5	23.2	54.3	54.3	8.3	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.39	0.55	0.07	0.53	0.83	0.41	0.05	0.44	0.62	0.20
Control Delay		38.4	6.3	42.5	30.4	6.4	59.2	18.6	0.1	59.0	33.2	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.4	6.3	42.5	30.4	6.4	59.2	18.6	0.1	59.0	33.2	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		20.6			17.8			29.6			31.3	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		103	0	87	16	0	208	175	0	43	235	0
Queue Length 95th (ft)		179	57	160	42	69	#337	270	0	92	351	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		566	755	417	739	844	499	1853	724	526	1239	641
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.32	0.29	0.35	0.04	0.42	0.63	0.41	0.05	0.12	0.62	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 104.6			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 26.8		Intersection LOS: C	
Intersection Capacity Utilization 69.7%		ICU Level of Service C	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	298	0	551	5	255	2
Future Volume (vph)	8	2	16	5	1214	298	0	551	5	255	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			314					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Confl. Bikes (#/hr)											
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	8	2	17	5	1278	314	0	580	5	268	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	314	0	585	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		8.6	8.6		100.6	126.3		100.6		17.0	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.99	0.22		0.35		0.67	
Control Delay		67.1	1.5		42.8	0.5		8.6		66.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		67.1	1.5		42.8	0.5		8.6		66.7	
LOS		E	A		D	A		A		E	
Approach Delay		25.8			34.5			8.6		66.7	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1267	0		147		125	
Queue Length 95th (ft)		30	0		#1671	11		229		176	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		184	221		1298	1426		1692		601	
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		0.05	0.08		0.99	0.22		0.35		0.45	

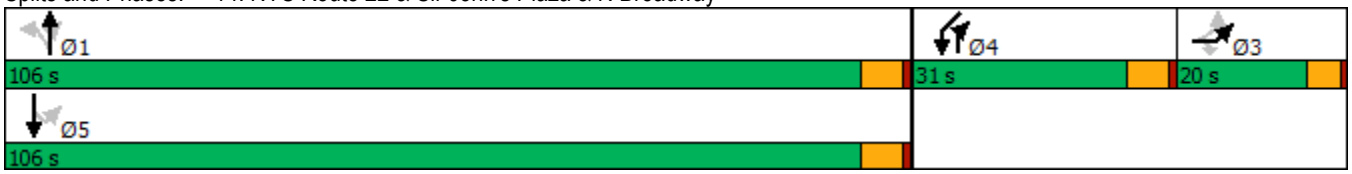
Intersection Summary			
Area Type:	Other		
Cycle Length: 157			
Actuated Cycle Length: 137.7			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 31.8		Intersection LOS: C	
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

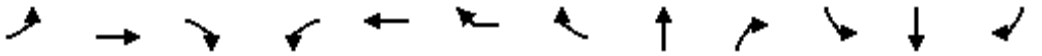
* User Entered Value

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

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

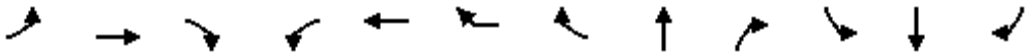
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1194	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1194	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.961	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted					0.983					0.078		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	153	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	325	153	98	81	146	3	119	1231	133	77	599	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	251	0	0	230	0	119	1231	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	38.6	38.6			27.0		38.5	45.2	72.2	62.8	62.8	
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.34	0.34	
v/c Ratio	0.89	0.70			0.86		0.29	1.46	0.21	0.48	0.67	
Control Delay	96.0	78.6			105.2		10.0	256.4	9.1	53.5	55.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	96.0	78.6			105.2		10.0	256.4	9.1	53.5	55.5	
LOS	F	E			F		A	F	A	D	E	
Approach Delay		88.4			72.8			232.3			55.3	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	391	288			280		12	~1113	22	67	463	
Queue Length 95th (ft)	#552	407			#436		55	#1311	51	114	553	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	428	417			298		488	846	669	240	1375	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.76	0.60			0.77		0.24	1.46	0.20	0.32	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 182.7			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 139.2		Intersection LOS: F	
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

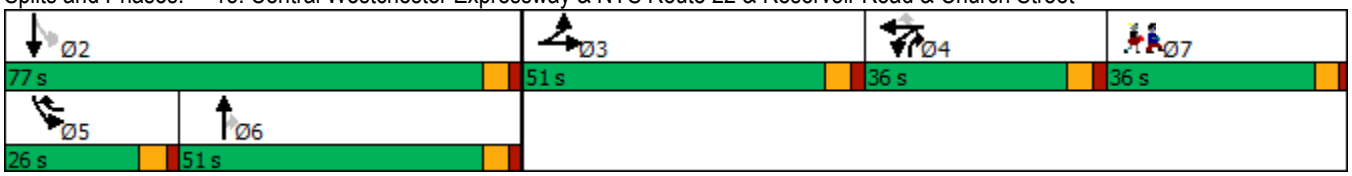
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	230	569	818	226	524	807
Future Volume (vph)	230	569	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	235	581	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	581	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

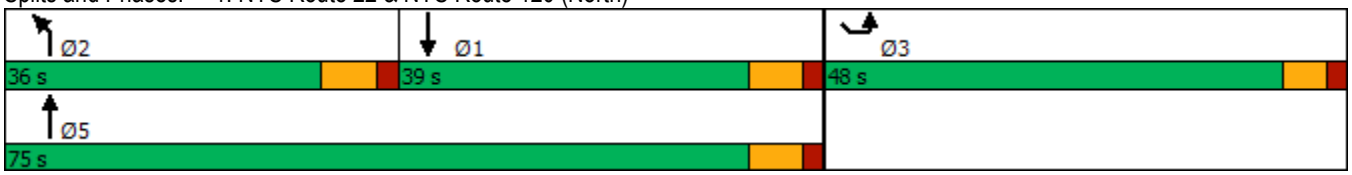
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	36.0	75.0	39.0		48.0	
Total Split (%)	29.3%	61.0%	31.7%		39.0%	
Maximum Green (s)	29.0	68.0	32.0		42.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	25.0	64.0	32.0	119.0	42.0	119.0
Actuated g/C Ratio	0.21	0.54	0.27	1.00	0.35	1.00
v/c Ratio	0.76	0.34	0.94	0.16	0.95	0.57
Control Delay	60.5	16.1	62.0	0.2	65.5	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	16.1	62.0	0.2	65.5	1.7
LOS	E	B	E	A	E	A
Approach Delay		28.9	48.6		26.8	
Approach LOS		C	D		C	
Queue Length 50th (ft)	171	126	338	0	406	0
Queue Length 95th (ft)	264	165	#481	0	#650	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	360	1835	889	1478	566	1436
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	0.65	0.32	0.94	0.16	0.95	0.57

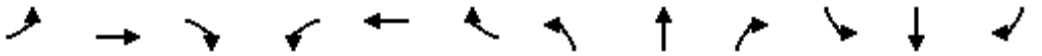
Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 119			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	170	495
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	170	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.563			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1005	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35						59				527
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	181	527
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	181	527
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	45.3	45.3					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.50	1.03					0.22	0.20		0.13	0.40	0.39
Control Delay	21.6	67.7					18.9	19.0		18.3	33.7	1.2
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.6	67.7					18.9	19.0		18.3	33.7	1.2
LOS	C	E					B	B		B	C	A
Approach Delay		53.1						19.0			10.1	
Approach LOS		D						B			B	
Queue Length 50th (ft)	169	~576					36	33		19	94	0
Queue Length 95th (ft)	277	#862					67	62		42	165	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	782					510	1208		531	639	1352
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.50	1.03					0.19	0.16		0.10	0.28	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 95.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

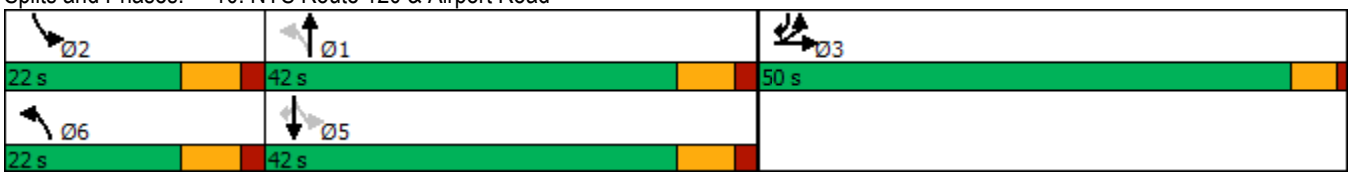
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

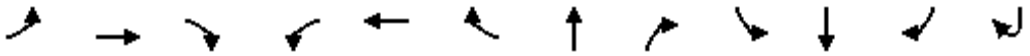
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1236	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1236	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.890				0.850		0.850		0.975		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1755	1508	3257	1500	1805	3475	0	0
Flt Permitted					0.974				0.330			
Satd. Flow (perm)	1590	1555	0	0	1748	1482	3257	1500	627	3475	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1301	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	305	0	0	146	36	552	52	36	1563	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	45.0	45.0		22.0	22.0	11.0	86.0	22.0	11.0	97.0		
Total Split (%)	22.5%	22.5%		11.0%	11.0%	5.5%	43.0%	11.0%	5.5%	48.5%		
Maximum Green (s)	39.0	39.0		16.0	16.0	5.0	80.0	16.0	5.0	91.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	39.0	39.0			16.0	21.0	82.2	98.2	91.0	91.0		
Actuated g/C Ratio	0.20	0.20			0.08	0.10	0.41	0.49	0.46	0.46		
v/c Ratio	0.91	1.01			1.04	0.16	0.41	0.07	0.11	0.99		
Control Delay	110.4	130.3			170.9	1.5	43.4	1.0	31.3	73.1		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	110.4	130.3			170.9	1.5	43.4	1.0	31.3	73.1		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		120.7			137.4		39.8			72.1		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	372	~411			~206	0	276	0	26	1070		
Queue Length 95th (ft)	#562	#633			#372	0	334	5	52	#1238		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	311	303			140	224	1338	775	314	1581		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.91	1.01			1.04	0.16	0.41	0.07	0.11	0.99		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 79.2		Intersection LOS: E	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

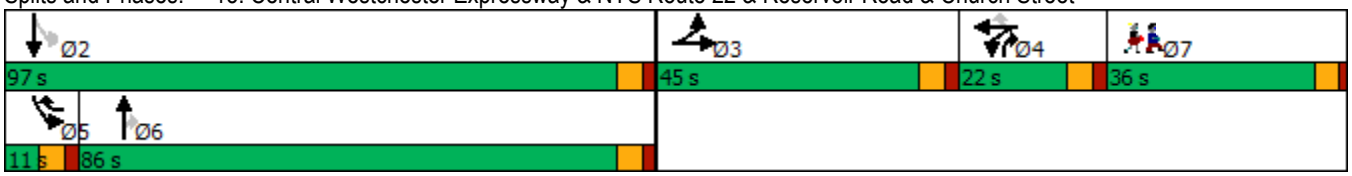
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	700	603	281	281
Future Volume (vph)	733	749	700	603	281	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		299
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	780	797	745	641	299	299
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	745	641	299	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	41.1	77.2	29.1	117.6	27.4	117.6
Actuated g/C Ratio	0.35	0.66	0.25	1.00	0.23	1.00
v/c Ratio	1.33	0.36	0.90	0.43	0.76	0.20
Control Delay	191.3	10.2	59.1	0.9	55.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	191.3	10.2	59.1	0.9	55.2	0.3
LOS	F	B	E	A	E	A
Approach Delay		99.8	32.2		27.8	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~776	135	292	0	212	0
Queue Length 95th (ft)	#1067	192	#431	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	588	2188	824	1507	473	1507
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	1.33	0.36	0.90	0.43	0.63	0.20

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 117.6			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 61.4		Intersection LOS: E	
Intersection Capacity Utilization 92.2%		ICU Level of Service F	
Analysis Period (min) 15			

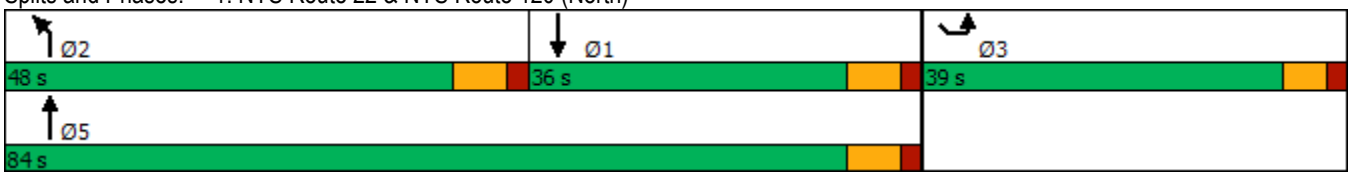
~ Volume exceeds capacity, queue is theoretically infinite.

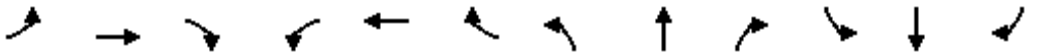
Queue shown is maximum after two cycles.

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

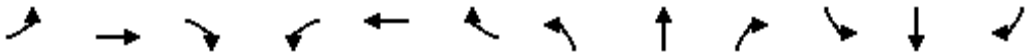
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	367	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	367	10
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.411			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	639	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	422	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	422	11
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	52.0
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	43.7%
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	45.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	45.3
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	0.50
v/c Ratio		0.75	0.27		0.11	0.05	0.09	1.14		0.01	0.45	0.01
Control Delay		48.2	4.3		27.9	4.7	8.2	95.1		9.0	18.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.2	95.1		9.0	18.0	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		29.9			17.3			92.3			17.6	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		126	0		14	0	8	~764		0	148	0
Queue Length 95th (ft)		202	35		36	11	24	#1265		3	267	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	575	1072		435	938	862
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.07	1.14		0.00	0.45	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 90.8			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 63.5		Intersection LOS: E	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

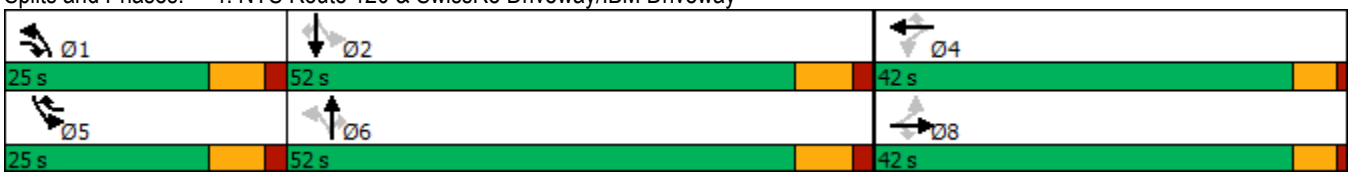
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



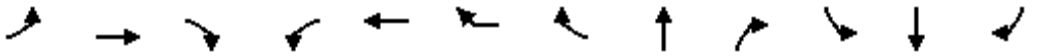
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	318	661	41	223	433
Future Volume (vph)	82	318	661	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.893		0.992			
Flt Protected	0.990					0.983
Satd. Flow (prot)	1709	0	1767	0	0	1753
Flt Permitted	0.990					0.499
Satd. Flow (perm)	1709	0	1767	0	0	890
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*254		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	93	361	751	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	454	0	798	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	13.0		67.0		67.0	67.0
Total Split (%)	16.3%		83.8%		83.8%	83.8%
Maximum Green (s)	8.0		60.0		60.0	60.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.0		60.0			60.0
Actuated g/C Ratio	0.10		0.75			0.75
v/c Ratio	1.14		0.60			1.12
Control Delay	106.0		9.8			86.7
Queue Delay	0.0		0.3			0.0
Total Delay	106.0		10.1			86.7
LOS	F		B			F
Approach Delay	106.0		10.1			86.7
Approach LOS	F		B			F
Queue Length 50th (ft)	~143		164			~434
Queue Length 95th (ft)	#308		285			#280
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	399		1328			667
Starvation Cap Reductn	0		120			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	1.14		0.66			1.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 60.5		Intersection LOS: E	
Intersection Capacity Utilization 112.4%		ICU Level of Service H	
Analysis Period (min) 15			

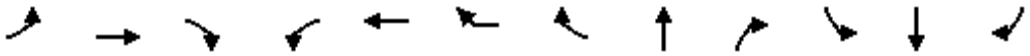
* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1192	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1192	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.961	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted					0.983					0.051		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	100	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	325	153	98	81	146	3	119	1229	133	77	599	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	251	0	0	230	0	119	1229	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	43.0	43.0		31.0	31.0		11.0	79.0	31.0	11.0	90.0	
Total Split (%)	21.5%	21.5%		15.5%	15.5%		5.5%	39.5%	15.5%	5.5%	45.0%	
Maximum Green (s)	37.0	37.0		25.0	25.0		5.0	73.0	25.0	5.0	84.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.0	37.0			25.0		30.0	73.0	98.0	84.0	84.0	
Actuated g/C Ratio	0.18	0.18			0.12		0.15	0.36	0.49	0.42	0.42	
v/c Ratio	1.02	0.80			1.02		0.38	0.98	0.17	0.91	0.55	
Control Delay	131.5	97.5			146.7		17.3	83.9	6.5	113.4	45.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	131.5	97.5			146.7		17.3	83.9	6.5	113.4	45.5	
LOS	F	F			F		B	F	A	F	D	
Approach Delay		116.7			102.6			76.3			51.4	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	~449	322			~318		25	848	19	61	424	
Queue Length 95th (ft)	#669	#463			#514		78	#1007	41	#167	493	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	320	312			226		316	1248	781	85	1478	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	1.02	0.80			1.02		0.38	0.98	0.17	0.91	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 79.5		Intersection LOS: E	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

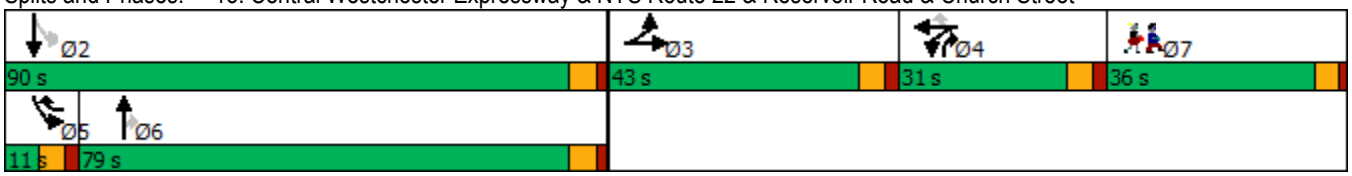
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	214	554	794	226	524	786
Future Volume (vph)	214	554	794	226	524	786
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		483
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	218	565	810	231	535	802
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	565	810	231	535	802
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

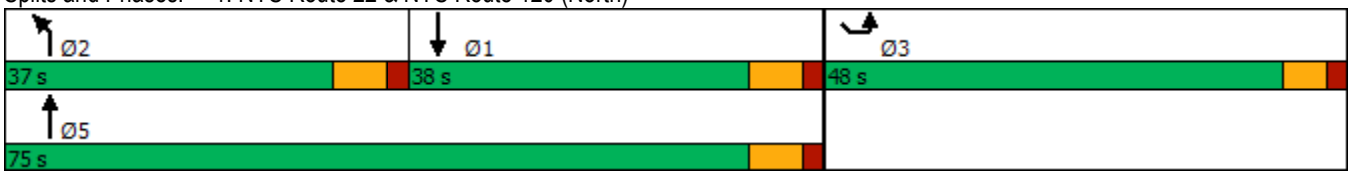
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	37.0	75.0	38.0		48.0	
Total Split (%)	30.1%	61.0%	30.9%		39.0%	
Maximum Green (s)	30.0	68.0	31.0		42.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	24.3	62.4	31.1	117.3	41.9	117.3
Actuated g/C Ratio	0.21	0.53	0.27	1.00	0.36	1.00
v/c Ratio	0.71	0.33	0.93	0.16	0.94	0.56
Control Delay	56.7	16.1	60.0	0.2	62.3	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	16.1	60.0	0.2	62.3	1.6
LOS	E	B	E	A	E	A
Approach Delay		27.4	46.7		25.9	
Approach LOS		C	D		C	
Queue Length 50th (ft)	155	122	317	0	391	0
Queue Length 95th (ft)	241	160	#470	0	#650	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	378	1864	875	1478	575	1436
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	0.58	0.30	0.93	0.16	0.93	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 117.3			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 33.1		Intersection LOS: C	
Intersection Capacity Utilization 79.5%		ICU Level of Service D	
Analysis Period (min) 15			

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	413	307	0	0	0	89	127	55	49	179	514
Future Volume (vph)	387	413	307	0	0	0	89	127	55	49	179	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1614	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.548			0.630		
Satd. Flow (perm)	1580	1614	0	0	0	0	978	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36						59				547
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	412	439	327	0	0	0	95	135	59	52	190	547
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	371	807	0	0	0	0	95	194	0	52	190	547
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)		12			12			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	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	45.3	45.3					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.50	1.03					0.22	0.20		0.13	0.42	0.40
Control Delay	21.5	66.9					19.0	19.0		18.3	34.0	1.2
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.5	66.9					19.0	19.0		18.3	34.0	1.2
LOS	C	E					B	B		B	C	A
Approach Delay		52.6						19.0			10.2	
Approach LOS		D						B			B	
Queue Length 50th (ft)	166	~573					36	33		19	99	0
Queue Length 95th (ft)	273	#861					67	62		42	173	22
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	783					503	1208		531	639	1356
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.50	1.03					0.19	0.16		0.10	0.30	0.40

Intersection Summary			
Area Type:	Other		
Cycle Length: 114			
Actuated Cycle Length: 95.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

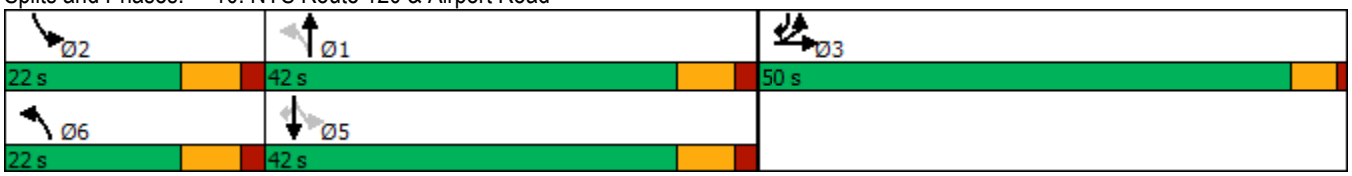
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	521	49	34	1236	248	1
Future Volume (vph)	270	77	213	73	66	34	521	49	34	1236	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.890				0.850		0.850		0.975		
Flt Protected					0.974				0.950			
Satd. Flow (prot)	1595	1555	0	0	1755	1508	3257	1500	1805	3475	0	0
Flt Permitted					0.974				0.332			
Satd. Flow (perm)	1590	1555	0	0	1748	1482	3257	1500	631	3475	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	284	81	224	77	69	36	548	52	36	1301	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	284	305	0	0	146	36	548	52	36	1563	0	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	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
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	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	45.0	45.0		22.0	22.0	11.0	86.0	22.0	11.0	97.0		
Total Split (%)	22.5%	22.5%		11.0%	11.0%	5.5%	43.0%	11.0%	5.5%	48.5%		
Maximum Green (s)	39.0	39.0		16.0	16.0	5.0	80.0	16.0	5.0	91.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	39.0	39.0			16.0	21.0	82.2	98.2	91.0	91.0		
Actuated g/C Ratio	0.20	0.20			0.08	0.10	0.41	0.49	0.46	0.46		
v/c Ratio	0.91	1.01			1.04	0.16	0.41	0.07	0.11	0.99		
Control Delay	110.4	130.3			170.9	1.5	43.3	1.0	31.3	73.1		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	110.4	130.3			170.9	1.5	43.3	1.0	31.3	73.1		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		120.7			137.4		39.7			72.1		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	372	~411			~206	0	274	0	26	1070		
Queue Length 95th (ft)	#562	#633			#372	0	331	5	52	#1238		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	311	303			140	224	1338	775	316	1581		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.91	1.01			1.04	0.16	0.41	0.07	0.11	0.99		

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 79.2		Intersection LOS: E	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

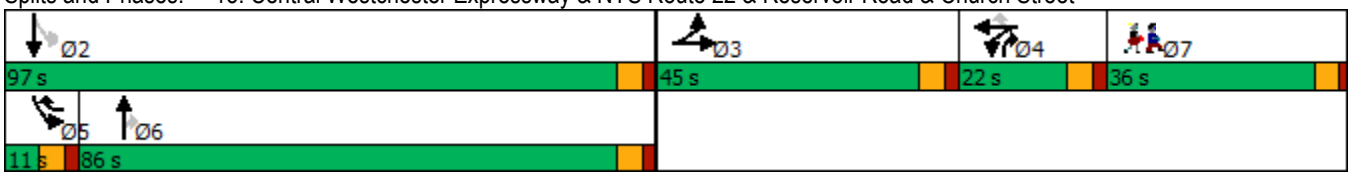
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	716	731	691	603	281	269
Future Volume (vph)	716	731	691	603	281	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		286
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	762	778	735	641	299	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	762	778	735	641	299	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	41.1	77.0	28.9	117.4	27.4	117.4
Actuated g/C Ratio	0.35	0.66	0.25	1.00	0.23	1.00
v/c Ratio	1.29	0.36	0.90	0.43	0.76	0.19
Control Delay	177.8	10.2	58.2	0.9	55.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	177.8	10.2	58.2	0.9	55.1	0.3
LOS	F	B	E	A	E	A
Approach Delay		93.1	31.5		28.3	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~748	131	287	0	212	0
Queue Length 95th (ft)	#1035	186	#422	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	589	2192	825	1507	474	1507
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	1.29	0.35	0.89	0.43	0.63	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 123			
Actuated Cycle Length: 117.4			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 58.1		Intersection LOS: E	
Intersection Capacity Utilization 91.0%		ICU Level of Service F	
Analysis Period (min) 15			

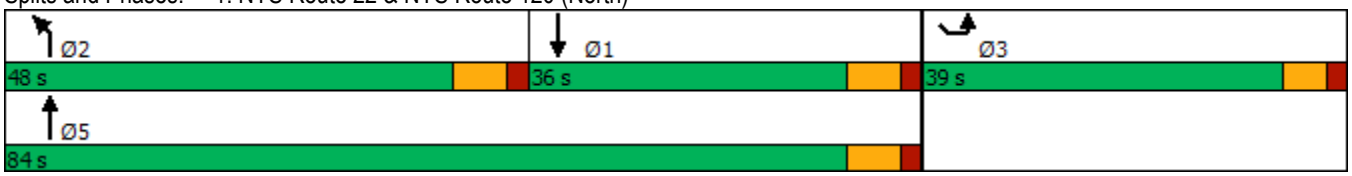
~ Volume exceeds capacity, queue is theoretically infinite.

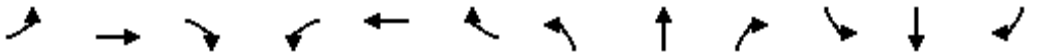
Queue shown is maximum after two cycles.

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

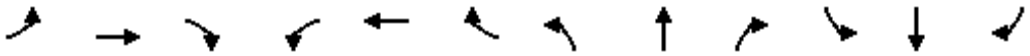
Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	0	146	25	2	23	35	1025	0	1	348	10
Future Volume (vph)	205	0	146	25	2	23	35	1025	0	1	348	10
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	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
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
Ped Bike Factor												
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.647		0.430			0.079		
Satd. Flow (perm)	0	1372	1479	0	1197	1623	668	1815	1834	153	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						83
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	0	168	29	2	26	40	1178	0	1	400	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1178	0	1	400	11
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	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		2
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	2
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	42.0	42.0	24.0	42.0	42.0	24.0	24.0	53.0	53.0	24.0	53.0	53.0
Total Split (%)	35.3%	35.3%	20.2%	35.3%	35.3%	20.2%	20.2%	44.5%	44.5%	20.2%	44.5%	44.5%
Maximum Green (s)	37.0	37.0	17.0	37.0	37.0	17.0	17.0	46.0	46.0	17.0	46.0	46.0
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		20.9	31.7		20.9	30.6	57.1	54.6		50.9	46.3	46.3
Actuated g/C Ratio		0.23	0.34		0.23	0.33	0.62	0.59		0.55	0.50	0.50
v/c Ratio		0.76	0.27		0.11	0.05	0.09	1.09		0.01	0.42	0.01
Control Delay		48.9	4.3		28.3	4.7	8.2	78.8		9.0	17.6	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.9	4.3		28.3	4.7	8.2	78.8		9.0	17.6	0.0
LOS		D	A		C	A	A	E		A	B	A
Approach Delay		30.3			17.5			76.5			17.1	
Approach LOS		C			B			E			B	
Queue Length 50th (ft)		128	0		14	0	8	~649		0	139	0
Queue Length 95th (ft)		204	35		36	12	24	#1219		3	253	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		554	781		484	779	578	1077		411	946	869
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.43	0.22		0.06	0.03	0.07	1.09		0.00	0.42	0.01

Intersection Summary			
Area Type:	Other		
Cycle Length: 119			
Actuated Cycle Length: 92			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 54.2		Intersection LOS: D	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			

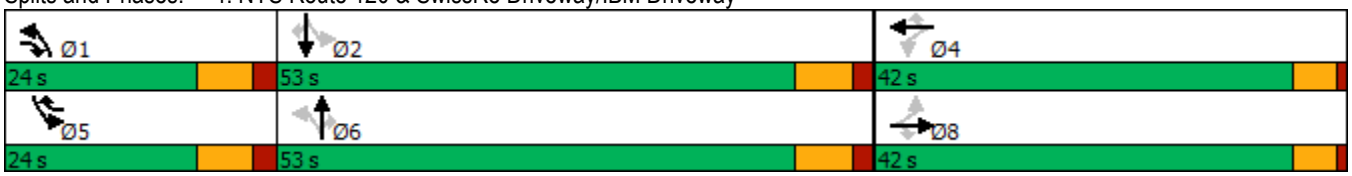
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	332	708	41	229	449
Future Volume (vph)	82	332	708	41	229	449
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892		0.993			
Flt Protected	0.990					0.983
Satd. Flow (prot)	1708	0	1769	0	0	1753
Flt Permitted	0.990					0.465
Satd. Flow (perm)	1708	0	1769	0	0	829
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*265		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	93	377	805	47	260	510
Shared Lane Traffic (%)						
Lane Group Flow (vph)	470	0	852	0	0	770
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	13.0		67.0		67.0	67.0
Total Split (%)	16.3%		83.8%		83.8%	83.8%
Maximum Green (s)	8.0		60.0		60.0	60.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.0		60.0			60.0
Actuated g/C Ratio	0.10		0.75			0.75
v/c Ratio	1.15		0.64			1.24
Control Delay	109.5		11.0			137.8
Queue Delay	0.1		0.3			0.0
Total Delay	109.5		11.4			137.8
LOS	F		B			F
Approach Delay	109.5		11.4			137.8
Approach LOS	F		B			F
Queue Length 50th (ft)	~149		196			~485
Queue Length 95th (ft)	#316		319			#358
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	409		1329			621
Starvation Cap Reductn	0		120			0
Spillback Cap Reductn	4		0			1
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	1.16		0.70			1.24

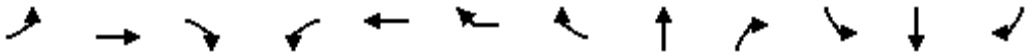
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 79.9		Intersection LOS: E	
Intersection Capacity Utilization 116.9%		ICU Level of Service H	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1194	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1194	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.941			0.998		0.850		0.850		0.961	
Flt Protected					0.983					0.950		
Satd. Flow (prot)	1732	1688	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted					0.983					0.051		
Satd. Flow (perm)	1732	1688	0	0	1810	0	1599	3420	1515	100	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	325	153	98	81	146	3	119	1231	133	77	599	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	251	0	0	230	0	119	1231	133	77	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
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	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	43.0	43.0		31.0	31.0		11.0	79.0	31.0	11.0	90.0	
Total Split (%)	21.5%	21.5%		15.5%	15.5%		5.5%	39.5%	15.5%	5.5%	45.0%	
Maximum Green (s)	37.0	37.0		25.0	25.0		5.0	73.0	25.0	5.0	84.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0									8.0	
Flash Dont Walk (s)	25.0	25.0									17.0	
Pedestrian Calls (#/hr)	6	6									0	
Act Effct Green (s)	37.0	37.0			25.0		30.0	73.0	98.0	84.0	84.0	
Actuated g/C Ratio	0.18	0.18			0.12		0.15	0.36	0.49	0.42	0.42	
v/c Ratio	1.02	0.80			1.02		0.38	0.99	0.17	0.91	0.55	
Control Delay	131.5	97.5			146.7		17.3	84.2	6.5	113.4	45.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	131.5	97.5			146.7		17.3	84.2	6.5	113.4	45.5	
LOS	F	F			F		B	F	A	F	D	
Approach Delay		116.7			102.6			76.6			51.4	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	~449	322			~318		25	851	19	61	424	
Queue Length 95th (ft)	#669	#463			#514		78	#1008	41	#167	493	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	320	312			226		316	1248	781	85	1478	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	1.02	0.80			1.02		0.38	0.99	0.17	0.91	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 200			
Actuated Cycle Length: 200			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 79.7		Intersection LOS: E	
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

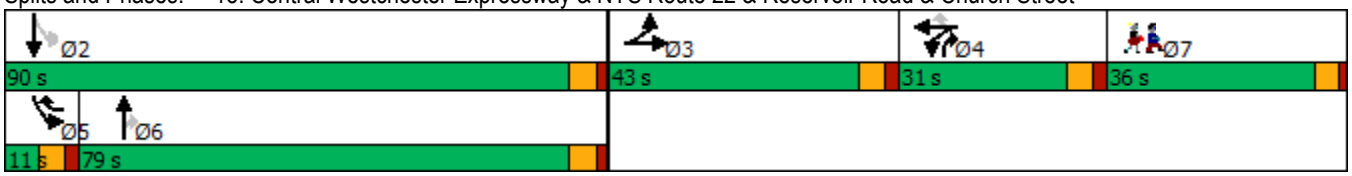
Intersection Summary

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



Appendix H-1
Rutgers CUPR Multipliers for NY

Rutgers University, Center for Urban Policy Research

Residential Demographic Multipliers

—

Estimates of the Occupants of New Housing

(Residents, School-Age Children, Public School-Age Children)
by State, Housing Type, Housing Size, and Housing Price

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June 2006

DESCRIPTION, DEFINITION, AND ORGANIZATION OF RESIDENTIAL DEMOGRAPHIC MULTIPLIERS

The national, state, and District of Columbia residential demographic multipliers are derived from the 2000 U.S. Census 5-Percent Public Use Microdata Sample (PUMS). The demographic multipliers include the following data fields and organization:

1. ***Household Size (HS)*:** Total persons per housing unit.

2. ***Age distribution of the household members*** organized into the following age categories: 0–4, 5–13, 14–17, 18–24, 25–44, 45–64, 65–74, 75+.

3. ***Total school-age children (SAC)*** or number of persons in the household of school age, defined as those 5 to 17 years old. (The SAC is the same as the combined number of household members in the 5–13 and 14–17 age categories.)

4. ***Total public school-age children (PSAC),*** or the SAC who attend public schools.

5. ***The SAC and PSAC by grade group*** organized as follows: kindergarten (K)–grade 2, grades 3–6, grades 7–9, grades 10–12, and grade 9 by itself. The above data permit the analyst to tabulate the SAC and PSAC by differing school levels (e.g., K–6, 7–12, and 9–12).

The demographic fields shown above are differentiated by ***housing type, housing size, housing price, and housing tenure—***four variables that have been found by Rutgers University to be associated with statistically significant differences in the HS, SAC, and PSAC. The multipliers are calculated for ***new housing,*** here defined as units enumerated in the 2000 census and built from 1990-2000.

The housing or structure types include the following: ***single-family detached; single-family attached,*** sometimes referred to as townhouses or townhomes; ***larger (5-or-more-unit) multifamily buildings,*** such as garden apartments or stacked flats; ***smaller multifamily structures (2 to 4 units),*** such as a starter two-family home; and ***mobile homes.*** As the 2000 census, the source for the residential multipliers, does not have information on the stories in a housing structure (this was last available in the 1980 census), multiplier presentations cannot disaggregate multifamily housing into garden, mid-rise, and high-rise categories.

Housing-unit size is measured by the number of bedrooms, and data are presented for housing units ranging from ***1 to 5 bedrooms***. There is an association between housing type and number of bedrooms, and the demographic multiplier tables present the common configurations for each housing type. For instance, demographic data are shown for 1- through 3-bedroom multifamily units and not for 4- to 5-bedroom units of this type because multifamily housing tends to be built with fewer rather than more bedrooms. The opposite is the case for single-family detached homes; in this instance, data are presented for 2- to 5-bedroom units as opposed to 1-bedroom units because detached housing is typically built with more rather than fewer bedrooms.

Housing is additionally classified by tenure: ***ownership*** or ***rental***. According to the census, "A housing unit is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for. . . . All occupied housing units that are not owner-occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied."

There is a further differentiation of the demographic profiles by housing value or rent. The census definitions for "value" and "rent" are shown on the Definitions page; with regard to the latter, the current study indicates the "gross rent" (rent with utilities) rather than the "contract rent."

Values and gross rents reported in the 2000 census are updated to 2005 using a residential price inflation index available from the Federal Housing Finance Board. A separate price index is applied for the nation, for each of the 50 states, and for the District of Columbia.

The demographic profiles by 2005 housing values and gross rents are organized following a four-tiered classification: all ***value or rent housing,*** and then housing arrayed by ***terciles (thirds) of value or rent*** (units at the 1st–33rd percentile of value or rent; units at the 33rd through 66th percentile of value or rent; and units at the 67th–100th percentile of value or rent.)

DEFINITIONS OF DATA CONTAINED IN THE U.S. CENSUS OF POPULATION AND HOUSING PUBLIC USE MICRODATA SAMPLE (PUMS) 2000 AND OTHER MULTIPLIER TERMS

TERMS	*DEFINITION/COMMENT*
Bedrooms (BR)	The number of rooms that would be listed as bedrooms if the house, apartment, or mobile home were listed on the market for sale or rent even if these rooms are currently used for other purposes.
Housing Categories (Structure Type)	***Single-family, detached.*** This is a 1-unit structure detached from any other house; that is, with open space on all four sides. Such structures are considered detached if they have an adjoining shed or garage. ***Single- family attached.*** This is a 1-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof. ***2-4 units.*** These are units in structures containing 2, 3, or 4 housing units. ***5+ units***. These are units in structures containing 5 or more housing units. ***Mobile home.*** Both occupied and vacant mobile homes to which no permanent rooms have been added are counted in this category. Mobile homes used only for business purposes or for extra sleeping space, and mobile homes for sale on a dealer's lot, at the factory, or in storage, are not counted in the housing inventory. In 1990, the category was "mobile home or trailer."
Household Size	The total number of persons in a ***housing unit.***
Housing Tenure (Ownership or Rental)	A ***housing unit*** is owner-occupied if the owner or co-owner lives in the unit even if it is mortgaged or not fully paid for. All occupied housing units that are not owner-occupied, whether they are rented for cash rent or occupied without payment of cash rent, are classified as renter-occupied.
Housing Unit	A ***housing unit*** may be a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy as separate living quarters).
Housing Value (Rent)	Housing value is the census respondent's estimate of how much the property would sell for if it were for sale. In the current study, the value of a rented unit in a 1- to 4-unit structure is estimated to be 100 times the monthly ***gross rent,*** and all such units are included with owner-occupied units in calculating the multipliers. The housing value and rents indicated by the 2000 census were updated to 2005 using a residential price inflation index (available from the Federal Housing Finance Board) for the nation, for each state, and for the District of Columbia. Housing value or rent is categorized into a four-tier classification: all value (or rent) housing, and then housing units arrayed by terciles (thirds) of value (or rent).
Housing Rent (Contract Rent)	Contract rent is the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included.
Housing Rent (Gross Rent)	Gross rent is the ***contract rent*** plus the estimated average monthly cost of utilities (electric, gas, water and sewer) and fuels (oil, coal, kerosene, wood, and the like) if these are paid by the renter (or paid for the renter by someone else). In the current study, the monthly gross rents are indicated in the demographic table.
Insufficient Sample	This notation in a table means that fewer than 600 weighted observations were counted for a housing type/bedroom/value combination or for an entire housing type/bedroom combination.
Public School-Age Children (PSAC)	The ***school-age children*** attending public school.
Residential Demographic Multipliers	Multipliers show the population associated with different ***housing categories*** as well as housing differentiated by ***housing value***, housing size (***bedrooms***), and ***housing tenure***.
School-Age Children (SAC)	The household members of elementary and secondary school age, defined here as those 5 through 17 years of age.

NEW YORK (1--1) ALL PERSONS IN UNIT: TOTAL PERSONS AND PERSONS BY AGE

STRUCTURE TYPE /BEDROOMS/ VALUE (2005)/TENURE	TOTAL PERSONS	AGE 0-4	5-13	14-17	18-24	25-44	45-64	65-74	75+
Single-Family Detached, 2 BR									
All Values	2.31	0.16	0.23	0.06	0.10	0.80	0.64	0.20	0.12
Less than $106,000	2.25	0.15	0.26	0.09	0.12	0.82	0.56	0.16	0.09
$106,000 to $164,500	2.31	0.15	0.23	0.05	0.09	0.79	0.67	0.19	0.14
More than $164,500	2.37	0.17	0.20	0.04	0.08	0.77	0.71	0.25	0.14
Single-Family Detached, 3 BR									
All Values	3.06	0.31	0.55	0.16	0.12	1.21	0.56	0.11	0.05
Less than $135,000	3.09	0.27	0.65	0.20	0.15	1.21	0.47	0.09	0.06
$135,000 to $194,500	3.11	0.36	0.55	0.16	0.11	1.28	0.50	0.11	0.05
More than $194,500	2.95	0.28	0.45	0.13	0.11	1.10	0.72	0.12	0.04
Single-Family Detached, 4 BR									
All Values	3.76	0.42	0.91	0.26	0.15	1.35	0.58	0.07	0.03
Less than $224,500	3.87	0.38	0.95	0.34	0.19	1.40	0.50	0.07	0.03
$224,500 to $329,500	3.74	0.43	0.91	0.24	0.12	1.39	0.56	0.06	0.03
More than $329,500	3.67	0.43	0.86	0.19	0.14	1.26	0.68	0.08	0.04
Single-Family Detached, 5 BR									
All Values	4.52	0.47	1.16	0.42	0.24	1.36	0.70	0.11	0.06
Less than $329,500	4.84	0.46	1.18	0.56	0.34	1.47	0.60	0.15	0.07
$329,500 to $748,500	4.43	0.47	1.13	0.38	0.20	1.35	0.72	0.10	0.07
More than $748,500	4.23	0.51	1.19	0.29	0.15	1.18	0.85	0.05	0.03
Single-Family Attached, 2 BR									
All Values	2.16	0.16	0.16	0.06	0.13	0.73	0.57	0.23	0.13
Less than $135,000	2.10	0.17	0.19	0.07	0.11	0.81	0.48	0.18	0.10
$135,000 to $194,500	2.23	0.17	0.18	0.06	0.16	0.75	0.56	0.22	0.13
More than $194,500	2.09	0.13	0.10	0.03	0.07	0.58	0.70	0.30	0.17
Single-Family Attached, 3 BR									
All Values	3.08	0.28	0.44	0.18	0.24	1.01	0.69	0.16	0.07
Less than $164,500	3.10	0.26	0.60	0.21	0.27	0.96	0.59	0.14	0.08
$164,500 to $269,500	3.17	0.30	0.45	0.19	0.25	1.06	0.70	0.15	0.07
More than $269,500	2.83	0.28	0.26	0.12	0.22	0.95	0.76	0.18	0.05
Single-Family Attached, 4 BR									
All Values	3.83	0.26	0.88	0.31	0.34	1.11	0.71	0.14	0.09
Less than $224,500	4.09	0.15	1.15	0.39	0.60	1.09	0.61	0.07	0.03
$224,500 to $329,500	3.89	0.28	0.78	0.34	0.28	1.09	0.73	0.23	0.15
More than $329,500		Insufficient Sample							
5+ Units–Own, 1 BR									
All Values	1.86	0.08	0.15	0.02	0.12	0.84	0.32	0.19	0.14
Less than $164,500	1.99	0.09	0.21	0.00	0.12	0.68	0.34	0.36	0.20
$164,500 to $269,500	1.82	0.09	0.16	0.03	0.05	0.87	0.31	0.14	0.17
More than $269,500	1.77	0.05	0.10	0.04	0.19	0.94	0.32	0.09	0.04
5+ Units–Own, 2 BR									
All Values	1.88	0.08	0.11	0.04	0.08	0.56	0.54	0.25	0.21
Less than $135,000	1.54	0.12	0.08	0.01	0.06	0.43	0.45	0.17	0.21
$135,000 to $329,500	2.05	0.07	0.12	0.06	0.09	0.55	0.55	0.32	0.27
More than $329,500	1.88	0.07	0.11	0.03	0.09	0.70	0.59	0.19	0.09
5+ Units–Own, 3 BR									
All Values	3.00	0.34	0.35	0.25	0.13	1.00	0.72	0.10	0.11
Less than $224,500		Insufficient Sample							
$224,500 to $748,500		Insufficient Sample							
More than $748,500		Insufficient Sample							

NEW YORK (1--2) ALL PERSONS IN UNIT: TOTAL PERSONS AND PERSONS BY AGE

STRUCTURE TYPE /BEDROOMS/ VALUE (2005)/TENURE	TOTAL PERSONS	AGE							
		0-4	5-13	14-17	18-24	25-44	45-64	65-74	75+
5+ Units–Rent, 1 BR									
All Values	1.66	0.10	0.13	0.03	0.15	0.58	0.25	0.18	0.24
Less than $500	1.32	0.03	0.07	0.02	0.05	0.15	0.21	0.37	0.41
$500 to $1,000	1.99	0.18	0.25	0.05	0.24	0.70	0.29	0.11	0.15
More than $1,000	1.67	0.08	0.06	0.02	0.14	0.87	0.25	0.07	0.17
5+ Units–Rent, 2 BR									
All Values	2.51	0.27	0.38	0.12	0.25	0.95	0.34	0.08	0.12
Less than $750	2.68	0.31	0.57	0.17	0.28	0.93	0.28	0.08	0.08
$750 to $1,100	2.55	0.29	0.39	0.12	0.25	0.95	0.33	0.07	0.13
More than $1,100	2.31	0.19	0.18	0.06	0.23	0.98	0.40	0.10	0.16
5+ Units–Rent, 3 BR									
All Values	4.20	0.52	0.97	0.40	0.63	1.17	0.45	0.06	0.02
Less than $750	4.23	0.55	1.13	0.47	0.59	1.10	0.32	0.08	0.01
$750 to $1,250	4.54	0.61	1.11	0.39	0.68	1.20	0.50	0.04	0.02
More than $1,250	3.81	0.39	0.66	0.33	0.63	1.20	0.51	0.05	0.03
2-4 Units, 1 BR									
All Values	2.20	0.16	0.21	0.10	0.24	0.85	0.40	0.13	0.11
Less than $74,500	1.92	0.16	0.19	0.06	0.16	0.71	0.38	0.14	0.14
$74,500 to $110,000	2.14	0.14	0.21	0.09	0.28	0.83	0.35	0.15	0.08
More than $110,000	2.54	0.19	0.22	0.14	0.28	1.00	0.47	0.12	0.12
2-4 Units, 2 BR									
All Values	2.58	0.29	0.36	0.14	0.28	0.92	0.38	0.11	0.10
Less than $86,000	2.49	0.30	0.35	0.12	0.41	0.85	0.33	0.08	0.05
$86,000 to $132,000	2.63	0.29	0.43	0.12	0.25	1.03	0.34	0.10	0.08
More than $132,000	2.63	0.27	0.29	0.16	0.18	0.89	0.49	0.17	0.18
2-4 Units, 3 BR									
All Values	3.73	0.42	0.77	0.27	0.35	1.30	0.51	0.08	0.04
Less than $113,500	3.73	0.44	0.84	0.31	0.40	1.29	0.34	0.08	0.01
$113,500 to $213,500	3.83	0.41	0.84	0.28	0.36	1.35	0.46	0.06	0.06
More than $213,500	3.62	0.39	0.62	0.21	0.28	1.24	0.73	0.11	0.03
Mobile, 2 BR									
All Values	2.00	0.13	0.19	0.06	0.12	0.59	0.55	0.22	0.13
Less than $33,000	1.89	0.11	0.15	0.05	0.14	0.56	0.53	0.23	0.12
$33,000 to $54,000	1.98	0.11	0.21	0.05	0.10	0.60	0.56	0.20	0.15
More than $54,000	2.12	0.16	0.19	0.08	0.15	0.61	0.56	0.25	0.12
Mobile, 3 BR									
All Values	2.94	0.27	0.50	0.20	0.20	1.06	0.52	0.13	0.06
Less than $45,000	2.93	0.29	0.53	0.20	0.23	1.08	0.43	0.12	0.06
$45,000 to $66,000	2.93	0.27	0.51	0.19	0.19	1.04	0.54	0.13	0.06
More than $66,000	2.97	0.24	0.47	0.21	0.19	1.06	0.59	0.14	0.07
Mobile, 4 BR									
All Values	4.34	0.32	1.07	0.63	0.35	1.40	0.49	0.05	0.04
Less than $54,000		Insufficient Sample							
$54,000 to $78,000	4.41	0.35	0.96	0.64	0.38	1.53	0.46	0.04	0.05
More than $78,000		Insufficient Sample							

NEW YORK (2--1) ALL SCHOOL CHILDREN:
SCHOOL-AGE CHILDREN (SAC)

STRUCTURE TYPE /BEDROOMS/ VALUE (2005)/TENURE	TOTAL SAC	GRADE K–2	3-6	7-9	10-12	Gr. 9 Only
Single-Family Detached, 2 BR						
All Values	0.30	0.09	0.10	0.07	0.04	0.02
Less than $106,000	0.36	0.08	0.11	0.10	0.06	0.03
$106,000 to $164,500	0.28	0.08	0.10	0.06	0.03	0.03
More than $164,500	0.25	0.10	0.07	0.05	0.03	0.02
Single-Family Detached, 3 BR						
All Values	0.71	0.21	0.24	0.15	0.11	0.05
Less than $135,000	0.85	0.23	0.29	0.19	0.14	0.06
$135,000 to $194,500	0.71	0.22	0.24	0.14	0.11	0.05
More than $194,500	0.58	0.18	0.20	0.12	0.09	0.04
Single-Family Detached, 4 BR						
All Values	1.16	0.32	0.41	0.25	0.18	0.07
Less than $224,500	1.29	0.30	0.45	0.29	0.25	0.10
$224,500 to $329,500	1.15	0.34	0.39	0.24	0.17	0.07
More than $329,500	1.05	0.31	0.38	0.23	0.14	0.06
Single-Family Detached, 5 BR						
All Values	1.58	0.39	0.53	0.36	0.30	0.12
Less than $329,500	1.75	0.37	0.54	0.46	0.38	0.19
$329,500 to $748,500	1.51	0.38	0.52	0.33	0.29	0.09
More than $748,500	1.47	0.45	0.54	0.27	0.21	0.08
Single-Family Attached, 2 BR						
All Values	0.22	0.08	0.07	0.04	0.04	0.02
Less than $135,000	0.25	0.09	0.07	0.04	0.05	0.02
$135,000 to $194,500	0.25	0.08	0.08	0.04	0.04	0.02
More than $194,500	0.14	0.05	0.04	0.03	0.02	0.02
Single-Family Attached, 3 BR						
All Values	0.62	0.14	0.22	0.13	0.14	0.04
Less than $164,500	0.81	0.19	0.33	0.14	0.15	0.06
$164,500 to $269,500	0.64	0.13	0.21	0.14	0.16	0.03
More than $269,500	0.39	0.09	0.11	0.11	0.08	0.05
Single-Family Attached, 4 BR						
All Values	1.19	0.19	0.48	0.29	0.24	0.07
Less than $224,500	1.54	0.26	0.62	0.39	0.27	0.12
$224,500 to $329,500	1.12	0.09	0.45	0.31	0.27	0.07
More than $329,500		Insufficient Sample				
5+ Units–Own, 1 BR						
All Values	0.18	0.06	0.08	0.02	0.02	0.00
Less than $164,500	0.21	0.06	0.08	0.06	0.00	0.00
$164,500 to $269,500	0.19	0.08	0.08	0.00	0.03	0.00
More than $269,500	0.14	0.02	0.08	0.00	0.04	0.00
5+ Units–Own, 2 BR						
All Values	0.15	0.03	0.04	0.05	0.03	0.02
Less than $135,000	0.09	0.02	0.00	0.06	0.01	0.00
$135,000 to $329,500	0.19	0.06	0.06	0.04	0.03	0.03
More than $329,500	0.14	0.00	0.06	0.05	0.03	0.00
5+ Units–Own, 3 BR						
All Values	0.59	0.13	0.11	0.16	0.19	0.06
Less than $224,500		Insufficient Sample				
$224,500 to $748,500		Insufficient Sample				
More than $748,500		Insufficient Sample				

NEW YORK (2--2) ALL SCHOOL CHILDREN:
SCHOOL-AGE CHILDREN (SAC)

STRUCTURE TYPE /BEDROOMS/ VALUE (2005)/TENURE	TOTAL SAC	GRADE K–2	3-6	7-9	10-12	Gr. 9 Only
5+ Units–Rent, 1 BR						
All Values	0.16	0.06	0.05	0.03	0.02	0.01
Less than $500	0.10	0.03	0.03	0.02	0.01	0.01
$500 to $1,000	0.30	0.11	0.10	0.05	0.04	0.01
More than $1,000	0.08	0.03	0.02	0.02	0.01	0.01
5+ Units–Rent, 2 BR						
All Values	0.49	0.15	0.17	0.10	0.09	0.03
Less than $750	0.74	0.20	0.29	0.12	0.13	0.04
$750 to $1,100	0.51	0.16	0.15	0.11	0.09	0.03
More than $1,100	0.23	0.07	0.06	0.05	0.04	0.01
5+ Units–Rent, 3 BR						
All Values	1.36	0.30	0.48	0.31	0.27	0.12
Less than $750	1.59	0.27	0.63	0.38	0.32	0.15
$750 to $1,250	1.50	0.37	0.51	0.34	0.28	0.11
More than $1,250	1.00	0.25	0.31	0.21	0.23	0.10
2-4 Units, 1 BR						
All Values	0.30	0.09	0.08	0.07	0.07	0.02
Less than $74,500	0.25	0.06	0.07	0.08	0.05	0.02
$74,500 to $110,000	0.30	0.10	0.09	0.04	0.07	0.02
More than $110,000	0.36	0.11	0.06	0.08	0.10	0.04
2-4 Units, 2 BR						
All Values	0.49	0.12	0.17	0.10	0.10	0.03
Less than $86,000	0.47	0.12	0.16	0.10	0.09	0.03
$86,000 to $132,000	0.55	0.14	0.21	0.11	0.09	0.03
More than $132,000	0.45	0.10	0.13	0.10	0.12	0.04
2-4 Units, 3 BR						
All Values	1.04	0.25	0.37	0.21	0.20	0.07
Less than $113,500	1.16	0.28	0.42	0.25	0.20	0.11
$113,500 to $213,500	1.11	0.27	0.42	0.20	0.22	0.06
More than $213,500	0.83	0.21	0.27	0.18	0.17	0.04
Mobile, 2 BR						
All Values	0.25	0.07	0.09	0.04	0.05	0.01
Less than $33,000	0.19	0.07	0.05	0.04	0.04	0.01
$33,000 to $54,000	0.26	0.07	0.12	0.03	0.04	0.01
More than $54,000	0.27	0.08	0.07	0.05	0.06	0.02
Mobile, 3 BR						
All Values	0.70	0.17	0.23	0.16	0.13	0.06
Less than $45,000	0.72	0.20	0.23	0.15	0.14	0.06
$45,000 to $66,000	0.69	0.16	0.26	0.16	0.11	0.07
More than $66,000	0.68	0.16	0.21	0.16	0.15	0.06
Mobile, 4 BR						
All Values	1.70	0.31	0.52	0.40	0.46	0.17
Less than $54,000		Insufficient Sample				
$54,000 to $78,000	1.60	0.31	0.48	0.32	0.49	0.15
More than $78,000		Insufficient Sample				

NEW YORK (3--1) ALL PUBLIC SCHOOL CHILDREN:
SCHOOL-AGE CHILDREN IN PUBLIC SCHOOL (PSAC)

STRUCTURE TYPE /BEDROOMS/ VALUE (2005)/TENURE	TOTAL PSAC	PUBLIC SCHOOL GRADE K-2	3-6	7-9	10-12	Gr. 9 Only
Single-Family Detached, 2 BR						
All Values	0.27	0.07	0.09	0.07	0.04	0.02
Less than $106,000	0.32	0.08	0.10	0.09	0.06	0.03
$106,000 to $164,500	0.26	0.07	0.10	0.06	0.03	0.03
More than $164,500	0.21	0.07	0.07	0.05	0.02	0.02
Single-Family Detached, 3 BR						
All Values	0.64	0.18	0.22	0.14	0.10	0.05
Less than $135,000	0.79	0.21	0.27	0.18	0.13	0.05
$135,000 to $194,500	0.63	0.18	0.22	0.13	0.10	0.05
More than $194,500	0.50	0.14	0.17	0.11	0.08	0.04
Single-Family Detached, 4 BR						
All Values	1.00	0.25	0.36	0.23	0.17	0.07
Less than $224,500	1.15	0.25	0.41	0.27	0.23	0.09
$224,500 to $329,500	0.98	0.27	0.34	0.22	0.16	0.06
More than $329,500	0.87	0.24	0.32	0.19	0.11	0.05
Single-Family Detached, 5 BR						
All Values	1.23	0.29	0.41	0.28	0.24	0.10
Less than $329,500	1.48	0.30	0.45	0.41	0.32	0.17
$329,500 to $748,500	1.14	0.26	0.40	0.24	0.23	0.08
More than $748,500	1.03	0.34	0.38	0.17	0.14	0.06
Single-Family Attached, 2 BR						
All Values	0.17	0.06	0.05	0.03	0.03	0.01
Less than $135,000	0.23	0.08	0.07	0.04	0.04	0.02
$135,000 to $194,500	0.18	0.06	0.06	0.03	0.04	0.01
More than $194,500	0.11	0.03	0.03	0.03	0.02	0.02
Single-Family Attached, 3 BR						
All Values	0.52	0.11	0.19	0.11	0.11	0.03
Less than $164,500	0.69	0.15	0.28	0.12	0.13	0.05
$164,500 to $269,500	0.54	0.11	0.18	0.12	0.13	0.03
More than $269,500	0.28	0.06	0.10	0.08	0.05	0.03
Single-Family Attached, 4 BR						
All Values	0.86	0.11	0.31	0.23	0.21	0.06
Less than $224,500	0.98	0.17	0.35	0.25	0.20	0.08
$224,500 to $329,500	0.92	0.06	0.32	0.27	0.27	0.07
More than $329,500		Insufficient Sample				
5+ Units–Own, 1 BR						
All Values	0.15	0.05	0.07	0.01	0.02	0.00
Less than $164,500	0.18	0.06	0.08	0.04	0.00	0.00
$164,500 to $269,500	0.16	0.06	0.08	0.00	0.03	0.00
More than $269,500	0.10	0.02	0.05	0.00	0.04	0.00
5+ Units–Own, 2 BR						
All Values	0.09	0.02	0.04	0.02	0.01	0.01
Less than $135,000	0.00	0.00	0.00	0.00	0.00	0.00
$135,000 to $329,500	0.15	0.05	0.06	0.02	0.03	0.02
More than $329,500	0.05	0.00	0.03	0.02	0.00	0.00
5+ Units–Own, 3 BR						
All Values	0.49	0.10	0.07	0.14	0.19	0.06
Less than $224,500		Insufficient Sample				
$224,500 to $748,500		Insufficient Sample				
More than $748,500		Insufficient Sample				

NEW YORK (3--2) ALL PUBLIC SCHOOL CHILDREN:
SCHOOL-AGE CHILDREN IN PUBLIC SCHOOL (PSAC)

STRUCTURE TYPE /BEDROOMS/ VALUE (2005)/TENURE	TOTAL PSAC	PUBLIC SCHOOL GRADE				
		K-2	3-6	7-9	10-12	Gr. 9 Only
5+ Units–Rent, 1 BR						
All Values	0.15	0.05	0.05	0.03	0.02	0.01
Less than $500	0.09	0.03	0.03	0.02	0.01	0.01
$500 to $1,000	0.27	0.09	0.09	0.05	0.04	0.01
More than $1,000	0.07	0.02	0.02	0.01	0.01	0.01
5+ Units–Rent, 2 BR						
All Values	0.43	0.13	0.14	0.08	0.08	0.03
Less than $750	0.67	0.19	0.26	0.11	0.12	0.04
$750 to $1,100	0.45	0.14	0.13	0.09	0.08	0.03
More than $1,100	0.16	0.05	0.05	0.04	0.03	0.01
5+ Units–Rent, 3 BR						
All Values	1.07	0.23	0.37	0.25	0.23	0.09
Less than $750	1.27	0.22	0.47	0.30	0.29	0.10
$750 to $1,250	1.30	0.31	0.44	0.31	0.23	0.11
More than $1,250	0.63	0.14	0.20	0.12	0.17	0.06
2-4 Units, 1 BR						
All Values	0.27	0.08	0.07	0.06	0.07	0.02
Less than $74,500	0.23	0.06	0.07	0.07	0.04	0.02
$74,500 to $110,000	0.28	0.09	0.09	0.04	0.06	0.02
More than $110,000	0.30	0.09	0.05	0.07	0.09	0.03
2-4 Units, 2 BR						
All Values	0.43	0.10	0.14	0.10	0.09	0.03
Less than $86,000	0.44	0.11	0.15	0.09	0.09	0.03
$86,000 to $132,000	0.48	0.10	0.18	0.11	0.09	0.03
More than $132,000	0.36	0.08	0.09	0.09	0.11	0.03
2-4 Units, 3 BR						
All Values	0.83	0.17	0.29	0.19	0.18	0.06
Less than $113,500	1.02	0.20	0.37	0.25	0.19	0.11
$113,500 to $213,500	0.86	0.18	0.32	0.16	0.19	0.04
More than $213,500	0.62	0.12	0.18	0.17	0.15	0.03
Mobile, 2 BR						
All Values	0.24	0.07	0.08	0.04	0.05	0.01
Less than $33,000	0.19	0.07	0.05	0.04	0.04	0.01
$33,000 to $54,000	0.25	0.07	0.11	0.03	0.04	0.01
More than $54,000	0.27	0.08	0.07	0.05	0.06	0.02
Mobile, 3 BR						
All Values	0.69	0.17	0.23	0.16	0.13	0.06
Less than $45,000	0.71	0.20	0.23	0.15	0.14	0.05
$45,000 to $66,000	0.68	0.15	0.26	0.16	0.11	0.07
More than $66,000	0.67	0.15	0.21	0.15	0.15	0.06
Mobile, 4 BR						
All Values	1.61	0.28	0.50	0.38	0.45	0.16
Less than $54,000		Insufficient Sample				
$54,000 to $78,000	1.56	0.31	0.46	0.29	0.49	0.13
More than $78,000		Insufficient Sample				

Appendix H-2
Armonk Fire Department and EMS Letter

ARMONK FIRE DEPARTMENT
PO BOX 116 ARMONK, NEW YORK 10504
OFFICE OF THE CHIEF
TEL 914-273-3357 FAX 914-273-3178

November 18, 2019

Krithika Prabhakaran
AKRF
34 South Broadway
White Plains, NY 10601

Dear Mr. Prabhakaran,

Thank you for taking the time to write to me regarding the proposed development of 113 King Street. In this document you will find the answers to your questions as well as the estimated impact on the Armonk Fire Department.

The Armonk Fire Department is 100% Volunteer and relies on community support to ensure the safety of the town. We respond to approximately 1,100 medical and fire calls per year throughout Armonk, Banksville, and surrounding communities. The Town of North Castle has seen dramatic growth over the last number of years, and as a result the amount of alarms have also risen. The department has seen a 17 percent increase in call volume over the last 5 years alone. The members of the Armonk Fire Department save the residents and businesses millions of dollars in taxes.

Unfortunately new developments, including ones like the proposed 113 King Street, have brought an increase in call volume, but not a similar increase in membership. In my opinion 113 King Street development will have a significant strain on the department and surrounding communities. I hope this document helps you to evaluate the impact development at 113 King Street.

Staff size:

See attached document from North Castle Fire District # 2.

Department Apparatus:

The Armonk Fire Department provides not only fire suppression, but also emergency medical service. We are also a primary responding agency for the Westchester County Airport, and New York City Kensico Reservoir.

Our fleet of apparatus includes:

1. 1st due attack engine (1998)
2. Source engine (1976)
3. Brush / Spare engine (1991)
4. Tanker (1994)
5. Rescue (2012)
6. (3) Ambulances
7. (3) Chief vehicles
8. (1) Utility
9. (1) Polaris UTV
10. (1) Boat

It is important to note that we do not currently possess a ladder truck and as a result rely on mutual aid from departments like: North White Plains, Chappaqua, Purchase, and Bedford Hills. Considering the scale of the project and the amount of livable space not within reach of ground ladders, specifically the residential units, it will be crucial for the department to have a ladder truck. This development, like others are creating an increase need for the fire department and may end up creating additional tax burdens to the residents while at the same time being constrained to the 2% New York State tax cap. Possession of a ladder truck with a development of this size would be crucial for the fire department and to help ensure the safety of all residents at 113 King Street.

Location of headquarters:

There is only one firehouse that serves all of Armonk, located at 400 Bedford Road. It is approximately 3.9 miles from 113 King Street. Responding apparatus are required to navigate a number of substantial intersections and heavy traffic along the route, especially during rush hour.

Number of responses:

See attached document from North Castle Fire District # 2.

Average response time:

See attached document from North Castle Fire District # 2.

Increase in demand for Fire and EMS services resulting in the project:

113 King Street is an incredibly large development and will have a severe impact on the department. Below is my analysis of the expected increase in call volume 113 King Street will generate. Based upon the plans and your answers to previous questions, I

have created estimates based on current and similar developments and their call volume over the last 2 years.

- 125 room hotel
    - The proposed hotel is larger than LaQuinta on Business Park Drive. It is expected that the hotel will create 9 EMS calls per year, and 6 Fire Calls, for a total of **15 additional alarms.**
- Restaurant / Bar
    - The proposed restaurant, although the current size is unknown, is expected to be busy due to the location, and density of residents and hotel guests in the area. Based on this assumption, we expect the restaurant will be similar to the Modern Barn, or Fortina and will generate between 2 – 5 EMS calls per year, and 3 – 9 Fire Calls per year for a total of **5-14 additional alarms.**
- Fitness center / pool
    - We do not have a comparable fitness center and pool in our district however we expect that it will create an additional 2 EMS calls and 2 Fire calls for a total of **4 additional alarms.**
- 150 residential units
    - The district does not have any similar sized apartment buildings. In this case we have compared 20 Whippoorwill Road East, which has 22 apartments of similar size, and 4, 6, and 8 Agnew Farm Road which contains 24 units. Based on these comparisons, we expect the apartments to generate 12 EMS calls and 30 Fire calls for a total of **42 additional alarms.**
- 22 townhomes 94 attached and semi attached townhomes
    - A development of 22 town homes is similar to other developments in our response area. It is estimated that the town homes will generate 3 EMS calls and 6 fire alarms for a total of **9 additional alarms.**
- Southern Office Building
    - We have a large number of large office spaces throughout our district. We estimate that it will generate an additional 10 EMS calls and 5 Fire calls per year for a total of **15 additional alarms.**

Overall we expect this project will add an additional 99 calls representing a 9% increase in alarms.

Adequacy of access to the site:

Without having additional details regarding layout of the development it is too difficult to determine the adequacy of the site. A seven story above grade building may

be of concern to Westchester County Airport, due to the proximity of the flight path to the property.

Although details are limited, it appears as if this project will have a significant impact on the fire department and community as a whole.

Please contact me with any further questions

Sincerely,

Phil Goulet
Chief of Department
Armonk Fire Department
400 Bedford Road, Armonk, NY, 10504
chief@armonkfd.com
914-273-3357

Appendix H-3
North Castle Department of Police Eagle Ridge DEIS Letter

TOWN OF NORTH CASTLE

15 BEDFORD ROAD
Armonk, New York 10504
Established 1736

PETER J. SIMONSEN
Chief of Police

DEPARTMENT OF POLICE
Tel: 914-273-9500
Fax: 914-273-5412

October 5, 2018, 2018

Patrick Cleary
Clearly Consulting
529 Asharoken Avenue
Northport, NY 1768

Re: Eagle Ridge Project-Draft Environmental Impact Statement

Dear Mr. Clearly

The Town of North Castle Police Department is a full time municipal police department. The department provides police services to the three hamlets in the Town of North Castle; Armonk, Banksville, and North White Plains. These services are carried out under the direction of Police Chief Peter J. Simonsen. The department has an authorized strength of thirty four Officers, and four civilian staff members.

The Department is divided into the Patrol Division and the Detective Division. The patrol division is commanded by a Police Lieutenant. The patrol division is staffed by sworn members who provide police coverage on a twenty four hours basis, which is divided into three eight hour shifts. Further, there are three patrol sectors which generally correspond to each hamlet's geographical boundaries and encompass the twenty six square miles of the town. Within the patrol division there are number of units that carry out specialized services and community policing initiatives. These units are the Emergency Service Unit, the Bicycle Patrol Unit, the Child Safety Seat Unit, the School Resource Officer Unit, the Commercial Vehicle Enforcement Unit, and the Accident Investigation Unit. The detective division is commanded by a Detective Sergeant. The Detective Division investigates reported crimes and deploys a number of initiatives for crime prevention purposes.

The Department places a strong emphasis on training to ensure all department members have the necessary skills to carry out their duties. This department is unique in that there are currently twenty Officers who are certified Emergency Medical Technicians, and the department is a New York State Department of Health certified basic life support (non-transporting) emergency medical service agency. This unique training enables a collaborative working relationship with the all-volunteer emergency medical services and fire departments to ensure the best possible service to residents of North Castle.

The department's headquarters is located in Armonk, within the Town Hall building. The hamlet of North White Plains has a police substation that is located in the community center/library, and enables officers assigned to that patrol sector to interact with community members and prepare reports without leaving their patrol area.

TOWN OF NORTH CASTLE

15 BEDFORD ROAD
Armonk, New York 10504
Established 1736

PETER J. SIMONSEN
Chief of Police

DEPARTMENT OF POLICE
Tel: 914-273-9500
Fax: 914-273-5412

Response times vary to the area of the proposed site due to calls for service and other varying conditions, but generally response times are timely due to its close proximity to police headquarters. There are no current crime trends in vicinity of the proposed site, but the department does address a number of traffic issues in the area due to Route 22 being a main artery for motorists that work, live, or commute through the area. The department addresses these issues with directed traffic enforcement and increased police presence.

This department did receive the Eagle Ridge draft environmental impact statement scoping document and the department has concerns related to the delivery of police services to this proposed development. The police department currently operates at an efficient level with the town's existing population, and the addition of;

1. a 97 room hotel with a restaurant, café, bar, banquet/conference rooms, fitness center and pool
2. 69 one, two and three bedroom apartments above the hotel
3. 94 attached and semi-attached townhomes

would most likely provide a strain on current department resources and require the need for additional officer(s) to supplement the delivery of police services. The proposed development will likely affect all three patrol shifts as there is a need to provide police services to the hotel and residential components during all tours.

Access to the site was discussed with Director of Planning Kaufman. IBM has a large presence at the existing site. In addition, IBM recently has fully occupied the old IBM headquarters building which was previously largely vacant. Increased vehicle and pedestrian traffic at the Route 22/Route 128 intersection is a very large concern for the police department. The existence of a residential component would add increased volume during peak travel times. Director of Planning Kaufman discussed the addition of sidewalks that would create a safe means of pedestrian access from the site onto the Main Street area. The Police Department believes that a safe pedestrian crossing of NYS Route 22 is needed. Additionally, the need for additional street lighting on the north and south sides of Route 22 at Route 128 should be studied.

Please state whether the 26 acre residential parcel will have access controls (coded gate access/security booth) similar to other townhouse developments in Town. If so, pursuant to Section 169-3 of the Town Code, an access code is required to be provided to the Town for emergency access to the property. Additionally, it is recommended that the hotel and residential development be provided with secondary emergency ingress/egress capabilities.

TOWN OF NORTH CASTLE

15 BEDFORD ROAD
Armonk, New York 10504
Established 1736

PETER J. SIMONSEN
Chief of Police

DEPARTMENT OF POLICE
Tel: 914-273-9500
Fax: 914-273-5412

It is anticipated that the police department would have to add Officers to provide proper police coverage to the new development to ensure that the current standard of police protection to the town is continued. Please state what type of police call volume would be anticipated based on similar sized/located hotels that have a restaurant, café, bar, banquet/conference rooms, fitness center, pool, and 69 residential apartments above.

The police department looks forward to working with all involved stakeholders on this proposed development. Thank you in advance for your attention to this department's concerns.

Thank you,

Sgt. McCormack #132

Sgt. T. McCormack

Appendix H-4
BHCSD Letter

BYRAM HILLS SCHOOL DISTRICT
10 Tripp Lane, Armonk, New York 10504
914-273-4082, Ext. 5910 Fax: 914-273-2516

Jen Lamia, Ed.D.
Superintendent of Schools

To: Peter Feroe, AICP
Date: June 8, 2020

As per your letter I understand that you are retained by Airport Campus I-V LLC ("Applicant") to assess the potential environmental impacts of the redevelopment of the 113 King Street site ("Project Site"), also known as Airport Campus or the former MBIA offices. I enclose this letter as a response to the requested information about potential impacts of the Project to the Byram Hills CSD.

Your letter identified the proposed part of the project, as follows, and you asked how it may affect the schools:

- construction of a multi-family residential building to the north of the northern office building (7 stories above grade) of 5 residential stories with ±149 units; approximately 110 two-bedroom units and 39 one bedroom units.
- construction of 22 two-story, three-bedroom attached townhouses in the northern portion of Site.

It should be noted that with respect to the Proposed Project, there is a potential impact on the District with a need for new building spaces and other cost considerations. The District opinion is as follows:

- Contrary to the assertion in your letter, enrollment projections for the District indicate that there will **not be** any additional significant enrollment decline. Rather, our enrollment is projected to remain relatively steady. Furthermore, the enrollment projection and increased enrollment may be affected by the pandemic.
- The District enrollment of over 2800 students in 2007-2008 that you identified had the District at capacity. With other proposed housing development projects in process in the District, the project proposed in your letter may require additional classroom space, teachers, and aides.
- To meet the needs of your proposal it is certain that the District will require additional buses and drivers/monitors to account for students living at the Airport Campus location.
- Regarding your enrollment projections, the Rutgers multipliers are known to be extremely conservative numbers. Furthermore, your case study projections of other schools are not a fair comparison to Byram Hills as most of those schools do not have similar rankings. Finally, the case study projections showing the total number of units and the total number of students enrolled is inconsistent, indicating that these numbers may not be valid for comparison. For example, Bronxville yielded 31 students to 110 units while Mamaroneck only yielded 14 students to 227 units in 1, 2, and 3 bedroom units. It is also unclear if these units are located in similar settings, which may have affected the disparate numbers produced.

Table 2

Proposed Project – Estimated Public School Age Children: Case Study Method

Development	Unix Mix	School District	No. of Students Enrolled*	Total No. of Units	Ratio	Ratio Applied to Proposed Multifamily Building
125 Parkway Road (Avalon)	1-BR, 2-BR, and 3-BR units	Bronxville	31	110	0.282**	42
15 Kensington Road (Villa BVX)	1-BR, 2-BR, and 3-BR units	Bronxville	4	53	0.076	11
300 Columbus Avenue (The Avenue at Crestwood)	41 Studio, 6 1-BR units	Eastchester Union Free	2	47	0.043	6
55 First Street (Marbury Corners)	55 Condos and 6 Lofts	Pelham Union Free	4	61	0.066	10
64 Midland Place (Quarry Place)	1-BR, 2-BR, and 2-BR + Den	Tuckahoe Union Free	4	108	0.037	6
746 Mamaroneck Avenue (Avalon Willow)	1-BR, 2-BR, and 3-BR units	Mamaroneck Union Free	14	227	0.060	9
Total			**59**	**606**	**0.097**	**14.4**

Notes:

*Based on average enrollment of 2015–2016 through 2018–2019 school years, where available.

** Ratio inflated due to the number of three-bedroom rental units within the Avalon building. As supported by the Rutgers CUPR multipliers, three-bedroom units can be expected to have a greater number of school age children. The Proposed Project does not include any three-bedroom rental units.

Sources:

Bronxville School District; Eastchester Union Free School District; Pelham Union Free School District; Tuckahoe Union Free School District; and Mamaroneck Union Free School District; www.apartments.com,http://theavenueatcrestwood.com/,www.trulia.com,https://gdcllc.com/portfolio_item/marbury-corners/, https://quarryplaceattuckahoe.com/find-your-apartment/,http://www.trinityassociatesllc.com/our-projects/

In conclusion, the District is concerned that the estimated number of students from the Proposed Project is lower than what may be expected, and that students from other projects proposed to the town may already potentially bring the District enrollment to its limit. I hope that this information is helpful to you

Thank you,

Jen Lamia, Ed.D.
Superintendent of Schools

Appendix I-1
Comparable Townhouse Properties

Table I-1-1
Comparable Townhouse Properties

Address	Parcel ID	Year Built	AV	MV	Lot Area (sf)	Living Area (SF)
20 AGNEW FARM RD	107.16-2-1	2003	$22,000	$956,521	8,712	2,329
18 AGNEW FARM RD	107.16-2-2	2000	$21,600	$939,130	8,276	2,540
16 AGNEW FARM RD	107.16-2-3	2001	$17,900	$778,260	12,632	2,299
14 AGNEW FARM RD	107.16-2-4	2002	$20,600	$895,652	9,583	2,540
12 AGNEW FARM RD	107.16-2-5	2001	$19,400	$843,478	9,583	2,540
10 AGNEW FARM RD	107.16-2-6	2002	$19,400	$843,478	11,761	2,540
5 AGNEW FARM RD	107.16-1-33	2002	$19,300	$839,130	5,663	2,540
7 AGNEW FARM RD	107.16-1-32	2001	$19,200	$834,782	5,227	2,540
9 AGNEW FARM RD	107.16-1-31	2002	$19,600	$852,173	5,227	2,299
11 AGNEW FARM RD	107.16-1-30	2001	$20,800	$904,347	5,227	2,299
15 AGNEW FARM RD	107.16-1-29	2002	$18,500	$804,347	5,663	2,299
17 AGNEW FARM RD	107.16-1-28	2001	$17,900	$778,260	5,663	2,299
19 AGNEW FARM RD	107.16-1-27	2000	$21,000	$913,043	7,405	2,329
21 AGNEW FARM RD	107.16-1-26	2001	$20,500	$891,304	6,098	2,329
23 AGNEW FARM RD	107.16-1-25	2000	$17,500	$760,869	6,098	2,329
25 AGNEW FARM RD	107.16-1-24	2000	$17,500	$760,869	7,405	2,540
27 AGNEW FARM RD	107.16-1-23	2001	$17,400	$756,521	9,148	2,066
29 AGNEW FARM RD	107.16-1-52	2001	$17,100	$743,478	8,712	2,066
31 AGNEW FARM RD	107.16-1-53	2002	$16,400	$713,043	5,227	2,066
33 AGNEW FARM RD	107.16-1-54	2002	$16,100	$700,000	4,792	2,066
35 AGNEW FARM RD	107.16-1-55	2002	$17,100	$743,478	5,227	2,066
37 AGNEW FARM RD	107.16-1-56	2002	$16,400	$713,043	5,227	2,066
39 AGNEW FARM RD	107.16-1-57	2002	$16,400	$713,043	6,098	2,066
41 AGNEW FARM RD	107.16-1-58	2003	$16,500	$717,391	6,534	2,066
43 AGNEW FARM RD	107.16-1-59	2003	$16,600	$721,739	6,098	2,066
45 AGNEW FARM RD	107.16-1-60	2003	$16,200	$704,347	10,890	2,066
8 CARUSO PL	107.16-1-61	2002	$19,200	$834,782	12,632	3,016
6 CARUSO PL	107.16-1-62	2002	$19,000	$826,086	13,068	2,853
8 HOPKINS LN	107.16-1-34	2002	$21,100	$917,391	6,534	2,540
6 HOPKINS LN	107.16-1-35	2002	$17,900	$778,260	6,534	2,299
4 HOPKINS LN	107.16-1-36	2002	$19,650	$854,347	6,098	2,299
2 HOPKINS LN	107.16-1-37	2000	$18,200	$791,304	5,227	2,540
5 HOPKINS LN	107.16-1-42	2002	$16,500	$717,391	5,663	2,066

7 HOPKINS LN	107.16-1-43	2002	$15,600	$678,260	6,534	2,066
9 HOPKINS LN	107.16-1-44	2002	$16,700	$726,086	6,534	2,066
11 HOPKINS LN	107.16-1-45	2002	$16,200	$704,347	6,534	2,066
15 HOPKINS LN	107.16-1-46	2002	$16,600	$721,739	5,663	2,066
17 HOPKINS LN	107.16-1-47	2002	$16,400	$713,043	5,227	2,066
19 HOPKINS LN	107.16-1-48	2002	$19,200	$834,782	5,227	2,066
21 HOPKINS LN	107.16-1-49	2002	$16,500	$717,391	5,227	2,066
23 HOPKINS LN	107.16-1-50	2002	$22,000	$956,521	7,405	2,501
25 HOPKINS LN	107.16-1-51	2002	$20,900	$908,695	6,534	2,540
40 AGNEW FARM RD	107.16-1-13	2002	$16,900	$734,782	7,405	2,066
38 AGNEW FARM RD	107.16-1-14	2003	$17,500	$760,869	7,405	2,066
36 AGNEW FARM RD	107.16-1-15	2002	$16,500	$717,391	5,663	2,066
34 AGNEW FARM RD	107.16-1-16	2003	$16,400	$713,043	6,534	2,066
32 AGNEW FARM RD	107.16-1-17	1999	$21,900	$952,173	9,148	2,540
30 AGNEW FARM RD	107.16-1-18	2001	$20,700	$900,000	7,405	2,299
28 AGNEW FARM RD	107.16-1-19	2000	$20,600	$895,652	7,405	2,540
26 AGNEW FARM RD	107.16-1-20	1999	$19,000	$826,086	7,405	2,299
24 AGNEW FARM RD	107.16-1-21	2000	$19,700	$856,521	7,405	2,540
22 AGNEW FARM RD	107.16-1-22	1999	$19,600	$852,173	7,405	2,319
3 CARUSO PL	107.16-1-39	2002	$21,300	$926,086	6,534	2,540
5 CARUSO PL	107.16-1-40	2002	$20,000	$869,565	10,890	2,299
7 CARUSO PL	107.16-1-63	2003	$19,300	$839,130	7,405	2,299
9 CARUSO PL	107.16-1-64	2002	$20,400	$886,956	5,663	2,540
11 CARUSO PL	107.16-1-65	2002	$19,000	$826,086	6,098	2,716
15 CARUSO PL	107.16-1-66	2002	$21,500	$934,782	5,227	2,661
17 CARUSO PL	107.16-1-67	2002	$19,000	$826,086	5,227	2,299
19 CARUSO PL	107.16-1-68	2002	$17,440	$758,260	5,227	2,319
49 AGNEW FARM RD	107.16-1-70	2002	$17,900	$778,260	13,504	2,794
51 AGNEW FARM RD	107.16-1-71	1999	$17,900	$778,260	11,326	2,794
55 AGNEW FARM RD	107.16-1-73	2002	$21,700	$943,478	7,841	2,540
57 AGNEW FARM RD	107.16-1-74	2000	$20,500	$891,304	7,841	2,319
3 CIDER MILL CIR	107.16-3-21.17	2004	$23,000	$1,000,000	3,049	2,398
5 CIDER MILL CIR	107.16-3-21.18	2004	$22,000	$956,521	3,049	2,404
7 CIDER MILL CIR	107.16-3-21.19	2004	$22,000	$956,521	3,049	2,404
9 CIDER MILL CIR	107.16-3-21.20	2004	$21,700	$943,478	29,185	2,398
11 CIDER MILL CIR	107.16-3-21.21	2005	$21,700	$943,478	4,356	2,404

1 SCHULTZ WAY	107.16-3-21.27	2005	$21,700	$943,478	2,614	2,404
3 SCHULTZ WAY	107.16-3-21.26	2005	$21,700	$943,478	2,614	2,404
5 SCHULTZ WAY	107.16-3-21.25	2005	$19,100	$830,434	2,614	2,404
7 SCHULTZ WAY	107.16-3-21.24	2007	$19,100	$830,434	2,614	2,404
9 SCHULTZ WAY	107.16-3-21.23	2005	$20,200	$878,260	2,614	2,404
15 SCHULTZ WAY	107.16-3-21.22	2005	$21,700	$943,478	3,049	2,404
7 BEECHWOOD LN	107.16-3-22	1996	$17,000	$739,130	6,970	2,137
5 BEECHWOOD LN	107.16-3-23	1997	$16,000	$695,652	5,663	2,137
3 BEECHWOOD LN	107.16-3-24	1996	$17,100	$743,478	5,227	2,137
1 BEECHWOOD LN	107.16-3-25	1996	$16,000	$695,652	5,663	2,137
1 ALDER WAY	107.16-3-26	1995	$14,500	$630,434	5,227	1,852
3 ALDER WAY	107.16-3-27	1995	$14,900	$647,826	5,227	1,852
5 ALDER WAY	107.16-3-28	1995	$14,000	$608,695	5,227	1,929
7 ALDER WAY	107.16-3-29	1995	$15,400	$669,565	5,227	1,852
9 ALDER WAY	107.16-3-30	1995	$15,200	$660,869	5,227	1,929
11 ALDER WAY	107.16-3-31	1995	$15,100	$656,521	5,227	1,852
13 ALDER WAY	107.16-3-32	1995	$14,500	$630,434	5,227	1,852
15 ALDER WAY	107.16-3-33	1995	$15,000	$652,173	5,227	1,852
2 ALDER WAY	107.16-3-39	1995	$15,000	$652,173	5,227	2,034
4 ALDER WAY	107.16-3-38	1995	$14,300	$621,739	4,792	2,034
6 ALDER WAY	107.16-3-37	1995	$14,400	$626,086	5,227	2,034
8 ALDER WAY	107.16-3-36	1995	$14,100	$613,043	5,663	2,034
10 ALDER WAY	107.16-3-35	1995	$14,500	$630,434	5,663	2,034
12 ALDER WAY	107.16-3-34	1995	$14,400	$626,086	5,227	2,034
6 HOLLY KNL	107.16-3-19	1996	$17,000	$739,130	5,663	2,137
4 HOLLY KNL	107.16-3-18	1996	$17,100	$743,478	5,227	2,137
1 HOLLY KNL	107.16-3-16	1996	$15,000	$652,173	5,663	2,034
3 HOLLY KNL	107.16-3-15	1996	$14,900	$647,826	5,227	2,034
12 JUNIPER CT	107.16-3-56	1995	$21,950	$954,347	9,583	2,588
10 JUNIPER CT	107.16-3-55	1995	$20,500	$891,304	7,405	2,588
6 JUNIPER CT	107.16-3-53	1996	$23,900	$1,039,130	8,276	2,588
4 JUNIPER CT	107.16-3-52	1996	$20,400	$886,956	6,970	2,588
Sources: Realtor.com, Zillow.com, 2019 Tax Roll						

Appendix I-2
Regional Westchester STR Hotel Report

Trend # 1145451_SADIM / Created November 14, 2019

Trend Report - Regional Westchester Hotels Selected Properties

January 2013 to September 2019 Currency : USD - US Dollar

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Tab 2 - Data by Measure

Regional Westchester Hotels Selected Properties

Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

Occupancy (%)

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	58.1	61.9	63.0	65.9	67.8	75.9	71.4	68.4	75.0	80.4	69.0	57.2	67.8	67.5
2014	56.7	59.7	61.5	73.8	73.6	76.5	68.8	70.2	75.8	76.5	65.7	56.9	68.0	68.6
2015	53.0	62.2	68.1	72.7	77.8	84.4	75.9	73.9	80.0	83.9	72.1	59.9	72.0	72.0
2016	56.2	59.4	63.6	78.4	76.7	80.4	76.4	74.0	81.5	79.0	70.7	61.0	71.5	71.9
2017	58.9	57.5	63.9	73.1	77.0	81.7	75.6	69.9	77.5	77.0	69.4	65.2	70.6	70.7
2018	60.9	58.7	74.8	73.0	73.4	80.7	72.5	74.2	81.3	81.0	77.5	67.3	73.0	72.3
2019	61.9	61.0	65.6	76.6	74.7	79.0	74.0	71.0	74.5					71.0
Avg	58.0	60.1	65.9	73.4	74.5	79.9	73.6	71.7	78.0	79.6	70.8	61.3	70.5	70.6

ADR ($)

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	159.48	163.40	161.24	169.22	167.43	170.08	160.62	153.66	170.75	171.40	161.63	160.08	164.37	164.14
2014	164.86	158.37	158.58	161.60	165.96	170.88	163.00	161.61	176.32	176.67	164.29	157.00	165.52	165.01
2015	155.31	158.29	158.90	160.23	167.89	178.05	164.11	162.57	171.75	168.88	162.62	154.47	164.36	164.88
2016	152.52	152.62	152.15	157.44	167.02	172.51	159.79	161.67	172.85	171.68	162.20	147.27	161.69	161.77
2017	153.02	153.76	157.24	160.62	170.93	172.62	160.54	160.97	173.37	172.74	160.30	148.42	162.80	163.35
2018	155.14	158.07	168.87	167.15	176.56	178.65	163.21	161.31	172.76	176.28	162.86	152.04	166.73	167.53
2019	154.88	157.68	161.15	164.84	170.62	174.63	162.92	162.24	170.85					164.89
Avg	156.34	157.46	159.96	162.85	169.55	174.06	162.02	160.68	172.68	172.91	162.32	152.96	164.24	164.52

RevPAR ($)

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	92.68	101.14	101.66	111.56	113.55	129.03	114.61	105.12	128.09	137.77	111.56	91.49	111.51	110.80
2014	93.46	94.57	97.51	119.29	122.14	130.65	112.16	113.37	133.62	135.16	107.86	89.32	112.53	113.14
2015	82.29	98.47	108.26	116.51	130.57	150.31	124.57	120.17	137.40	141.68	117.23	92.46	118.36	118.78
2016	85.67	90.69	96.75	123.38	128.05	138.74	122.11	119.56	140.83	135.54	114.63	89.88	115.54	116.28
2017	90.18	88.47	100.47	117.45	131.59	141.06	121.42	112.51	134.41	132.93	111.23	96.84	114.97	115.41
2018	94.45	92.84	126.37	122.03	129.66	144.15	118.29	119.71	140.45	142.73	126.25	102.31	121.76	121.09
2019	95.94	96.13	105.68	126.28	127.47	138.02	120.56	115.13	127.27					117.02
Avg	90.64	94.57	105.33	119.57	126.28	139.00	119.19	115.18	134.63	137.65	114.84	93.75	115.85	116.14

Supply

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	70,680	63,840	70,680	68,400	70,680	68,400	70,711	70,711	68,460	70,742	68,460	70,742	832,506	622,562
2014	70,587	63,756	70,587	68,310	70,587	68,310	70,587	70,587	72,210	74,617	72,210	74,617	846,965	625,521
2015	74,617	67,396	74,617	72,210	74,617	72,210	74,617	74,617	72,210	74,617	72,210	74,617	878,555	657,111
2016	74,617	67,396	74,617	72,240	74,648	72,240	74,648	74,648	72,240	74,648	72,240	74,648	878,830	657,294
2017	74,648	67,424	74,648	72,240	74,648	72,240	74,648	74,648	72,240	74,648	72,240	74,648	878,920	657,384
2018	74,648	67,424	74,648	72,240	75,516	73,080	75,516	75,516	73,080	75,516	73,080	75,516	885,780	661,668
2019	75,516	68,208	75,516	73,080	75,516	73,080	75,516	75,516	73,080					665,028
Avg	73,616	66,492	73,616	71,246	73,745	71,366	73,749	73,749	71,931	74,131	71,740	74,131	866,926	649,510

Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	41,076	39,516	44,563	45,093	47,934	51,891	50,457	48,371	51,356	56,861	47,252	40,431	564,801	420,257
2014	40,015	38,072	43,405	50,427	51,948	52,229	48,572	49,519	54,722	57,088	47,408	42,451	575,856	428,909
2015	39,533	41,928	50,839	52,504	58,027	60,961	56,641	55,154	57,770	62,599	52,053	44,661	632,670	473,357
2016	41,910	40,047	47,450	56,611	57,232	58,098	57,044	55,208	58,858	58,935	51,056	45,558	628,007	472,458
2017	43,994	38,793	47,697	52,821	57,470	59,035	56,458	52,173	56,006	57,445	50,129	48,705	620,726	464,447
2018	45,446	39,599	55,862	52,742	55,457	58,968	54,734	56,038	59,412	61,142	56,651	50,815	646,866	478,258
2019	46,779	41,584	49,520	55,984	56,417	57,758	55,879	53,590	54,438					471,949
Avg	42,679	39,934	48,477	52,312	54,926	56,991	54,255	52,865	56,080	59,012	50,758	45,437	611,488	458,519

Revenue ($)

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	6,550,847	6,456,971	7,185,421	7,630,635	8,025,448	8,825,853	8,104,456	7,432,799	8,768,808	9,746,199	7,637,131	6,472,249	92,836,817	68,981,238
2014	6,596,812	6,029,645	6,882,960	8,148,931	8,621,370	8,925,041	7,917,327	8,002,707	9,648,806	10,085,562	7,788,742	6,665,002	95,312,905	70,773,599
2015	6,140,023	6,636,768	8,078,406	8,412,957	9,742,439	10,853,917	9,295,347	8,966,535	9,921,990	10,571,758	8,465,068	6,898,753	103,983,961	78,048,382
2016	6,392,105	6,112,074	7,219,281	8,912,680	9,559,029	10,022,678	9,115,208	8,925,277	10,173,377	10,117,922	8,281,128	6,709,333	101,540,092	76,431,709
2017	6,731,817	5,964,998	7,499,710	8,484,291	9,823,201	10,190,388	9,063,689	8,398,310	9,709,626	9,923,221	8,035,547	7,228,925	101,053,723	75,866,030
2018	7,050,485	6,259,507	9,433,459	8,815,650	9,791,226	10,534,835	8,932,997	9,039,753	10,264,173	10,778,358	9,226,002	7,726,124	107,852,569	80,122,085
2019	7,244,954	6,556,997	7,980,285	9,228,555	9,625,700	10,086,172	9,104,032	8,694,326	9,300,893					77,821,914
Avg	6,672,435	6,288,137	7,754,217	8,519,100	9,312,630	9,919,841	8,790,437	8,494,244	9,683,953	10,203,837	8,238,936	6,950,064	100,430,011	75,434,994

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Tab 3 - Percent Change from Previous Year - Detail by Measure

Regional Westchester Hotels Selected Properties

Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

Occupancy

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	-2.5	-3.5	-2.5	12.0	8.5	0.8	-3.6	2.6	1.0	-4.8	-4.9	-0.5	0.2	1.6
2015	-6.5	4.2	10.8	-1.5	5.7	10.4	10.3	5.4	5.6	9.7	9.8	5.2	5.9	5.1
2016	6.0	-4.5	-6.7	7.8	-1.4	-4.7	0.7	0.1	1.8	-5.9	-2.0	2.0	-0.8	-0.2
2017	4.9	-3.2	0.5	-6.7	0.4	1.6	-1.0	-5.5	-4.8	-2.5	-1.8	6.9	-1.2	-1.7
2018	3.3	2.1	17.1	-0.1	-4.6	-1.3	-4.2	6.2	4.9	5.2	11.7	3.1	3.4	2.3
2019	1.8	3.8	-12.4	4.9	1.7	-2.1	2.1	-4.4	-8.4					-1.8
Avg	1.2	-0.2	1.1	2.7	1.7	0.8	0.7	0.7	0.0	0.3	2.6	3.4	1.5	0.9

ADR

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	3.4	-3.1	-1.7	-4.5	-0.9	0.5	1.5	5.2	3.3	3.1	1.6	-1.9	0.7	0.5
2015	-5.8	-0.1	0.2	-0.8	1.2	4.2	0.7	0.6	-2.6	-4.4	-1.0	-1.6	-0.7	-0.1
2016	-1.8	-3.6	-4.3	-1.7	-0.5	-3.1	-2.6	-0.6	0.6	1.7	-0.3	-4.7	-1.6	-1.9
2017	0.3	0.7	3.3	2.0	2.3	0.1	0.5	-0.4	0.3	0.6	-1.2	0.8	0.7	1.0
2018	1.4	2.8	7.4	4.1	3.3	3.5	1.7	0.2	-0.3	2.0	1.6	2.4	2.4	2.6
2019	-0.2	-0.2	-4.6	-1.4	-3.4	-2.3	-0.2	0.6	-1.1					-1.6
Avg	-0.4	-0.6	0.1	-0.4	0.3	0.5	0.2	0.9	0.0	0.6	0.2	-1.0	0.3	0.1

RevPAR

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	0.8	-6.5	-4.1	6.9	7.6	1.3	-2.1	7.9	4.3	-1.9	-3.3	-2.4	0.9	2.1
2015	-12.0	4.1	11.0	-2.3	6.9	15.0	11.1	6.0	2.8	4.8	8.7	3.5	5.2	5.0
2016	4.1	-7.9	-10.6	5.9	-1.9	-7.7	-2.0	-0.5	2.5	-4.3	-2.2	-2.8	-2.4	-2.1
2017	5.3	-2.4	3.8	-4.8	2.8	1.7	-0.6	-5.9	-4.6	-1.9	-3.0	7.7	-0.5	-0.8
2018	4.7	4.9	25.8	3.9	-1.5	2.2	-2.6	6.4	4.5	7.4	13.5	5.6	5.9	4.9
2019	1.6	3.5	-16.4	3.5	-1.7	-4.3	1.9	-3.8	-9.4					-3.4
Avg	0.8	-0.7	1.6	2.2	2.0	1.4	1.0	1.7	0.0	0.8	2.7	2.3	1.8	1.0

Supply

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.2	-0.2	5.5	5.5	5.5	5.5	1.7	0.5
2015	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	0.0	0.0	0.0	0.0	3.7	5.1
2016	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2017	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2018	0.0	0.0	0.0	0.0	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	0.8	0.7
2019	1.2	1.2	1.2	1.2	0.0	0.0	0.0	0.0	0.0					0.5
Avg	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.3	1.3	1.3	1.3	1.1

Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	-2.6	-3.7	-2.6	11.8	8.4	0.7	-3.7	2.4	6.6	0.4	0.3	5.0	2.0	2.1
2015	-1.2	10.1	17.1	4.1	11.7	16.7	16.6	11.4	5.6	9.7	9.8	5.2	9.9	10.4
2016	6.0	-4.5	-6.7	7.8	-1.4	-4.7	0.7	0.1	1.9	-5.9	-1.9	2.0	-0.7	-0.2
2017	5.0	-3.1	0.5	-6.7	0.4	1.6	-1.0	-5.5	-4.8	-2.5	-1.8	6.9	-1.2	-1.7
2018	3.3	2.1	17.1	-0.1	-3.5	-0.1	-3.1	7.4	6.1	6.4	13.0	4.3	4.2	3.0
2019	2.9	5.0	-11.4	6.1	1.7	-2.1	2.1	-4.4	-8.4					-1.3
Avg	2.2	1.0	2.4	3.8	2.9	2.0	1.9	1.9	1.1	1.6	3.9	4.7	2.8	2.0

Revenue

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	0.7	-6.6	-4.2	6.8	7.4	1.1	-2.3	7.7	10.0	3.5	2.0	3.0	2.7	2.6
2015	-6.9	10.1	17.4	3.2	13.0	21.6	17.4	12.0	2.8	4.8	8.7	3.5	9.1	10.3
2016	4.1	-7.9	-10.6	5.9	-1.9	-7.7	-1.9	-0.5	2.5	-4.3	-2.2	-2.7	-2.4	-2.1
2017	5.3	-2.4	3.9	-4.8	2.8	1.7	-0.6	-5.9	-4.6	-1.9	-3.0	7.7	-0.5	-0.7
2018	4.7	4.9	25.8	3.9	-0.3	3.4	-1.4	7.6	5.7	8.6	14.8	6.9	6.7	5.6
2019	2.8	4.8	-15.4	4.7	-1.7	-4.3	1.9	-3.8	-9.4					-2.9
Avg	1.8	0.5	2.8	3.3	3.2	2.6	2.2	2.9	1.2	2.1	4.1	3.7	3.1	2.1

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Tab 4 - Percent Change from Previous Year - Detail by Year

Regional Westchester Hotels Selected Properties

Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	Total Year	Sep YTD
Occ	-2.5	-3.5	-2.5	12.0	8.5	0.8	-3.6	2.6	1.0	-4.8	-4.9	-0.5	0.2	1.6
ADR	3.4	-3.1	-1.7	-4.5	-0.9	0.5	1.5	5.2	3.3	3.1	1.6	-1.9	0.7	0.5
RevPAR	0.8	-6.5	-4.1	6.9	7.6	1.3	-2.1	7.9	4.3	-1.9	-3.3	-2.4	0.9	2.1
Supply	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.2	-0.2	5.5	5.5	5.5	5.5	1.7	0.5
Demand	-2.6	-3.7	-2.6	11.8	8.4	0.7	-3.7	2.4	6.6	0.4	0.3	5.0	2.0	2.1
Revenue	0.7	-6.6	-4.2	6.8	7.4	1.1	-2.3	7.7	10.0	3.5	2.0	3.0	2.7	2.6

	Jan 15	Feb 15	Mar 15	Apr 15	May 15	Jun 15	Jul 15	Aug 15	Sep 15	Oct 15	Nov 15	Dec 15	Total Year	Sep YTD
Occ	-6.5	4.2	10.8	-1.5	5.7	10.4	10.3	5.4	5.6	9.7	9.8	5.2	5.9	5.1
ADR	-5.8	-0.1	0.2	-0.8	1.2	4.2	0.7	0.6	-2.6	-4.4	-1.0	-1.6	-0.7	-0.1
RevPAR	-12.0	4.1	11.0	-2.3	6.9	15.0	11.1	6.0	2.8	4.8	8.7	3.5	5.2	5.0
Supply	5.7	5.7	5.7	5.7	5.7	5.7	5.7	5.7	0.0	0.0	0.0	0.0	3.7	5.1
Demand	-1.2	10.1	17.1	4.1	11.7	16.7	16.6	11.4	5.6	9.7	9.8	5.2	9.9	10.4
Revenue	-6.9	10.1	17.4	3.2	13.0	21.6	17.4	12.0	2.8	4.8	8.7	3.5	9.1	10.3

	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Jun 16	Jul 16	Aug 16	Sep 16	Oct 16	Nov 16	Dec 16	Total Year	Sep YTD
Occ	6.0	-4.5	-6.7	7.8	-1.4	-4.7	0.7	0.1	1.8	-5.9	-2.0	2.0	-0.8	-0.2
ADR	-1.8	-3.6	-4.3	-1.7	-0.5	-3.1	-2.6	-0.6	0.6	1.7	-0.3	-4.7	-1.6	-1.9
RevPAR	4.1	-7.9	-10.6	5.9	-1.9	-7.7	-2.0	-0.5	2.5	-4.3	-2.2	-2.8	-2.4	-2.1
Supply	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Demand	6.0	-4.5	-6.7	7.8	-1.4	-4.7	0.7	0.1	1.9	-5.9	-1.9	2.0	-0.7	-0.2
Revenue	4.1	-7.9	-10.6	5.9	-1.9	-7.7	-1.9	-0.5	2.5	-4.3	-2.2	-2.7	-2.4	-2.1

	Jan 17	Feb 17	Mar 17	Apr 17	May 17	Jun 17	Jul 17	Aug 17	Sep 17	Oct 17	Nov 17	Dec 17	Total Year	Sep YTD
Occ	4.9	-3.2	0.5	-6.7	0.4	1.6	-1.0	-5.5	-4.8	-2.5	-1.8	6.9	-1.2	-1.7
ADR	0.3	0.7	3.3	2.0	2.3	0.1	0.5	-0.4	0.3	0.6	-1.2	0.8	0.7	1.0
RevPAR	5.3	-2.4	3.8	-4.8	2.8	1.7	-0.6	-5.9	-4.6	-1.9	-3.0	7.7	-0.5	-0.8
Supply	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Demand	5.0	-3.1	0.5	-6.7	0.4	1.6	-1.0	-5.5	-4.8	-2.5	-1.8	6.9	-1.2	-1.7
Revenue	5.3	-2.4	3.9	-4.8	2.8	1.7	-0.6	-5.9	-4.6	-1.9	-3.0	7.7	-0.5	-0.7

	Jan 18	Feb 18	Mar 18	Apr 18	May 18	Jun 18	Jul 18	Aug 18	Sep 18	Oct 18	Nov 18	Dec 18	Total Year	Sep YTD
Occ	3.3	2.1	17.1	-0.1	-4.6	-1.3	-4.2	6.2	4.9	5.2	11.7	3.1	3.4	2.3
ADR	1.4	2.8	7.4	4.1	3.3	3.5	1.7	0.2	-0.3	2.0	1.6	2.4	2.4	2.6
RevPAR	4.7	4.9	25.8	3.9	-1.5	2.2	-2.6	6.4	4.5	7.4	13.5	5.6	5.9	4.9
Supply	0.0	0.0	0.0	0.0	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	0.8	0.7
Demand	3.3	2.1	17.1	-0.1	-3.5	-0.1	-3.1	7.4	6.1	6.4	13.0	4.3	4.2	3.0
Revenue	4.7	4.9	25.8	3.9	-0.3	3.4	-1.4	7.6	5.7	8.6	14.8	6.9	6.7	5.6

	Jan 19	Feb 19	Mar 19	Apr 19	May 19	Jun 19	Jul 19	Aug 19	Sep 19	Oct 19	Nov 19	Dec 19	Total Year	Sep YTD
Occ	1.8	3.8	-12.4	4.9	1.7	-2.1	2.1	-4.4	-8.4					-1.8
ADR	-0.2	-0.2	-4.6	-1.4	-3.4	-2.3	-0.2	0.6	-1.1					-1.6
RevPAR	1.6	3.5	-16.4	3.5	-1.7	-4.3	1.9	-3.8	-9.4					-3.4
Supply	1.2	1.2	1.2	1.2	0.0	0.0	0.0	0.0	0.0					0.5
Demand	2.9	5.0	-11.4	6.1	1.7	-2.1	2.1	-4.4	-8.4					-1.3
Revenue	2.8	4.8	-15.4	4.7	-1.7	-4.3	1.9	-3.8	-9.4					-2.9

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Tab 5 - Twelve Month Moving Average

Regional Westchester Hotels Selected Properties

Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

Occupancy (%)

	January	February	March	April	May	June	July	August	September	October	November	December
2014	67.7	67.6	*67.4*	68.1	68.6	68.6	68.4	68.5	68.6	68.3	68.1	68.0
2015	67.6	67.8	68.3	68.3	68.6	69.3	69.9	70.3	70.6	71.2	71.8	72.0
2016	72.3	72.1	71.7	72.1	72.1	71.7	71.8	71.8	71.9	71.5	71.4	71.5
2017	71.7	71.5	71.6	71.1	71.2	71.3	71.2	70.9	70.5	70.4	70.3	70.6
2018	70.8	70.9	71.8	71.8	71.5	71.4	71.2	71.5	71.8	72.2	72.9	73.0
2019	73.1	73.3	72.5	72.8	72.9	72.7	72.9	72.6	72.0			

ADR ($)

	January	February	March	April	May	June	July	August	September	October	November	December
2014	164.76	164.42	164.23	163.59	163.49	163.56	163.78	164.45	165.02	165.54	165.76	165.52
2015	164.86	164.81	164.76	164.63	164.83	165.64	165.71	165.76	165.38	164.70	164.56	164.36
2016	164.14	163.80	163.32	163.05	162.96	162.38	161.99	161.91	162.03	162.25	162.22	*161.69*
2017	161.69	161.78	162.16	162.46	162.82	162.84	162.91	162.86	162.86	162.94	162.79	162.80
2018	162.93	163.19	164.15	164.69	165.17	165.73	165.98	165.98	165.96	166.34	166.51	166.73
2019	166.69	166.64	166.02	165.83	165.33	164.94	164.91	165.00	164.78			

RevPAR ($)

	January	February	March	April	May	June	July	August	September	October	November	December
2014	111.58	111.08	*110.73*	111.36	112.09	112.22	112.02	112.72	113.27	113.15	112.82	112.53
2015	111.46	111.70	112.57	112.37	113.14	114.85	115.89	116.46	116.77	117.32	118.09	118.36
2016	118.64	118.05	117.07	117.63	117.42	116.47	116.26	116.21	116.49	115.97	115.76	115.54
2017	115.92	115.75	116.07	115.58	115.88	116.07	116.01	115.41	114.88	114.66	114.38	114.97
2018	115.34	115.67	117.87	118.25	118.10	118.38	118.11	118.72	119.24	120.09	121.32	121.76
2019	121.86	122.09	120.33	120.68	120.50	119.99	120.18	119.80	118.71			

Supply

	January	February	March	April	May	June	July	August	September	October	November	December
2014	832,413	832,329	832,236	832,146	832,053	831,963	831,839	*831,715*	835,465	839,340	843,090	846,965
2015	850,995	854,635	858,665	862,565	866,595	870,495	874,525	878,555	878,555	878,555	878,555	878,555
2016	878,555	878,555	878,555	878,585	878,616	878,646	878,677	878,708	878,738	878,769	878,799	878,830
2017	878,861	878,889	878,920	878,920	878,920	878,920	878,920	878,920	878,920	878,920	878,920	878,920
2018	878,920	878,920	878,920	878,920	879,788	880,628	881,496	882,364	883,204	884,072	884,912	885,780
2019	886,648	887,432	888,300	889,140	889,140	889,140	889,140	889,140	889,140			

Demand

	January	February	March	April	May	June	July	August	September	October	November	December
2014	563,740	562,296	*561,138*	566,472	570,486	570,824	568,939	570,087	573,453	573,680	573,836	575,856
2015	575,374	579,230	586,664	588,741	594,820	603,552	611,621	617,256	620,304	625,815	630,460	632,670
2016	635,047	633,166	629,777	633,884	633,089	630,226	630,629	630,683	631,771	628,107	627,110	628,007
2017	630,091	628,837	629,084	625,294	625,532	626,469	625,883	622,848	619,996	618,506	617,579	620,726
2018	622,178	622,984	631,149	631,070	629,057	628,990	627,266	631,131	634,537	638,234	644,756	646,866
2019	648,199	650,184	643,842	647,084	648,044	646,834	647,979	645,531	640,557			

Revenue ($)

	January	February	March	April	May	June	July	August	September	October	November	December
2014	92,882,782	92,455,456	*92,152,995*	92,671,291	93,267,213	93,366,401	93,179,272	93,749,180	94,629,178	94,968,541	95,120,152	95,312,905
2015	94,856,116	95,463,239	96,658,685	96,922,711	98,043,780	99,972,656	101,350,676	102,314,504	102,587,688	103,073,884	103,750,210	103,983,961
2016	104,236,043	103,711,349	102,852,224	103,351,947	103,168,537	102,337,298	102,157,159	102,115,901	102,367,288	101,913,452	101,729,512	101,540,092
2017	101,879,804	101,732,728	102,013,157	101,584,768	101,848,940	102,016,650	101,965,131	101,438,164	100,974,413	100,779,712	100,534,131	101,053,723
2018	101,372,391	101,666,900	103,600,649	103,932,008	103,900,033	104,244,480	104,113,788	104,755,231	105,309,778	106,164,915	107,355,370	107,852,569
2019	108,047,038	108,344,528	106,891,354	107,304,259	107,138,733	106,690,070	106,861,105	106,515,678	105,552,398			

High value is boxed.

Low value is boxed and italicized.

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Tab 6 - Twelve Month Moving Average with Percent Change

Regional Westchester Hotels Selected Properties
Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

Date	Occupancy		ADR		RevPar		Supply		Demand		Revenue	
	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg
Jan 14	67.7		164.76		111.58		832,413		563,740		92,882,782	
Feb 14	67.6		164.42		111.08		832,329		562,296		92,455,456	
Mar 14	67.4		164.23		110.73		832,236		561,138		92,152,995	
Apr 14	68.1		163.59		111.36		832,146		566,472		92,671,291	
May 14	68.6		163.49		112.09		832,053		570,486		93,267,213	
Jun 14	68.6		163.56		112.22		831,963		570,824		93,366,401	
Jul 14	68.4		163.78		112.02		831,839		568,939		93,179,272	
Aug 14	68.5		164.45		112.72		831,715		570,087		93,749,180	
Sep 14	68.6		165.02		113.27		835,465		573,453		94,629,178	
Oct 14	68.3		165.54		113.15		839,340		573,680		94,968,541	
Nov 14	68.1		165.76		112.82		843,090		573,836		95,120,152	
Dec 14	68.0	0.2	165.52	0.7	112.53	0.9	846,965	1.7	575,856	2.0	95,312,905	2.7
Jan 15	67.6	-0.2	164.86	0.1	111.46	-0.1	850,995	2.2	575,374	2.1	94,856,116	2.1
Feb 15	67.8	0.3	164.81	0.2	111.70	0.6	854,635	2.7	579,230	3.0	95,463,239	3.3
Mar 15	68.3	1.3	164.76	0.3	112.57	1.7	858,665	3.2	586,664	4.5	96,658,685	4.9
Apr 15	68.3	0.3	164.63	0.6	112.37	0.9	862,565	3.7	588,741	3.9	96,922,711	4.6
May 15	68.6	0.1	164.83	0.8	113.14	0.9	866,595	4.2	594,820	4.3	98,043,780	5.1
Jun 15	69.3	1.1	165.64	1.3	114.85	2.3	870,495	4.6	603,552	5.7	99,972,656	7.1
Jul 15	69.9	2.3	165.71	1.2	115.89	3.5	874,525	5.1	611,621	7.5	101,350,676	8.8
Aug 15	70.3	2.5	165.76	0.8	116.46	3.3	878,555	5.6	617,256	8.3	102,314,504	9.1
Sep 15	70.6	2.9	165.38	0.2	116.77	3.1	878,555	5.2	620,304	8.2	102,587,688	8.4
Oct 15	71.2	4.2	164.70	-0.5	117.32	3.7	878,555	4.7	625,815	9.1	103,073,884	8.5
Nov 15	71.8	5.4	164.56	-0.7	118.09	4.7	878,555	4.2	630,460	9.9	103,750,210	9.1
Dec 15	72.0	5.9	164.36	-0.7	118.36	5.2	878,555	3.7	632,670	9.9	103,983,961	9.1
Jan 16	72.3	6.9	164.14	-0.4	118.64	6.4	878,555	3.2	635,047	10.4	104,236,043	9.9
Feb 16	72.1	6.3	163.80	-0.6	118.05	5.7	878,555	2.8	633,166	9.3	103,711,349	8.6
Mar 16	71.7	4.9	163.32	-0.9	117.07	4.0	878,555	2.3	629,777	7.3	102,852,224	6.4
Apr 16	72.1	5.7	163.05	-1.0	117.63	4.7	878,585	1.9	633,884	7.7	103,351,947	6.6
May 16	72.1	5.0	162.96	-1.1	117.42	3.8	878,616	1.4	633,089	6.4	103,168,537	5.2
Jun 16	71.7	3.5	162.38	-2.0	116.47	1.4	878,646	0.9	630,226	4.4	102,337,298	2.4
Jul 16	71.8	2.6	161.99	-2.2	116.26	0.3	878,677	0.5	630,629	3.1	102,157,159	0.8
Aug 16	71.8	2.2	161.91	-2.3	116.21	-0.2	878,708	0.0	630,683	2.2	102,115,901	-0.2
Sep 16	71.9	1.8	162.03	-2.0	116.49	-0.2	878,738	0.0	631,771	1.8	102,367,288	-0.2
Oct 16	71.5	0.3	162.25	-1.5	115.97	-1.1	878,769	0.0	628,107	0.4	101,913,452	-1.1
Nov 16	71.4	-0.6	162.22	-1.4	115.76	-2.0	878,799	0.0	627,110	-0.5	101,729,512	-1.9
Dec 16	71.5	-0.8	161.69	-1.6	115.54	-2.4	878,830	0.0	628,007	-0.7	101,540,092	-2.4
Jan 17	71.7	-0.8	161.69	-1.5	115.92	-2.3	878,861	0.0	630,091	-0.8	101,879,804	-2.3
Feb 17	71.5	-0.7	161.78	-1.2	115.75	-1.9	878,889	0.0	628,837	-0.7	101,732,728	-1.9
Mar 17	71.6	-0.2	162.16	-0.7	116.07	-0.9	878,920	0.0	629,084	-0.1	102,013,157	-0.8
Apr 17	71.1	-1.4	162.46	-0.4	115.58	-1.7	878,920	0.0	625,294	-1.4	101,584,768	-1.7
May 17	71.2	-1.2	162.82	-0.1	115.88	-1.3	878,920	0.0	625,532	-1.2	101,848,940	-1.3
Jun 17	71.3	-0.6	162.84	0.3	116.07	-0.3	878,920	0.0	626,469	-0.6	102,016,650	-0.3
Jul 17	71.2	-0.8	162.91	0.6	116.01	-0.2	878,920	0.0	625,883	-0.8	101,965,131	-0.2
Aug 17	70.9	-1.3	162.86	0.6	115.41	-0.7	878,920	0.0	622,848	-1.2	101,438,164	-0.7
Sep 17	70.5	-1.9	162.86	0.5	114.88	-1.4	878,920	0.0	619,996	-1.9	100,974,413	-1.4
Oct 17	70.4	-1.5	162.94	0.4	114.66	-1.1	878,920	0.0	618,506	-1.5	100,779,712	-1.1
Nov 17	70.3	-1.5	162.79	0.4	114.38	-1.2	878,920	0.0	617,579	-1.5	100,534,131	-1.2
Dec 17	70.6	-1.2	162.80	0.7	114.97	-0.5	878,920	0.0	620,726	-1.2	101,053,723	-0.5
Jan 18	70.8	-1.3	162.93	0.8	115.34	-0.5	878,920	0.0	622,178	-1.3	101,372,391	-0.5
Feb 18	70.9	-0.9	163.19	0.9	115.67	-0.1	878,920	0.0	622,984	-0.9	101,666,900	-0.1
Mar 18	71.8	0.3	164.15	1.2	117.87	1.6	878,920	0.0	631,149	0.3	103,600,649	1.6
Apr 18	71.8	0.9	164.69	1.4	118.25	2.3	878,920	0.0	631,070	0.9	103,932,008	2.3
May 18	71.5	0.5	165.17	1.4	118.10	1.9	879,788	0.1	629,057	0.6	103,900,033	2.0
Jun 18	71.4	0.2	165.73	1.8	118.38	2.0	880,628	0.2	628,990	0.4	104,244,480	2.2
Jul 18	71.2	-0.1	165.98	1.9	118.11	1.8	881,496	0.3	627,266	0.2	104,113,788	2.1
Aug 18	71.5	0.9	165.98	1.9	118.72	2.9	882,364	0.4	631,131	1.3	104,755,231	3.3
Sep 18	71.8	1.8	165.96	1.9	119.24	3.8	883,204	0.5	634,537	2.3	105,309,778	4.3
Oct 18	72.2	2.6	166.34	2.1	120.09	4.7	884,072	0.6	638,234	3.2	106,164,915	5.3
Nov 18	72.9	3.7	166.51	2.3	121.32	6.1	884,912	0.7	644,756	4.4	107,355,370	6.8
Dec 18	73.0	3.4	166.73	2.4	121.76	5.9	885,780	0.8	646,866	4.2	107,852,569	6.7
Jan 19	73.1	3.3	166.69	2.3	121.86	5.7	886,648	0.9	648,199	4.2	108,047,038	6.6
Feb 19	73.3	3.4	166.64	2.1	122.09	5.5	887,432	1.0	650,184	4.4	108,344,528	6.6
Mar 19	72.5	0.9	166.02	1.1	120.33	2.1	888,300	1.1	643,842	2.0	106,891,354	3.2
Apr 19	72.8	1.4	165.83	0.7	120.68	2.1	889,140	1.2	647,084	2.5	107,304,259	3.2
May 19	72.9	1.9	165.33	0.1	120.50	2.0	889,140	1.1	648,044	3.0	107,138,733	3.1
Jun 19	72.7	1.9	164.94	-0.5	119.99	1.4	889,140	1.0	646,834	2.8	106,690,070	2.3
Jul 19	72.9	2.4	164.91	-0.6	120.18	1.8	889,140	0.9	647,979	3.3	106,861,105	2.6
Aug 19	72.6	1.5	165.00	-0.6	119.80	0.9	889,140	0.8	645,531	2.3	106,515,678	1.7
Sep 19	72.0	0.3	164.78	-0.7	118.71	-0.4	889,140	0.7	640,557	0.9	105,552,398	0.2

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Tab 7 - Day of Week Analysis

Regional Westchester Hotels Selected Properties

Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

Occupancy (%)

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
Oct - 18	62.2	81.0	85.8	83.1	72.9	84.7	95.2	81.0
Nov - 18	53.6	74.6	82.9	84.9	78.9	81.6	84.8	77.5
Dec - 18	52.7	72.1	77.8	72.8	58.3	64.1	74.0	67.3
Jan - 19	45.7	66.7	69.3	70.6	56.5	57.2	65.1	61.9
Feb - 19	41.9	66.4	73.9	72.0	58.2	51.9	62.4	61.0
Mar - 19	50.1	72.4	76.3	72.2	56.2	63.1	71.6	65.6
Apr - 19	58.1	75.3	84.8	77.7	68.4	82.1	88.1	76.6
May - 19	60.1	73.2	84.1	80.8	68.7	72.7	83.7	74.7
Jun - 19	60.3	82.5	91.6	85.4	71.9	77.1	87.1	79.0
Jul - 19	61.4	75.5	79.3	75.9	69.2	72.4	82.0	74.0
Aug - 19	55.1	69.6	75.9	73.4	62.2	73.1	85.5	71.0
Sep - 19	59.6	67.8	81.9	79.6	70.3	77.4	90.1	74.5
Total Year	**55.1**	**73.2**	**80.3**	**77.4**	**66.0**	**71.5**	**80.7**	**72.0**

Three Year Occupancy (%)

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Year
Oct 16 - Sep 17	52.3	70.4	79.4	77.7	65.0	69.5	79.4	70.5
Oct 17 - Sep 18	55.4	72.7	80.4	78.8	66.3	70.3	79.4	71.8
Oct 18 - Sep 19	55.1	73.2	80.3	77.4	66.0	71.5	80.7	72.0
Total 3 Yr	**54.3**	**72.1**	**80.0**	**78.0**	**65.8**	**70.5**	**79.8**	**71.5**

ADR

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
Oct - 18	160.39	180.18	187.97	185.35	169.33	166.00	173.95	176.28
Nov - 18	150.80	170.91	176.79	173.91	160.38	153.60	152.74	162.86
Dec - 18	142.46	167.12	164.80	165.25	146.14	135.11	138.51	152.04
Jan - 19	145.80	165.75	165.44	163.85	152.89	137.97	140.90	154.88
Feb - 19	149.81	169.56	172.66	170.78	156.70	134.35	137.84	157.68
Mar - 19	155.80	171.71	173.17	174.81	161.18	146.53	147.98	161.15
Apr - 19	154.02	171.69	181.57	170.98	157.65	153.33	155.46	164.84
May - 19	157.23	177.73	184.97	181.61	167.25	159.52	161.83	170.62
Jun - 19	159.64	180.16	189.81	190.22	171.79	161.22	167.18	174.63
Jul - 19	151.30	171.78	175.47	176.15	156.44	148.06	149.56	162.92
Aug - 19	154.71	170.87	173.29	171.45	158.44	152.80	157.17	162.24
Sep - 19	158.87	175.49	184.48	181.14	164.81	161.43	167.72	170.85
Total Year	**153.84**	**172.99**	**178.06**	**175.96**	**160.65**	**152.15**	**155.32**	**164.78**

Three Year ADR

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Year
Oct 16 - Sep 17	154.39	170.47	174.60	173.28	160.13	149.34	154.01	162.86
Oct 17 - Sep 18	157.26	173.86	178.93	176.54	162.51	152.77	155.87	165.96
Oct 18 - Sep 19	153.84	172.99	178.06	175.96	160.65	152.15	155.32	164.78
Total 3 Yr	**155.19**	**172.47**	**177.21**	**175.27**	**161.10**	**151.44**	**155.06**	**164.55**

RevPAR

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
Oct - 18	99.75	146.00	161.35	153.99	123.42	140.62	165.68	142.73
Nov - 18	80.85	127.44	146.55	147.68	126.56	125.28	129.53	126.25
Dec - 18	75.02	120.54	128.29	120.28	85.14	86.60	102.53	102.31
Jan - 19	66.64	110.49	114.59	115.72	86.34	78.87	91.71	95.94
Feb - 19	62.76	112.61	127.54	122.88	91.27	69.79	86.07	96.13
Mar - 19	78.07	124.30	132.13	126.26	90.58	92.49	106.02	105.68
Apr - 19	89.54	129.21	153.96	132.89	107.85	125.91	136.95	126.28
May - 19	94.53	130.15	155.58	146.74	114.97	116.04	135.42	127.47
Jun - 19	96.23	148.67	173.89	162.44	123.48	124.30	145.63	138.02
Jul - 19	92.93	129.76	139.22	133.65	108.29	107.18	122.63	120.56
Aug - 19	85.19	118.90	131.48	125.77	98.59	111.76	134.40	115.13
Sep - 19	94.72	119.07	151.13	144.22	115.82	124.95	151.17	127.27
Total Year	**84.79**	**126.66**	**142.92**	**136.16**	**106.07**	**108.86**	**125.38**	**118.71**

Three Year RevPAR

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Year
Oct 16 - Sep 17	80.72	119.94	138.56	134.70	104.07	103.80	122.26	114.88
Oct 17 - Sep 18	87.11	126.37	143.79	139.15	107.77	107.38	123.70	119.24
Oct 18 - Sep 19	84.79	126.66	142.92	136.16	106.07	108.86	125.38	118.71
Total 3 Yr	**84.23**	**124.35**	**141.76**	**136.67**	**105.97**	**106.69**	**123.78**	**117.62**

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Tab 8 - Raw Data

Regional Westchester Hotels Selected Properties
Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

Date	Occupancy		ADR		RevPar		Supply		Demand		Revenue		Census & Sample %		
	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	Census Props	Census Rooms	% Rooms STAR Participants
Jan 13	58.1		159.48		92.68		70,680		41,076		6,550,847		10	2,280	98.8
Feb 13	61.9		163.40		101.14		63,840		39,516		6,456,971		10	2,280	98.8
Mar 13	63.0		161.24		101.66		70,680		44,563		7,185,421		10	2,280	98.8
Apr 13	65.9		169.22		111.56		68,400		45,093		7,630,635		10	2,280	98.8
May 13	67.8		167.43		113.55		70,680		47,934		8,025,448		10	2,280	98.8
Jun 13	75.9		170.08		129.03		68,400		51,891		8,825,853		10	2,280	98.8
Jul 13	71.4		160.62		114.61		70,711		50,457		8,104,456		10	2,281	98.8
Aug 13	68.4		153.66		105.12		70,711		48,371		7,432,799		10	2,281	98.8
Sep 13	75.0		170.75		128.09		68,460		51,356		8,768,808		10	2,282	98.8
Oct 13	80.4		171.40		137.77		70,742		56,861		9,746,199		10	2,282	98.8
Nov 13	69.0		161.63		111.56		68,460		47,252		7,637,131		10	2,282	98.8
Dec 13	57.2		160.08		91.49		70,742		40,431		6,472,249		10	2,282	98.8
Jan 14	56.7	-2.5	164.86	3.4	93.46	0.8	70,587	-0.1	40,015	-2.6	6,596,812	0.7	10	2,277	98.8
Feb 14	59.7	-3.5	158.37	-3.1	94.57	-6.5	63,756	-0.1	38,072	-3.7	6,029,645	-6.6	10	2,277	98.8
Mar 14	61.5	-2.5	158.58	-1.7	97.51	-4.1	70,587	-0.1	43,405	-2.6	6,882,960	-4.2	10	2,277	98.8
Apr 14	73.8	12.0	161.60	-4.5	119.29	6.9	68,310	-0.1	50,427	11.8	8,148,931	6.8	10	2,277	98.8
May 14	73.6	8.5	165.96	-0.9	122.14	7.6	70,587	-0.1	51,948	8.4	8,621,370	7.4	10	2,277	98.8
Jun 14	76.5	0.8	170.88	0.5	130.65	1.3	68,310	-0.1	52,229	0.7	8,925,041	1.1	10	2,277	98.8
Jul 14	68.8	-3.6	163.00	1.5	112.16	-2.1	70,587	-0.2	48,572	-3.7	7,917,327	-2.3	10	2,277	98.8
Aug 14	70.2	2.6	161.61	5.2	113.37	7.9	70,587	-0.2	49,519	2.4	8,002,707	7.7	10	2,277	98.8
Sep 14	75.8	1.0	176.32	3.3	133.62	4.3	72,210	5.5	54,722	6.6	9,648,806	10.0	11	2,407	93.4
Oct 14	76.5	-4.8	176.67	3.1	135.16	-1.9	74,617	5.5	57,088	0.4	10,085,562	3.5	11	2,407	98.8
Nov 14	65.7	-4.9	164.29	1.6	107.86	-3.3	72,210	5.5	47,408	0.3	7,788,742	2.0	11	2,407	98.8
Dec 14	56.9	-0.5	157.00	-1.9	89.32	-2.4	74,617	5.5	42,451	5.0	6,665,002	3.0	11	2,407	98.8
Jan 15	53.0	-6.5	155.31	-5.8	82.29	-12.0	74,617	5.7	39,533	-1.2	6,140,023	-6.9	11	2,407	98.8
Feb 15	62.2	4.2	158.29	-0.1	98.47	4.1	67,396	5.7	41,928	10.1	6,636,768	10.1	11	2,407	98.8
Mar 15	68.1	10.8	158.90	0.2	108.26	11.0	74,617	5.7	50,839	17.1	8,078,406	17.4	11	2,407	98.8
Apr 15	72.7	-1.5	160.23	-0.8	116.51	-2.3	72,210	5.7	52,504	4.1	8,412,957	3.2	11	2,407	98.8
May 15	77.8	5.7	167.89	1.2	130.57	6.9	74,617	5.7	58,027	11.7	9,742,439	13.0	11	2,407	98.8
Jun 15	84.4	10.4	178.05	4.2	150.31	15.0	72,210	5.7	60,961	16.7	10,853,917	21.6	11	2,407	98.8
Jul 15	75.9	10.3	164.11	0.7	124.57	11.1	74,617	5.7	56,641	16.6	9,295,347	17.4	11	2,407	98.8
Aug 15	73.9	5.4	162.57	0.6	120.17	6.0	74,617	5.7	55,154	11.4	8,966,535	12.0	11	2,407	98.8
Sep 15	80.0	5.6	171.75	-2.6	137.40	2.8	72,210	0.0	57,770	5.6	9,921,990	2.8	11	2,407	98.8
Oct 15	83.9	9.7	168.88	-4.4	141.68	4.8	74,617	0.0	62,599	9.7	10,571,758	4.8	11	2,407	98.8
Nov 15	72.1	9.8	162.62	-1.0	117.23	8.7	72,210	0.0	52,053	9.8	8,465,068	8.7	11	2,407	98.8
Dec 15	59.9	5.2	154.47	-1.6	92.46	3.5	74,617	0.0	44,661	5.2	6,898,753	3.5	11	2,407	98.8
Jan 16	56.2	6.0	152.52	-1.8	85.67	4.1	74,617	0.0	41,910	6.0	6,392,105	4.1	11	2,407	98.8
Feb 16	59.4	-4.5	152.62	-3.6	90.69	-7.9	67,396	0.0	40,047	-4.5	6,112,074	-7.9	11	2,407	98.8
Mar 16	63.6	-6.7	152.15	-4.3	96.75	-10.6	74,617	0.0	47,450	-6.7	7,219,281	-10.6	11	2,407	98.8
Apr 16	78.4	7.8	157.44	-1.7	123.38	5.9	72,240	0.0	56,611	7.8	8,912,680	5.9	11	2,408	98.8
May 16	76.7	-1.4	167.02	-0.5	128.05	-1.9	74,648	0.0	57,232	-1.4	9,559,029	-1.9	11	2,408	98.8
Jun 16	80.4	-4.7	172.51	-3.1	138.74	-7.7	72,240	0.0	58,098	-4.7	10,022,678	-7.7	11	2,408	98.8
Jul 16	76.4	0.7	159.79	-2.6	122.11	-2.0	74,648	0.0	57,044	0.7	9,115,208	-1.9	11	2,408	98.8
Aug 16	74.0	0.1	161.67	-0.6	119.56	-0.5	74,648	0.0	55,208	0.1	8,925,277	-0.5	11	2,408	98.8
Sep 16	81.5	1.8	172.85	0.6	140.83	2.5	72,240	0.0	58,858	1.9	10,173,377	2.5	11	2,408	98.8
Oct 16	79.0	-5.9	171.68	1.7	135.54	-4.3	74,648	0.0	58,935	-5.9	10,117,922	-4.3	11	2,408	98.8
Nov 16	70.7	-2.0	162.20	-0.3	114.63	-2.2	72,240	0.0	51,056	-1.9	8,281,128	-2.2	11	2,408	98.8
Dec 16	61.0	2.0	147.27	-4.7	89.88	-2.8	74,648	0.0	45,558	2.0	6,709,333	-2.7	11	2,408	98.8
Jan 17	58.9	4.9	153.02	0.3	90.18	5.3	74,648	0.0	43,994	5.0	6,731,817	5.3	11	2,408	98.8
Feb 17	57.5	-3.2	153.76	0.7	88.47	-2.4	67,424	0.0	38,793	-3.1	5,964,998	-2.4	11	2,408	98.8
Mar 17	63.9	0.5	157.24	3.3	100.47	3.8	74,648	0.0	47,697	0.5	7,499,710	3.9	11	2,408	98.8
Apr 17	73.1	-6.7	160.62	2.0	117.45	-4.8	72,240	0.0	52,821	-6.7	8,484,291	-4.8	11	2,408	98.8
May 17	77.0	0.4	170.93	2.3	131.59	2.8	74,648	0.0	57,470	0.4	9,823,201	2.8	11	2,408	98.8
Jun 17	81.7	1.6	172.62	0.1	141.06	1.7	72,240	0.0	59,035	1.6	10,190,388	1.7	11	2,408	98.8
Jul 17	75.6	-1.0	160.54	0.5	121.42	-0.6	74,648	0.0	56,458	-1.0	9,063,689	-0.6	11	2,408	98.8
Aug 17	69.9	-5.5	160.97	-0.4	112.51	-5.9	74,648	0.0	52,173	-5.5	8,398,310	-5.9	11	2,408	98.8
Sep 17	77.5	-4.8	173.37	0.3	134.41	-4.6	72,240	0.0	56,006	-4.8	9,709,626	-4.6	11	2,408	98.8
Oct 17	77.0	-2.5	172.74	0.6	132.93	-1.9	74,648	0.0	57,445	-2.5	9,923,221	-1.9	11	2,408	98.8
Nov 17	69.4	-1.8	160.30	-1.2	111.23	-3.0	72,240	0.0	50,129	-1.8	8,035,547	-3.0	11	2,408	98.8
Dec 17	65.2	6.9	148.42	0.8	96.84	7.7	74,648	0.0	48,705	6.9	7,228,925	7.7	11	2,408	98.8
Jan 18	60.9	3.3	155.14	1.4	94.45	4.7	74,648	0.0	45,446	3.3	7,050,485	4.7	11	2,408	98.8
Feb 18	58.7	2.1	158.07	2.8	92.84	4.9	67,424	0.0	39,599	2.1	6,259,507	4.9	11	2,408	98.8
Mar 18	74.8	17.1	168.87	7.4	126.37	25.8	74,648	0.0	55,862	17.1	9,433,459	25.8	11	2,408	98.8
Apr 18	73.0	-0.1	167.15	4.1	122.03	3.9	72,240	0.0	52,742	-0.1	8,815,650	3.9	11	2,408	98.8
May 18	73.4	-4.6	176.56	3.3	129.66	-1.5	75,516	1.2	55,457	-3.5	9,791,226	-0.3	11	2,436	98.9
Jun 18	80.7	-1.3	178.65	3.5	144.15	2.2	73,080	1.2	58,968	-0.1	10,534,835	3.4	11	2,436	98.9
Jul 18	72.5	-4.2	163.21	1.7	118.29	-2.6	75,516	1.2	54,734	-3.1	8,932,997	-1.4	11	2,436	98.9
Aug 18	74.2	6.2	161.31	0.2	119.71	6.4	75,516	1.2	56,038	7.4	9,039,753	7.6	11	2,436	98.9
Sep 18	81.3	4.9	172.76	-0.3	140.45	4.5	73,080	1.2	59,412	6.1	10,264,173	5.7	11	2,436	98.9
Oct 18	81.0	5.2	176.28	2.0	142.73	7.4	75,516	1.2	61,142	6.4	10,778,358	8.6	11	2,436	98.9
Nov 18	77.5	11.7	162.86	1.6	126.25	13.5	73,080	1.2	56,651	13.0	9,226,002	14.8	11	2,436	98.9
Dec 18	67.3	3.1	152.04	2.4	102.31	5.6	75,516	1.2	50,815	4.3	7,726,124	6.9	11	2,436	98.9
Jan 19	61.9	1.8	154.88	-0.2	95.94	1.6	75,516	1.2	46,779	2.9	7,244,954	2.8	11	2,436	98.9
Feb 19	61.0	3.8	157.68	-0.2	96.13	3.5	68,208	1.2	41,584	5.0	6,556,997	4.8	11	2,436	98.9
Mar 19	65.6	-12.4	161.15	-4.6	105.68	-16.4	75,516	1.2	49,520	-11.4	7,980,285	-15.4	11	2,436	98.9
Apr 19	76.6	4.9	164.84	-1.4	126.28	3.5	73,080	1.2	55,984	6.1	9,228,555	4.7	11	2,436	98.9
May 19	74.7	1.7	170.62	-3.4	127.47	-1.7	75,516	0.0	56,417	1.7	9,625,700	-1.7	11	2,436	98.9
Jun 19	79.0	-2.1	174.63	-2.3	138.02	-4.3	73,080	0.0	57,758	-2.1	10,086,172	-4.3	11	2,436	98.9
Jul 19	74.0	2.1	162.92	-0.2	120.56	1.9	75,516	0.0	55,879	2.1	9,104,032	1.9	11	2,436	98.9
Aug 19	71.0	-4.4	162.24	0.6	115.13	-3.8	75,516	0.0	53,590	-4.4	8,694,326	-3.8	11	2,436	98.9
Sep 19	74.5	-8.4	170.85	-1.1	127.27	-9.4	73,080	0.0	54,438	-8.4	9,300,893	-9.4	11	2,436	98.9

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Tab 9 - Classic

Regional Westchester Hotels Selected Properties
Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

Date	Occupancy		ADR		RevPar		Supply		Demand		Revenue		Census & Sample %		
	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	Census Props	Census Rooms	% Rooms STAR Participants
Jan 13	58.1		159.48		92.68		70,680		41,076		6,550,847		10	2,280	98.8
Feb 13	61.9		163.40		101.14		63,840		39,516		6,456,971		10	2,280	98.8
Mar 13	63.0		161.24		101.66		70,680		44,563		7,185,421		10	2,280	98.8
Apr 13	65.9		169.22		111.56		68,400		45,093		7,630,635		10	2,280	98.8
May 13	67.8		167.43		113.55		70,680		47,934		8,025,448		10	2,280	98.8
Jun 13	75.9		170.08		129.03		68,400		51,891		8,825,853		10	2,280	98.8
Jul 13	71.4		160.62		114.61		70,711		50,457		8,104,456		10	2,281	98.8
Aug 13	68.4		153.66		105.12		70,711		48,371		7,432,799		10	2,281	98.8
Sep 13	75.0		170.75		128.09		68,460		51,356		8,768,808		10	2,282	98.8
Oct 13	80.4		171.40		137.77		70,742		56,861		9,746,199		10	2,282	98.8
Nov 13	69.0		161.63		111.56		68,460		47,252		7,637,131		10	2,282	98.8
Dec 13	57.2		160.08		91.49		70,742		40,431		6,472,249		10	2,282	98.8
Sep YTD 2013	67.5		164.14		110.80		622,562		420,257		68,981,238				
Total 2013	67.8		164.37		111.51		832,506		564,801		92,836,817				
Jan 14	56.7	-2.5	164.86	3.4	93.46	0.8	70,587	-0.1	40,015	-2.6	6,596,812	0.7	10	2,277	98.8
Feb 14	59.7	-3.5	158.37	-3.1	94.57	-6.5	63,756	-0.1	38,072	-3.7	6,029,645	-6.6	10	2,277	98.8
Mar 14	61.5	-2.5	158.58	-1.7	97.51	-4.1	70,587	-0.1	43,405	-2.6	6,882,960	-4.2	10	2,277	98.8
Apr 14	73.8	12.0	161.60	-4.5	119.29	6.9	68,310	-0.1	50,427	11.8	8,148,931	6.8	10	2,277	98.8
May 14	73.6	8.5	165.96	-0.9	122.14	7.6	70,587	-0.1	51,948	8.4	8,621,370	7.4	10	2,277	98.8
Jun 14	76.5	0.8	170.88	0.5	130.65	1.3	68,310	-0.1	52,229	0.7	8,925,041	1.1	10	2,277	98.8
Jul 14	68.8	-3.6	163.00	1.5	112.16	-2.1	70,587	-0.2	48,572	-3.7	7,917,327	-2.3	10	2,277	98.8
Aug 14	70.2	2.6	161.61	5.2	113.37	7.9	70,587	-0.2	49,519	2.4	8,002,707	7.7	10	2,277	98.8
Sep 14	75.8	1.0	176.32	3.3	133.62	4.3	72,210	5.5	54,722	6.6	9,648,806	10.0	11	2,407	93.4
Oct 14	76.5	-4.8	176.67	3.1	135.16	-1.9	74,617	5.5	57,088	0.4	10,085,562	3.5	11	2,407	98.8
Nov 14	65.7	-4.9	164.29	1.6	107.86	-3.3	72,210	5.5	47,408	0.3	7,788,742	2.0	11	2,407	98.8
Dec 14	56.9	-0.5	157.00	-1.9	89.32	-2.4	74,617	5.5	42,451	5.0	6,665,002	3.0	11	2,407	98.8
Sep YTD 2014	68.6	1.6	165.01	0.5	113.14	2.1	625,521	0.5	428,909	2.1	70,773,599	2.6			
Total 2014	68.0	0.2	165.52	0.7	112.53	0.9	846,965	1.7	575,856	2.0	95,312,905	2.7			
Jan 15	53.0	-6.5	155.31	-5.8	82.29	-12.0	74,617	5.7	39,533	-1.2	6,140,023	-6.9	11	2,407	98.8
Feb 15	62.2	4.2	158.29	-0.1	98.47	4.1	67,396	5.7	41,928	10.1	6,636,768	10.1	11	2,407	98.8
Mar 15	68.1	10.8	158.90	0.2	108.26	11.0	74,617	5.7	50,839	17.1	8,078,406	17.4	11	2,407	98.8
Apr 15	72.7	-1.5	160.23	-0.8	116.51	-2.3	72,210	5.7	52,504	4.1	8,412,957	3.2	11	2,407	98.8
May 15	77.8	5.7	167.89	1.2	130.57	6.9	74,617	5.7	58,027	11.7	9,742,439	13.0	11	2,407	98.8
Jun 15	84.4	10.4	178.05	4.2	150.31	15.0	72,210	5.7	60,961	16.7	10,853,917	21.6	11	2,407	98.8
Jul 15	75.9	10.3	164.11	0.7	124.57	11.1	74,617	5.7	56,641	16.6	9,295,347	17.4	11	2,407	98.8
Aug 15	73.9	5.4	162.57	0.6	120.17	6.0	74,617	5.7	55,154	11.4	8,966,535	12.0	11	2,407	98.8
Sep 15	80.0	5.6	171.75	-2.6	137.40	2.8	72,210	0.0	57,770	5.6	9,921,990	2.8	11	2,407	98.8
Oct 15	83.9	9.7	168.88	-4.4	141.68	4.8	74,617	0.0	62,599	9.7	10,571,758	4.8	11	2,407	98.8
Nov 15	72.1	9.8	162.62	-1.0	117.23	8.7	72,210	0.0	52,053	9.8	8,465,068	8.7	11	2,407	98.8
Dec 15	59.9	5.2	154.47	-1.6	92.46	3.5	74,617	0.0	44,661	5.2	6,898,753	3.5	11	2,407	98.8
Sep YTD 2015	72.0	5.1	164.88	-0.1	118.78	5.0	657,111	5.1	473,357	10.4	78,048,382	10.3			
Total 2015	72.0	5.9	164.36	-0.7	118.36	5.2	878,555	3.7	632,670	9.9	103,983,961	9.1			
Jan 16	56.2	6.0	152.52	-1.8	85.67	4.1	74,617	0.0	41,910	6.0	6,392,105	4.1	11	2,407	98.8
Feb 16	59.4	-4.5	152.62	-3.6	90.69	-7.9	67,396	0.0	40,047	-4.5	6,112,074	-7.9	11	2,407	98.8
Mar 16	63.6	-6.7	152.15	-4.3	96.75	-10.6	74,617	0.0	47,450	-6.7	7,219,281	-10.6	11	2,407	98.8
Apr 16	78.4	7.8	157.44	-1.7	123.38	5.9	72,240	0.0	56,611	7.8	8,912,680	5.9	11	2,408	98.8
May 16	76.7	-1.4	167.02	-0.5	128.05	-1.9	74,648	0.0	57,232	-1.4	9,559,029	-1.9	11	2,408	98.8
Jun 16	80.4	-4.7	172.51	-3.1	138.74	-7.7	72,240	0.0	58,098	-4.7	10,022,678	-7.7	11	2,408	98.8
Jul 16	76.4	0.7	159.79	-2.6	122.11	-2.0	74,648	0.0	57,044	0.7	9,115,208	-1.9	11	2,408	98.8
Aug 16	74.0	0.1	161.67	-0.6	119.56	-0.5	74,648	0.0	55,208	0.1	8,925,277	-0.5	11	2,408	98.8
Sep 16	81.5	1.8	172.85	0.6	140.83	2.5	72,240	0.0	58,858	1.9	10,173,377	2.5	11	2,408	98.8
Oct 16	79.0	-5.9	171.68	1.7	135.54	-4.3	74,648	0.0	58,935	-5.9	10,117,922	-4.3	11	2,408	98.8
Nov 16	70.7	-2.0	162.20	-0.3	114.63	-2.2	72,240	0.0	51,056	-1.9	8,281,128	-2.2	11	2,408	98.8
Dec 16	61.0	2.0	147.27	-4.7	89.88	-2.8	74,648	0.0	45,558	2.0	6,709,333	-2.7	11	2,408	98.8
Sep YTD 2016	71.9	-0.2	161.77	-1.9	116.28	-2.1	657,294	0.0	472,458	-0.2	76,431,709	-2.1			
Total 2016	71.5	-0.8	161.69	-1.6	115.54	-2.4	878,830	0.0	628,007	-0.7	101,540,092	-2.4			
Jan 17	58.9	4.9	153.02	0.3	90.18	5.3	74,648	0.0	43,994	5.0	6,731,817	5.3	11	2,408	98.8
Feb 17	57.5	-3.2	153.76	0.7	88.47	-2.4	67,424	0.0	38,793	-3.1	5,964,998	-2.4	11	2,408	98.8
Mar 17	63.9	0.5	157.24	3.3	100.47	3.8	74,648	0.0	47,697	0.5	7,499,710	3.9	11	2,408	98.8
Apr 17	73.1	-6.7	160.62	2.0	117.45	-4.8	72,240	0.0	52,821	-6.7	8,484,291	-4.8	11	2,408	98.8
May 17	77.0	0.4	170.93	2.3	131.59	2.8	74,648	0.0	57,470	0.4	9,823,201	2.8	11	2,408	98.8
Jun 17	81.7	1.6	172.62	0.1	141.06	1.7	72,240	0.0	59,035	1.6	10,190,388	1.7	11	2,408	98.8
Jul 17	75.6	-1.0	160.54	0.5	121.42	-0.6	74,648	0.0	56,458	-1.0	9,063,689	-0.6	11	2,408	98.8
Aug 17	69.9	-5.5	160.97	-0.4	112.51	-5.9	74,648	0.0	52,173	-5.5	8,398,310	-5.9	11	2,408	98.8
Sep 17	77.5	-4.8	173.37	0.3	134.41	-4.6	72,240	0.0	56,006	-4.8	9,709,626	-4.6	11	2,408	98.8
Oct 17	77.0	-2.5	172.74	0.6	132.93	-1.9	74,648	0.0	57,445	-2.5	9,923,221	-1.9	11	2,408	98.8
Nov 17	69.4	-1.8	160.30	-1.2	111.23	-3.0	72,240	0.0	50,129	-1.8	8,035,547	-3.0	11	2,408	98.8
Dec 17	65.2	6.9	148.42	0.8	96.84	7.7	74,648	0.0	48,705	6.9	7,228,925	7.7	11	2,408	98.8
Sep YTD 2017	70.7	-1.7	163.35	1.0	115.41	-0.8	657,384	0.0	464,447	-1.7	75,866,030	-0.7			
Total 2017	70.6	-1.2	162.80	0.7	114.97	-0.5	878,920	0.0	620,726	-1.2	101,053,723	-0.5			
Jan 18	60.9	3.3	155.14	1.4	94.45	4.7	74,648	0.0	45,446	3.3	7,050,485	4.7	11	2,408	98.8
Feb 18	58.7	2.1	158.07	2.8	92.84	4.9	67,424	0.0	39,599	2.1	6,259,507	4.9	11	2,408	98.8
Mar 18	74.8	17.1	168.87	7.4	126.37	25.8	74,648	0.0	55,862	17.1	9,433,459	25.8	11	2,408	98.8
Apr 18	73.0	-0.1	167.15	4.1	122.03	3.9	72,240	0.0	52,742	-0.1	8,815,650	3.9	11	2,408	98.8
May 18	73.4	-4.6	176.56	3.3	129.66	-1.5	75,516	1.2	55,457	-3.5	9,791,226	-0.3	11	2,436	98.9
Jun 18	80.7	-1.3	178.65	3.5	144.15	2.2	73,080	1.2	58,968	-0.1	10,534,835	3.4	11	2,436	98.9
Jul 18	72.5	-4.2	163.21	1.7	118.29	-2.6	75,516	1.2	54,734	-3.1	8,932,997	-1.4	11	2,436	98.9
Aug 18	74.2	6.2	161.31	0.2	119.71	6.4	75,516	1.2	56,038	7.4	9,039,753	7.6	11	2,436	98.9
Sep 18	81.3	4.9	172.76	-0.3	140.45	4.5	73,080	1.2	59,412	6.1	10,264,173	5.7	11	2,436	98.9
Oct 18	81.0	5.2	176.28	2.0	142.73	7.4	75,516	1.2	61,142	6.4	10,778,358	8.6	11	2,436	98.9
Nov 18	77.5	11.7	162.86	1.6	126.25	13.5	73,080	1.2	56,651	13.0	9,226,002	14.8	11	2,436	98.9
Dec 18	67.3	3.1	152.04	2.4	102.31	5.6	75,516	1.2	50,815	4.3	7,726,124	6.9	11	2,436	98.9
Sep YTD 2018	72.3	2.3	167.53	2.6	121.09	4.9	661,668	0.7	478,258	3.0	80,122,085	5.6			
Total 2018	73.0	3.4	166.73	2.4	121.76	5.9	885,780	0.8	646,866	4.2	107,852,569	6.7			
Jan 19	61.9	1.8	154.88	-0.2	95.94	1.6	75,516	1.2	46,779	2.9	7,244,954	2.8	11	2,436	98.9
Feb 19	61.0	3.8	157.68	-0.2	96.13	3.5	68,208	1.2	41,584	5.0	6,556,997	4.8	11	2,436	98.9
Mar 19	65.6	-12.4	161.15	-4.6	105.68	-16.4	75,516	1.2	49,520	-11.4	7,980,285	-15.4	11	2,436	98.9
Apr 19	76.6	4.9	164.84	-1.4	126.28	3.5	73,080	1.2	55,984	6.1	9,228,555	4.7	11	2,436	98.9
May 19	74.7	1.7	170.62	-3.4	127.47	-1.7	75,516	0.0	56,417	1.7	9,625,700	-1.7	11	2,436	98.9
Jun 19	79.0	-2.1	174.63	-2.3	138.02	-4.3	73,080	0.0	57,758	-2.1	10,086,172	-4.3	11	2,436	98.9
Jul 19	74.0	2.1	162.92	-0.2	120.56	1.9	75,516	0.0	55,879	2.1	9,104,032	1.9	11	2,436	98.9
Aug 19	71.0	-4.4	162.24	0.6	115.13	-3.8	75,516	0.0	53,590	-4.4	8,694,326	-3.8	11	2,436	98.9
Sep 19	74.5	-8.4	170.85	-1.1	127.27	-9.4	73,080	0.0	54,438	-8.4	9,300,893	-9.4	11	2,436	98.9
Sep YTD 2019	71.0	-1.8	164.89	-1.6	117.02	-3.4	665,028	0.5	471,949	-1.3	77,821,914	-2.9			

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Tab 10 - Response Report

Regional Westchester Hotels Selected Properties
Job Number: 1145451_SADIM Staff: LG Created: November 14, 2019

STR Code	Name of Establishment	City & State	Zip Code	Class	Aff Date	Open Date	Rooms	Chg in Rms	2017 J	F	M	A	M	J	J	A	S	O	N	D	2018 J	F	M	A	M	J	J	A	S	O	N	D	2019 J	F	M	A	M	J	J	A	S	O	N	D
7842	La Quinta Inns & Suites White Plains Elmsford	Elmsford, NY	10523	Upper Midscale Class	Mar 2007	Jan 1975	101		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
20514	Doral Arrowwood	Rye Brook, NY	10573	Upper Upscale Class	May 2002	Jun 1983	369	Y	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
9852	Hilton Westchester	Rye Brook, NY	10573	Upper Upscale Class	Apr 1973	Apr 1973	445		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
16187	Courtyard Rye	Rye, NY	10580	Upscale Class	Mar 1988	Mar 1988	145		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
62409	Cambria hotel & suites White Plains Downtown	White Plains, NY	10601	Upscale Class	Sep 2014	Sep 2014	130	Y	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
56793	Ritz-Carlton The New York Westchester	White Plains, NY	10601	Luxury Class	Dec 2007	Dec 2007	146		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
3881	Crowne Plaza White Plains Downtown	White Plains, NY	10601	Upscale Class	Dec 1985	Dec 1985	402		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
10344	Renaissance Westchester Hotel	West Harrison, NY	10604	Upper Upscale Class	May 1995	Apr 1981	348	Y	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
38312	Hyatt House White Plains	White Plains, NY	10604	Upscale Class	Jan 2012	Jan 2000	187	Y	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		
46800	Central Motel Court	White Plains, NY	10606	Economy Class	Apr 1977	Apr 1977	28																																					
				Total Properties:		11	2436																																					

○ - Monthly data received by STR
● - Monthly and daily data received by STR
Blank - No data received by STR
Y - (Chg in Rms) Property has experienced a room addition or drop during the time period of the report.

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Tab 11 - Terms and Conditions

Before purchasing this product you agreed to the following terms and conditions.

In consideration of the mutual promises contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, STR, Inc. ("STR"), STR Global, Ltd. ("STRG"), and the licensee identified elsewhere in this Agreement ("Licensee") agree as follows:

1. LICENSE

1.1 Definitions.

(a) "Agreement" means these Standard Terms and Conditions and any additional terms specifically set out in writing in the document(s) (if any) to which these Standard Terms and Conditions are attached or in which they are incorporated by reference, and, if applicable, any additional terms specifically set out in writing in any Schedule attached hereto.

(b) "Licensed Materials" means the newsletters, reports, databases or other information resources, and all lodging industry data contained therein, provided to Licensee hereunder.

1.2 Grant of License. Subject to the terms and conditions of this Agreement, and except as may be expressly permitted elsewhere in this Agreement, STR hereby grants to Licensee a non-exclusive, non-transferable, indivisible, non-sublicensable license to use, copy, manipulate and extract data from the Licensed Materials for its own INTERNAL business purposes only.

1.3 Copies. Except as expressly permitted elsewhere in this Agreement, Licensee may make and maintain no more than two (2) copies of any Licensed Materials.

1.4 No Service Bureau Use. Licensee is prohibited from using the Licensed Materials in any way in connection with any service bureau or similar services. "Service bureau" means the processing of input data that is supplied by one or more third parties and the generation of output data (in the form of reports, charts, graphs or other pictorial representations, or the like) that is sold or licensed to any third parties.

1.5 No Distribution to Third Parties. Except as expressly permitted in this Agreement, Licensee is prohibited from distributing, republishing or otherwise making the Licensed Materials or any part thereof (including any excerpts of the data and any manipulations of the data) available in any form whatsoever to any third party, other than Licensee's accountants, attorneys, marketing professionals or other professional advisors who are bound by a duty of confidentiality not to disclose such information.

1.6 Security. Licensee shall use commercially reasonable efforts to protect against unauthorized access to the Licensed Materials.

1.7 Reservation of Rights. Licensee has no rights in connection with the Licensed Materials other than those rights expressly enumerated herein. All rights to the Licensed Materials not expressly enumerated herein are reserved to STR.

2. DISCLAIMERS AND LIMITATIONS OF LIABILITY

2.1 Disclaimer of Warranties. The licensed materials are provided to the licensee on an "as is" and "as available" basis. STR makes no representations or warranties of any kind, express or implied, with respect to the licensed materials, the services provided or the results of use thereof. Without limiting the foregoing, STR does not warrant that the licensed materials, the services provided or the use thereof are or will be accurate, error-free or uninterrupted. STR makes no implied warranties, including without limitation, any implied warranty of merchantability, noninfringement or fitness for any particular purpose or arising by usage of trade, course of dealing, course of performance or otherwise.

2.2 Disclaimers. STR shall have no liability with respect to its obligations under this agreement or otherwise for consequential, exemplary, special, incidental, or punitive damages even if STR has been advised of the possibility of such damages. Furthermore, STR shall have no liability whatsoever for any claim relating in any way to any decision made or action taken by licensee in reliance upon the licensed materials.

2.3 Limitation of Liability. STR's total liability to licensee for any reason and upon any cause of action including without limitation, infringement, breach of contract, negligence, strict liability, misrepresentations, and other torts, shall be limited to all fees paid to STR by the licensee during the twelve month period preceding the date on which such cause of action first arose.

3. MISCELLANEOUS

3.1 Liquidated Damages. In the event of a violation of Section 1.5 of these Standard Terms and Conditions, Licensee shall be required to pay STR an amount equal to the sum of (i) the highest aggregate price that STR, in accordance with its then-current published prices, could have charged the unauthorized recipients for the Licensed Materials that are the subject of the violation, and (ii) the full price of the lowest level of republishing rights that Licensee would have been required to purchase from STR in order to have the right to make the unauthorized distribution, regardless of whether Licensee has previously paid for any lower level of republishing rights, and (iii) fifteen percent (15%) of the total of the previous two items. This provision shall survive indefinitely the expiration or termination of this Agreement for any reason.

3.2 Obligations on Termination. Within thirty (30) days of the termination or expiration of this Agreement for any reason, Licensee shall cease all use of the Licensed Materials and shall return or destroy, at STR's option, all copies of the Licensed Materials and all other information relating thereto in Licensee's possession or control as of the such date. This provision shall survive indefinitely the expiration or termination of this Agreement for any reason.

3.3 Governing Law; Jurisdiction and Venue. This Agreement shall be governed by the substantive laws of the State of Tennessee, without regard to its or any other jurisdiction's laws governing conflicts of law. Any claims or actions regarding or arising out of this Agreement shall be brought exclusively in a court of competent jurisdiction located in Nashville, Tennessee, and the parties expressly consent to personal jurisdiction thereof. The parties also expressly waive any objections to venue.

3.4 Assignment. Licensee is prohibited from assigning this Agreement or delegating any of its duties under this Agreement without the prior written consent of STR.

3.5 Independent Relationship. The relationship between the parties is that of an independent contractor. Nothing in this Agreement shall be deemed to create an employer/employee, principal/agent, partnership or joint venture relationship.

3.6 Notices. All notices required or permitted to be given hereunder shall be in writing and shall be deemed given i) when delivered in person, at the time of such delivery; ii) when delivered by facsimile transmission or e-mail, at the time of transmission (provided, however, that notice delivered by facsimile transmission shall only be effective if such notice is also delivered by hand or deposited in the United States mail, postage prepaid, registered, certified or express mail or by courier service within two (2) business days after its delivery by facsimile transmission); iii) when delivered by a courier service or by express mail, at the time of receipt; or iv) five (5) business days after being deposited in the United States mail, postage prepaid, registered or certified mail, addressed (in any such case) to the addresses listed on the first page of this Agreement or to such other address as either party may notify the other in writing.

3.7 Waiver. No waiver of any breach of this Agreement will be deemed to constitute a waiver of any subsequent breach of the same or any other provision.

3.8 Entire Agreement. This Agreement constitutes the entire agreement of the parties with respect to the matters described herein, superseding in all respects any and all prior proposals, negotiations, understandings and other agreements, oral or written, between the parties.

3.9 Amendment. This Agreement may be amended only by the written agreement of both parties.

3.10 Recovery of Litigation Costs. If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default or misrepresentation in connection with any of the provisions of this Agreement, the successful or prevailing party or parties shall be entitled to recover reasonable attorneys' fees and other costs incurred in that action or proceeding, in addition to any other relief to which it or they may be entitled.

3.11 Injunctive Relief. The parties agree that, in addition to any other rights or remedies which the other or STR may have, any party alleging breach or threatened breach of this Agreement will be entitled to such equitable and injunctive relief as may be available from any court of competent jurisdiction to restrain the other from breaching or threatening to breach any of the provisions of this Section, without posting bond or other surety.

3.12 Notice of Unauthorized Access. Licensee shall notify STR immediately upon Licensee's becoming aware of any facts indicating that a third party may have obtained or may be about to obtain unauthorized access to the Licensed Materials, and shall fully cooperate with STR in its efforts to mitigate the damages caused by any such breach or potential breach.

3.13 Conflicting Provisions. In the event that any provision of these Standard Terms and Conditions directly conflicts with any other provision of the Agreement, the conflicting terms of such other provision shall control.

3.14 Remedies. In addition to any other rights or remedies that STR may have, in the event of any termination by STR on account of a breach by Licensee, STR may, without refund, immediately terminate and discontinue any right of Licensee to receive additional Licensed Materials from STR.

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Appendix I-3
Westchester STR Hotel Report

Trend # 1139134_SADIM / Created October 25, 2019

Trend Report - Westchester Hotels

January 2013 to September 2019 Currency : USD - US Dollar

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Tab 2 - Data by Measure

Westchester Hotels

Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

Occupancy (%)

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	54.0	60.5	54.3	63.2	65.2	72.3	67.6	64.2	70.6	77.3	65.2	51.6	63.8	63.5
2014	53.2	58.8	59.4	69.3	75.3	80.1	73.2	71.9	77.1	78.0	63.6	55.3	68.0	68.7
2015	50.7	59.9	66.2	70.5	75.0	82.6	73.3	72.3	75.5	81.4	68.4	55.8	69.3	69.6
2016	56.5	57.3	59.5	73.0	71.9	77.7	71.2	69.0	79.2	71.1	62.4	56.0	67.1	68.4
2017	54.7	52.6	59.6	69.4	75.1	81.2	73.0	66.8	75.7	74.3	66.5	62.1	67.7	67.7
2018	53.7	51.6	71.7	70.5	69.5	75.1	68.2	65.7	77.3	77.3	74.4	62.6	68.3	67.2
2019	53.7	54.3	55.2	71.8	67.9	72.0	65.6	62.0	62.8					62.8
Avg	53.8	56.4	60.8	69.7	71.4	77.3	70.3	67.4	74.0	76.6	66.8	57.3	67.4	66.8

ADR ($)

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	150.64	161.70	150.53	160.64	152.49	156.98	147.54	145.90	165.75	166.82	153.88	148.01	155.45	154.74
2014	163.73	151.37	156.71	153.54	159.16	159.89	151.03	152.70	169.20	169.36	156.98	151.23	158.25	157.60
2015	150.94	153.63	155.67	149.64	157.65	170.94	159.14	156.34	156.40	154.47	147.77	140.90	155.08	157.24
2016	138.82	137.72	142.75	147.63	153.85	163.53	154.30	152.57	162.72	157.10	147.87	133.51	150.43	151.47
2017	143.65	141.89	149.44	147.66	162.27	160.83	148.58	148.36	159.19	161.33	145.94	135.69	151.26	152.20
2018	145.34	144.98	154.23	152.14	162.98	160.98	146.23	143.95	155.43	164.91	143.47	134.49	151.42	152.43
2019	141.08	148.18	145.36	150.32	156.45	158.21	146.78	146.78	155.74					150.26
Avg	147.60	148.79	150.88	151.50	157.94	161.76	150.60	149.67	160.69	162.36	149.12	140.29	153.64	153.74

RevPAR ($)

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	81.30	97.89	81.77	101.50	99.47	113.50	99.70	93.68	116.99	129.00	100.35	76.32	99.20	98.29
2014	87.15	88.96	93.08	106.48	119.90	128.03	110.54	109.86	130.40	132.03	99.92	83.63	107.55	108.33
2015	76.54	91.96	103.00	105.55	118.20	141.12	116.58	113.05	118.01	125.80	101.07	78.68	107.49	109.39
2016	78.43	78.87	84.95	107.84	110.67	127.11	109.80	105.28	128.96	111.68	92.31	74.74	100.92	103.62
2017	78.58	74.70	89.14	102.46	121.91	130.65	108.49	99.16	120.45	119.92	97.08	84.32	102.35	102.98
2018	77.98	74.78	110.59	107.26	113.31	120.92	99.80	94.50	120.22	127.55	106.71	84.15	103.36	102.41
2019	75.74	80.40	80.30	107.95	106.26	113.96	96.33	90.96	97.79					94.43
Avg	79.37	83.93	91.78	105.58	112.79	124.98	105.83	100.86	118.90	124.35	99.61	80.32	103.48	102.74

Supply

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	31,620	28,560	31,620	30,600	31,620	30,600	31,651	31,651	30,630	31,651	30,630	31,651	372,484	278,552
2014	31,496	28,448	31,496	30,480	31,496	30,480	31,496	31,496	30,480	31,496	30,480	31,496	370,840	277,368
2015	31,496	28,448	31,496	30,480	31,496	30,480	31,496	31,496	30,480	31,496	30,480	31,496	370,840	277,368
2016	31,496	28,448	31,496	30,480	31,496	30,480	31,496	31,496	30,480	31,496	30,480	31,496	370,840	277,368
2017	31,496	28,448	31,496	30,480	31,496	30,480	31,496	31,496	30,480	31,496	30,480	31,496	370,840	277,368
2018	31,496	28,448	31,496	30,480	32,364	31,320	32,364	32,364	31,320	32,364	31,320	32,364	377,700	281,652
2019	32,364	29,232	32,364	31,320	32,364	31,320	32,364	32,364	31,320					285,012
Avg	31,638	28,576	31,638	30,617	31,762	30,737	31,766	31,766	30,741	31,667	30,645	31,667	372,257	279,241

Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	17,065	17,289	17,176	19,335	20,625	22,124	21,388	20,323	21,618	24,476	19,974	16,320	237,713	176,943
2014	16,764	16,720	18,706	21,137	23,726	24,407	23,052	22,661	23,491	24,554	19,400	17,417	252,035	190,664
2015	15,970	17,029	20,838	21,499	23,615	25,164	23,073	22,776	22,998	25,651	20,846	17,586	257,045	192,962
2016	17,794	16,291	18,743	22,264	22,657	23,691	22,413	21,734	24,155	22,390	19,027	17,633	248,792	189,742
2017	17,230	14,977	18,786	21,149	23,662	24,759	22,999	21,051	23,063	23,411	20,276	19,571	250,934	187,676
2018	16,898	14,673	22,583	21,489	22,501	23,527	22,088	21,247	24,226	25,033	23,295	20,250	257,810	189,232
2019	17,375	15,862	17,878	22,493	21,981	22,560	21,240	20,056	19,667					179,112
Avg	17,014	16,120	19,244	21,338	22,681	23,747	22,322	21,407	22,745	24,253	20,470	18,130	250,722	186,619

Revenue ($)

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2013	2,570,590	2,795,676	2,585,515	3,106,033	3,145,103	3,473,053	3,155,530	2,965,143	3,583,265	4,082,974	3,073,627	2,415,596	36,952,105	27,379,908
2014	2,744,788	2,530,851	2,931,493	3,245,365	3,776,246	3,902,364	3,481,602	3,460,247	3,974,741	4,158,385	3,045,443	2,633,974	39,885,499	30,047,697
2015	2,410,565	2,616,158	3,243,947	3,217,125	3,722,809	4,301,449	3,671,749	3,560,780	3,596,960	3,962,247	3,080,496	2,477,953	39,862,238	30,341,542
2016	2,470,177	2,243,677	2,675,470	3,286,811	3,485,819	3,874,276	3,458,317	3,315,922	3,930,621	3,517,516	2,813,610	2,354,106	37,426,322	28,741,090
2017	2,475,091	2,125,125	2,807,425	3,122,916	3,839,599	3,982,099	3,417,094	3,123,073	3,671,399	3,776,858	2,959,143	2,655,685	37,955,507	28,563,821
2018	2,455,998	2,127,308	3,483,047	3,269,432	3,667,218	3,787,356	3,230,020	3,058,538	3,765,382	4,128,085	3,342,230	2,723,426	39,038,040	28,844,299
2019	2,451,255	2,350,355	2,598,706	3,381,067	3,438,975	3,569,308	3,117,661	2,943,760	3,062,884					26,913,971
Avg	2,511,209	2,398,450	2,903,658	3,232,678	3,582,253	3,841,415	3,361,710	3,203,923	3,655,036	3,937,678	3,052,425	2,543,457	38,519,952	28,690,333

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Tab 3 - Percent Change from Previous Year - Detail by Measure

Westchester Hotels

Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

Occupancy

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	-1.4	-2.9	9.3	9.8	15.5	10.8	8.3	12.1	9.2	0.8	-2.4	7.2	6.5	8.2
2015	-4.7	1.8	11.4	1.7	-0.5	3.1	0.1	0.5	-2.1	4.5	7.5	1.0	2.0	1.2
2016	11.4	-4.3	-10.1	3.6	-4.1	-5.9	-2.9	-4.6	5.0	-12.7	-8.7	0.3	-3.2	-1.7
2017	-3.2	-8.1	0.2	-5.0	4.4	4.5	2.6	-3.1	-4.5	4.6	6.6	11.0	0.9	-1.1
2018	-1.9	-2.0	20.2	1.6	-7.5	-7.5	-6.5	-1.8	2.2	4.1	11.8	0.7	0.9	-0.7
2019	0.1	5.2	-23.0	1.9	-2.3	-4.1	-3.8	-5.6	-18.8					-6.5
Avg	0.0	-1.7	1.4	2.2	0.9	0.1	-0.4	-0.4	-1.5	0.2	2.9	4.0	1.4	-0.1

ADR

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	8.7	-6.4	4.1	-4.4	4.4	1.9	2.4	4.7	2.1	1.5	2.0	2.2	1.8	1.8
2015	-7.8	1.5	-0.7	-2.5	-1.0	6.9	5.4	2.4	-7.6	-8.8	-5.9	-6.8	-2.0	-0.2
2016	-8.0	-10.4	-8.3	-1.3	-2.4	-4.3	-3.0	-2.4	4.0	1.7	0.1	-5.3	-3.0	-3.7
2017	3.5	3.0	4.7	0.0	5.5	-1.7	-3.7	-2.8	-2.2	2.7	-1.3	1.6	0.5	0.5
2018	1.2	2.2	3.2	3.0	0.4	0.1	-1.6	-3.0	-2.4	2.2	-1.7	-0.9	0.1	0.2
2019	-2.9	2.2	-5.8	-1.2	-4.0	-1.7	0.4	2.0	0.2					-1.4
Avg	-0.9	-1.3	-0.5	-1.1	0.5	0.2	-0.0	0.1	-1.0	-0.1	-1.4	-1.8	-0.5	-0.5

RevPAR

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	7.2	-9.1	13.8	4.9	20.5	12.8	10.9	17.3	11.5	2.3	-0.4	9.6	8.4	10.2
2015	-12.2	3.4	10.7	-0.9	-1.4	10.2	5.5	2.9	-9.5	-4.7	1.2	-5.9	-0.1	1.0
2016	2.5	-14.2	-17.5	2.2	-6.4	-9.9	-5.8	-6.9	9.3	-11.2	-8.7	-5.0	-6.1	-5.3
2017	0.2	-5.3	4.9	-5.0	10.1	2.8	-1.2	-5.8	-6.6	7.4	5.2	12.8	1.4	-0.6
2018	-0.8	0.1	24.1	4.7	-7.1	-7.4	-8.0	-4.7	-0.2	6.4	9.9	-0.2	1.0	-0.6
2019	-2.9	7.5	-27.4	0.6	-6.2	-5.8	-3.5	-3.8	-18.7					-7.8
Avg	-1.0	-2.9	1.4	1.1	1.6	0.4	-0.4	-0.2	-2.4	0.0	1.4	2.3	0.9	-0.5

Supply

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.4	-0.4
2015	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2016	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2017	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2018	0.0	0.0	0.0	0.0	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	1.8	1.5
2019	2.8	2.8	2.8	2.8	0.0	0.0	0.0	0.0	0.0					1.2
Avg	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.3	0.4

Demand

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	-1.8	-3.3	8.9	9.3	15.0	10.3	7.8	11.5	8.7	0.3	-2.9	6.7	6.0	7.8
2015	-4.7	1.8	11.4	1.7	-0.5	3.1	0.1	0.5	-2.1	4.5	7.5	1.0	2.0	1.2
2016	11.4	-4.3	-10.1	3.6	-4.1	-5.9	-2.9	-4.6	5.0	-12.7	-8.7	0.3	-3.2	-1.7
2017	-3.2	-8.1	0.2	-5.0	4.4	4.5	2.6	-3.1	-4.5	4.6	6.6	11.0	0.9	-1.1
2018	-1.9	-2.0	20.2	1.6	-4.9	-5.0	-4.0	0.9	5.0	6.9	14.9	3.5	2.7	0.8
2019	2.8	8.1	-20.8	4.7	-2.3	-4.1	-3.8	-5.6	-18.8					-5.3
Avg	0.4	-1.3	1.6	2.6	1.3	0.5	-0.0	-0.1	-1.1	0.7	3.5	4.5	1.7	0.3

Revenue

	January	February	March	April	May	June	July	August	September	October	November	December	Total Year	Sep YTD
2014	6.8	-9.5	13.4	4.5	20.1	12.4	10.3	16.7	10.9	1.8	-0.9	9.0	7.9	9.7
2015	-12.2	3.4	10.7	-0.9	-1.4	10.2	5.5	2.9	-9.5	-4.7	1.2	-5.9	-0.1	1.0
2016	2.5	-14.2	-17.5	2.2	-6.4	-9.9	-5.8	-6.9	9.3	-11.2	-8.7	-5.0	-6.1	-5.3
2017	0.2	-5.3	4.9	-5.0	10.1	2.8	-1.2	-5.8	-6.6	7.4	5.2	12.8	1.4	-0.6
2018	-0.8	0.1	24.1	4.7	-4.5	-4.9	-5.5	-2.1	2.6	9.3	12.9	2.6	2.9	1.0
2019	-0.2	10.5	-25.4	3.4	-6.2	-5.8	-3.5	-3.8	-18.7					-6.7
Avg	-0.6	-2.5	1.7	1.5	2.0	0.8	-0.0	0.2	-2.0	0.5	1.9	2.7	1.2	-0.1

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Tab 4 - Percent Change from Previous Year - Detail by Year

Westchester Hotels

Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

	Jan 14	Feb 14	Mar 14	Apr 14	May 14	Jun 14	Jul 14	Aug 14	Sep 14	Oct 14	Nov 14	Dec 14	Total Year	Sep YTD
Occ	-1.4	-2.9	9.3	9.8	15.5	10.8	8.3	12.1	9.2	0.8	-2.4	7.2	6.5	8.2
ADR	8.7	-6.4	4.1	-4.4	4.4	1.9	2.4	4.7	2.1	1.5	2.0	2.2	1.8	1.8
RevPAR	7.2	-9.1	13.8	4.9	20.5	12.8	10.9	17.3	11.5	2.3	-0.4	9.6	8.4	10.2
Supply	-0.4	-0.4	-0.4	-0.4	-0.4	-0.4	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.4	-0.4
Demand	-1.8	-3.3	8.9	9.3	15.0	10.3	7.8	11.5	8.7	0.3	-2.9	6.7	6.0	7.8
Revenue	6.8	-9.5	13.4	4.5	20.1	12.4	10.3	16.7	10.9	1.8	-0.9	9.0	7.9	9.7

	Jan 15	Feb 15	Mar 15	Apr 15	May 15	Jun 15	Jul 15	Aug 15	Sep 15	Oct 15	Nov 15	Dec 15	Total Year	Sep YTD
Occ	-4.7	1.8	11.4	1.7	-0.5	3.1	0.1	0.5	-2.1	4.5	7.5	1.0	2.0	1.2
ADR	-7.8	1.5	-0.7	-2.5	-1.0	6.9	5.4	2.4	-7.6	-8.8	-5.9	-6.8	-2.0	-0.2
RevPAR	-12.2	3.4	10.7	-0.9	-1.4	10.2	5.5	2.9	-9.5	-4.7	1.2	-5.9	-0.1	1.0
Supply	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Demand	-4.7	1.8	11.4	1.7	-0.5	3.1	0.1	0.5	-2.1	4.5	7.5	1.0	2.0	1.2
Revenue	-12.2	3.4	10.7	-0.9	-1.4	10.2	5.5	2.9	-9.5	-4.7	1.2	-5.9	-0.1	1.0

	Jan 16	Feb 16	Mar 16	Apr 16	May 16	Jun 16	Jul 16	Aug 16	Sep 16	Oct 16	Nov 16	Dec 16	Total Year	Sep YTD
Occ	11.4	-4.3	-10.1	3.6	-4.1	-5.9	-2.9	-4.6	5.0	-12.7	-8.7	0.3	-3.2	-1.7
ADR	-8.0	-10.4	-8.3	-1.3	-2.4	-4.3	-3.0	-2.4	4.0	1.7	0.1	-5.3	-3.0	-3.7
RevPAR	2.5	-14.2	-17.5	2.2	-6.4	-9.9	-5.8	-6.9	9.3	-11.2	-8.7	-5.0	-6.1	-5.3
Supply	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Demand	11.4	-4.3	-10.1	3.6	-4.1	-5.9	-2.9	-4.6	5.0	-12.7	-8.7	0.3	-3.2	-1.7
Revenue	2.5	-14.2	-17.5	2.2	-6.4	-9.9	-5.8	-6.9	9.3	-11.2	-8.7	-5.0	-6.1	-5.3

	Jan 17	Feb 17	Mar 17	Apr 17	May 17	Jun 17	Jul 17	Aug 17	Sep 17	Oct 17	Nov 17	Dec 17	Total Year	Sep YTD
Occ	-3.2	-8.1	0.2	-5.0	4.4	4.5	2.6	-3.1	-4.5	4.6	6.6	11.0	0.9	-1.1
ADR	3.5	3.0	4.7	0.0	5.5	-1.7	-3.7	-2.8	-2.2	2.7	-1.3	1.6	0.5	0.5
RevPAR	0.2	-5.3	4.9	-5.0	10.1	2.8	-1.2	-5.8	-6.6	7.4	5.2	12.8	1.4	-0.6
Supply	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Demand	-3.2	-8.1	0.2	-5.0	4.4	4.5	2.6	-3.1	-4.5	4.6	6.6	11.0	0.9	-1.1
Revenue	0.2	-5.3	4.9	-5.0	10.1	2.8	-1.2	-5.8	-6.6	7.4	5.2	12.8	1.4	-0.6

	Jan 18	Feb 18	Mar 18	Apr 18	May 18	Jun 18	Jul 18	Aug 18	Sep 18	Oct 18	Nov 18	Dec 18	Total Year	Sep YTD
Occ	-1.9	-2.0	20.2	1.6	-7.5	-7.5	-6.5	-1.8	2.2	4.1	11.8	0.7	0.9	-0.7
ADR	1.2	2.2	3.2	3.0	0.4	0.1	-1.6	-3.0	-2.4	2.2	-1.7	-0.9	0.1	0.2
RevPAR	-0.8	0.1	24.1	4.7	-7.1	-7.4	-8.0	-4.7	-0.2	6.4	9.9	-0.2	1.0	-0.6
Supply	0.0	0.0	0.0	0.0	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	1.8	1.5
Demand	-1.9	-2.0	20.2	1.6	-4.9	-5.0	-4.0	0.9	5.0	6.9	14.9	3.5	2.7	0.8
Revenue	-0.8	0.1	24.1	4.7	-4.5	-4.9	-5.5	-2.1	2.6	9.3	12.9	2.6	2.9	1.0

	Jan 19	Feb 19	Mar 19	Apr 19	May 19	Jun 19	Jul 19	Aug 19	Sep 19	Oct 19	Nov 19	Dec 19	Total Year	Sep YTD
Occ	0.1	5.2	-23.0	1.9	-2.3	-4.1	-3.8	-5.6	-18.8					-6.5
ADR	-2.9	2.2	-5.8	-1.2	-4.0	-1.7	0.4	2.0	0.2					-1.4
RevPAR	-2.9	7.5	-27.4	0.6	-6.2	-5.8	-3.5	-3.8	-18.7					-7.8
Supply	2.8	2.8	2.8	2.8	0.0	0.0	0.0	0.0	0.0					1.2
Demand	2.8	8.1	-20.8	4.7	-2.3	-4.1	-3.8	-5.6	-18.8					-5.3
Revenue	-0.2	10.5	-25.4	3.4	-6.2	-5.8	-3.5	-3.8	-18.7					-6.7

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Tab 5 - Twelve Month Moving Average

Westchester Hotels

Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

Occupancy (%)

	January	February	March	April	May	June	July	August	September	October	November	December
2014	63.8	*63.6*	64.1	64.6	65.4	66.1	66.5	67.2	67.7	67.8	67.6	68.0
2015	67.7	67.8	68.4	68.5	68.5	68.7	68.7	68.7	68.6	68.9	69.3	69.3
2016	69.8	69.6	69.0	69.2	69.0	68.6	68.4	68.1	68.4	67.6	67.1	67.1
2017	66.9	66.6	66.6	66.3	66.6	66.9	67.0	66.8	66.5	66.8	67.1	67.7
2018	67.6	67.5	68.5	68.6	68.1	67.7	67.3	67.1	67.3	67.6	68.2	68.3
2019	68.2	68.4	67.0	67.1	67.0	66.7	66.5	66.2	65.0			

ADR ($)

	January	February	March	April	May	June	July	August	September	October	November	December
2014	156.38	155.64	156.09	155.50	156.11	156.41	156.67	157.19	157.58	157.83	158.08	158.25
2015	157.42	157.57	157.48	157.14	157.00	158.10	158.83	159.16	157.98	156.53	155.79	155.08
2016	154.22	153.21	152.25	152.07	151.71	150.91	150.46	150.11	150.74	150.93	150.96	150.43
2017	150.79	151.12	151.62	151.65	152.46	152.24	151.71	151.35	150.97	151.40	151.22	151.26
2018	151.38	151.57	151.97	152.34	152.36	152.33	152.14	151.76	151.44	151.85	151.56	151.42
2019	151.12	151.29	150.61	150.46	149.87	*149.58*	149.64	149.89	149.82			

RevPAR ($)

	January	February	March	April	May	June	July	August	September	October	November	December
2014	99.71	99.02	99.99	100.39	102.12	103.31	104.23	105.61	106.71	106.95	106.92	107.55
2015	106.65	106.88	107.73	107.65	107.51	108.58	109.09	109.37	108.35	107.82	107.91	107.49
2016	107.65	106.65	105.12	105.30	104.66	103.51	102.94	102.28	103.18	101.98	101.26	100.92
2017	100.94	100.62	100.97	100.53	101.48	101.78	101.66	101.14	100.45	101.14	101.54	102.35
2018	102.30	102.30	104.13	104.52	103.81	103.06	102.32	101.91	101.93	102.63	103.42	103.36
2019	103.11	103.48	100.92	100.99	100.39	99.82	99.52	99.22	*97.38*			

Supply

	January	February	March	April	May	June	July	August	September	October	November	December
2014	372,360	372,248	372,124	372,004	371,880	371,760	371,605	371,450	371,300	371,145	370,995	*370,840*
2015	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840
2016	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840
2017	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840	370,840
2018	370,840	370,840	370,840	370,840	371,708	372,548	373,416	374,284	375,124	375,992	376,832	377,700
2019	378,568	379,352	380,220	381,060	381,060	381,060	381,060	381,060	381,060			

Demand

	January	February	March	April	May	June	July	August	September	October	November	December
2014	237,412	*236,843*	238,373	240,175	243,276	245,559	247,223	249,561	251,434	251,512	250,938	252,035
2015	251,241	251,550	253,682	254,044	253,933	254,690	254,711	254,826	254,333	255,430	256,876	257,045
2016	258,869	258,131	256,036	256,801	255,843	254,370	253,710	252,668	253,825	250,564	248,745	248,792
2017	248,228	246,914	246,957	245,842	246,847	247,915	248,501	247,818	246,726	247,747	248,996	250,934
2018	250,602	250,298	254,095	254,435	253,274	252,042	251,131	251,327	252,490	254,112	257,131	257,810
2019	258,287	259,476	254,771	255,775	255,255	254,288	253,440	252,249	247,690			

Revenue ($)

	January	February	March	April	May	June	July	August	September	October	November	December
2014	37,126,303	*36,861,478*	37,207,456	37,346,788	37,977,931	38,407,242	38,733,314	39,228,418	39,619,894	39,695,305	39,667,121	39,885,499
2015	39,551,276	39,636,583	39,949,037	39,920,797	39,867,360	40,266,445	40,456,592	40,557,125	40,179,344	39,983,206	40,018,259	39,862,238
2016	39,921,850	39,549,369	38,980,892	39,050,578	38,813,588	38,386,415	38,172,983	37,928,125	38,261,786	37,817,055	37,550,169	37,426,322
2017	37,431,236	37,312,684	37,444,639	37,280,744	37,634,524	37,742,347	37,701,124	37,508,275	37,249,053	37,508,395	37,653,928	37,955,507
2018	37,936,414	37,938,597	38,614,219	38,760,735	38,588,354	38,393,611	38,206,537	38,142,002	38,235,985	38,587,212	38,970,299	39,038,040
2019	39,033,297	39,256,344	38,372,003	38,483,638	38,255,395	38,037,347	37,924,988	37,810,210	37,107,712			

High value is boxed.

Low value is boxed and italicized.

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Tab 6 - Twelve Month Moving Average with Percent Change

Westchester Hotels
Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

Date	Occupancy		ADR		RevPar		Supply		Demand		Revenue	
	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg
Jan 14	63.8		156.38		99.71		372,360		237,412		37,126,303	
Feb 14	63.6		155.64		99.02		372,248		236,843		36,861,478	
Mar 14	64.1		156.09		99.99		372,124		238,373		37,207,456	
Apr 14	64.6		155.50		100.39		372,004		240,175		37,346,788	
May 14	65.4		156.11		102.12		371,880		243,276		37,977,931	
Jun 14	66.1		156.41		103.31		371,760		245,559		38,407,242	
Jul 14	66.5		156.67		104.23		371,605		247,223		38,733,314	
Aug 14	67.2		157.19		105.61		371,450		249,561		39,228,418	
Sep 14	67.7		157.58		106.71		371,300		251,434		39,619,894	
Oct 14	67.8		157.83		106.95		371,145		251,512		39,695,305	
Nov 14	67.6		158.08		106.92		370,995		250,938		39,667,121	
Dec 14	68.0	6.5	158.25	1.8	107.55	8.4	370,840	-0.4	252,035	6.0	39,885,499	7.9
Jan 15	67.7	6.3	157.42	0.7	106.65	7.0	370,840	-0.4	251,241	5.8	39,551,276	6.5
Feb 15	67.8	6.6	157.57	1.2	106.88	7.9	370,840	-0.4	251,550	6.2	39,636,583	7.5
Mar 15	68.4	6.8	157.48	0.9	107.73	7.7	370,840	-0.3	253,682	6.4	39,949,037	7.4
Apr 15	68.5	6.1	157.14	1.1	107.65	7.2	370,840	-0.3	254,044	5.8	39,920,797	6.9
May 15	68.5	4.7	157.00	0.6	107.51	5.3	370,840	-0.3	253,933	4.4	39,867,360	5.0
Jun 15	68.7	4.0	158.10	1.1	108.58	5.1	370,840	-0.2	254,690	3.7	40,266,445	4.8
Jul 15	68.7	3.2	158.83	1.4	109.09	4.7	370,840	-0.2	254,711	3.0	40,456,592	4.4
Aug 15	68.7	2.3	159.16	1.3	109.37	3.6	370,840	-0.2	254,826	2.1	40,557,125	3.4
Sep 15	68.6	1.3	157.98	0.3	108.35	1.5	370,840	-0.1	254,333	1.2	40,179,344	1.4
Oct 15	68.9	1.6	156.53	-0.8	107.82	0.8	370,840	-0.1	255,430	1.6	39,983,206	0.7
Nov 15	69.3	2.4	155.79	-1.4	107.91	0.9	370,840	-0.0	256,876	2.4	40,018,259	0.9
Dec 15	69.3	2.0	155.08	-2.0	107.49	-0.1	370,840	0.0	257,045	2.0	39,862,238	-0.1
Jan 16	69.8	3.0	154.22	-2.0	107.65	0.9	370,840	0.0	258,869	3.0	39,921,850	0.9
Feb 16	69.6	2.6	153.21	-2.8	106.65	-0.2	370,840	0.0	258,131	2.6	39,549,369	-0.2
Mar 16	69.0	0.9	152.25	-3.3	105.12	-2.4	370,840	0.0	256,036	0.9	38,980,892	-2.4
Apr 16	69.2	1.1	152.07	-3.2	105.30	-2.2	370,840	0.0	256,801	1.1	39,050,578	-2.2
May 16	69.0	0.8	151.71	-3.4	104.66	-2.6	370,840	0.0	255,843	0.8	38,813,588	-2.6
Jun 16	68.6	-0.1	150.91	-4.5	103.51	-4.7	370,840	0.0	254,370	-0.1	38,386,415	-4.7
Jul 16	68.4	-0.4	150.46	-5.3	102.94	-5.6	370,840	0.0	253,710	-0.4	38,172,983	-5.6
Aug 16	68.1	-0.8	150.11	-5.7	102.28	-6.5	370,840	0.0	252,668	-0.8	37,928,125	-6.5
Sep 16	68.4	-0.2	150.74	-4.6	103.18	-4.8	370,840	0.0	253,825	-0.2	38,261,786	-4.8
Oct 16	67.6	-1.9	150.93	-3.6	101.98	-5.4	370,840	0.0	250,564	-1.9	37,817,055	-5.4
Nov 16	67.1	-3.2	150.96	-3.1	101.26	-6.2	370,840	0.0	248,745	-3.2	37,550,169	-6.2
Dec 16	67.1	-3.2	150.43	-3.0	100.92	-6.1	370,840	0.0	248,792	-3.2	37,426,322	-6.1
Jan 17	66.9	-4.1	150.79	-2.2	100.94	-6.2	370,840	0.0	248,228	-4.1	37,431,236	-6.2
Feb 17	66.6	-4.3	151.12	-1.4	100.62	-5.7	370,840	0.0	246,914	-4.3	37,312,684	-5.7
Mar 17	66.6	-3.5	151.62	-0.4	100.97	-3.9	370,840	0.0	246,957	-3.5	37,444,639	-3.9
Apr 17	66.3	-4.3	151.65	-0.3	100.53	-4.5	370,840	0.0	245,842	-4.3	37,280,744	-4.5
May 17	66.6	-3.5	152.46	0.5	101.48	-3.0	370,840	0.0	246,847	-3.5	37,634,524	-3.0
Jun 17	66.9	-2.5	152.24	0.9	101.78	-1.7	370,840	0.0	247,915	-2.5	37,742,347	-1.7
Jul 17	67.0	-2.1	151.71	0.8	101.66	-1.2	370,840	0.0	248,501	-2.1	37,701,124	-1.2
Aug 17	66.8	-1.9	151.35	0.8	101.14	-1.1	370,840	0.0	247,818	-1.9	37,508,275	-1.1
Sep 17	66.5	-2.8	150.97	0.2	100.45	-2.6	370,840	0.0	246,726	-2.8	37,249,053	-2.6
Oct 17	66.8	-1.1	151.40	0.3	101.14	-0.8	370,840	0.0	247,747	-1.1	37,508,395	-0.8
Nov 17	67.1	0.1	151.22	0.2	101.54	0.3	370,840	0.0	248,996	0.1	37,653,928	0.3
Dec 17	67.7	0.9	151.26	0.5	102.35	1.4	370,840	0.0	250,934	0.9	37,955,507	1.4
Jan 18	67.6	1.0	151.38	0.4	102.30	1.3	370,840	0.0	250,602	1.0	37,936,414	1.3
Feb 18	67.5	1.4	151.57	0.3	102.30	1.7	370,840	0.0	250,298	1.4	37,938,597	1.7
Mar 18	68.5	2.9	151.97	0.2	104.13	3.1	370,840	0.0	254,095	2.9	38,614,219	3.1
Apr 18	68.6	3.5	152.34	0.5	104.52	4.0	370,840	0.0	254,435	3.5	38,760,735	4.0
May 18	68.1	2.4	152.36	-0.1	103.81	2.3	371,708	0.2	253,274	2.6	38,588,354	2.5
Jun 18	67.7	1.2	152.33	0.1	103.06	1.3	372,548	0.5	252,042	1.7	38,393,611	1.7
Jul 18	67.3	0.4	152.14	0.3	102.32	0.6	373,416	0.7	251,131	1.1	38,206,537	1.3
Aug 18	67.1	0.5	151.76	0.3	101.91	0.8	374,284	0.9	251,327	1.4	38,142,002	1.7
Sep 18	67.3	1.2	151.44	0.3	101.93	1.5	375,124	1.2	252,490	2.3	38,235,985	2.6
Oct 18	67.6	1.2	151.85	0.3	102.63	1.5	375,992	1.4	254,112	2.6	38,587,212	2.9
Nov 18	68.2	1.6	151.56	0.2	103.42	1.9	376,832	1.6	257,131	3.3	38,970,299	3.5
Dec 18	68.3	0.9	151.42	0.1	103.36	1.0	377,700	1.8	257,810	2.7	39,038,040	2.9
Jan 19	68.2	1.0	151.12	-0.2	103.11	0.8	378,568	2.1	258,287	3.1	39,033,297	2.9
Feb 19	68.4	1.3	151.29	-0.2	103.48	1.2	379,352	2.3	259,476	3.7	39,256,344	3.5
Mar 19	67.0	-2.2	150.61	-0.9	100.92	-3.1	380,220	2.5	254,771	0.3	38,372,003	-0.6
Apr 19	67.1	-2.2	150.46	-1.2	100.99	-3.4	381,060	2.8	255,775	0.5	38,483,638	-0.7
May 19	67.0	-1.7	149.87	-1.6	100.39	-3.3	381,060	2.5	255,255	0.8	38,255,395	-0.9
Jun 19	66.7	-1.4	149.58	-1.8	99.82	-3.1	381,060	2.3	254,288	0.9	38,037,347	-0.9
Jul 19	66.5	-1.1	149.64	-1.6	99.52	-2.7	381,060	2.0	253,440	0.9	37,924,988	-0.7
Aug 19	66.2	-1.4	149.89	-1.2	99.22	-2.6	381,060	1.8	252,249	0.4	37,810,210	-0.9
Sep 19	65.0	-3.4	149.82	-1.1	97.38	-4.5	381,060	1.6	247,690	-1.9	37,107,712	-3.0

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Tab 7 - Day of Week Analysis

Westchester Hotels

Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

Occupancy (%)

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
Oct - 18	58.4	76.4	81.9	75.3	72.2	84.7	92.2	77.3
Nov - 18	54.2	69.4	79.6	79.4	75.1	79.1	82.5	74.4
Dec - 18	47.9	64.5	73.0	68.3	57.2	61.1	68.0	62.6
Jan - 19	37.2	56.6	56.1	60.6	53.0	52.3	57.8	53.7
Feb - 19	36.7	62.0	69.7	68.3	49.6	43.7	49.9	54.3
Mar - 19	40.8	65.8	69.1	65.2	43.8	50.5	56.1	55.2
Apr - 19	53.5	70.4	80.7	72.2	61.7	78.4	84.0	71.8
May - 19	50.2	69.5	79.3	72.2	60.5	67.2	77.6	67.9
Jun - 19	52.6	77.8	86.1	76.9	60.6	69.6	82.9	72.0
Jul - 19	49.8	64.0	70.1	68.1	58.6	66.7	80.8	65.6
Aug - 19	46.7	57.2	62.3	63.6	52.8	67.1	80.5	62.0
Sep - 19	45.2	54.7	68.9	68.6	60.5	65.8	82.3	62.8
Total Year	**47.7**	**65.7**	**73.0**	**69.8**	**58.9**	**65.5**	**74.3**	**65.0**

Three Year Occupancy (%)

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Year
Oct 16 - Sep 17	46.1	64.9	74.7	72.8	60.6	68.9	77.5	66.5
Oct 17 - Sep 18	49.5	66.8	75.0	73.8	61.5	68.5	76.4	67.3
Oct 18 - Sep 19	47.7	65.7	73.0	69.8	58.9	65.5	74.3	65.0
Total 3 Yr	**47.8**	**65.8**	**74.2**	**72.1**	**60.3**	**67.6**	**76.1**	**66.3**

ADR

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
Oct - 18	149.55	171.98	179.46	176.88	156.19	153.45	156.27	164.91
Nov - 18	138.31	155.64	161.43	152.09	137.26	133.26	130.34	143.47
Dec - 18	126.03	143.48	146.69	147.49	133.34	119.08	122.84	134.49
Jan - 19	132.53	152.82	151.85	153.67	138.51	124.31	123.66	141.08
Feb - 19	136.04	161.67	164.91	162.44	146.83	123.62	120.27	148.18
Mar - 19	135.59	161.13	161.46	159.47	142.13	127.51	126.74	145.36
Apr - 19	142.18	156.90	175.74	154.53	141.29	136.38	134.09	150.32
May - 19	143.13	168.64	175.88	166.27	153.65	140.42	142.95	156.45
Jun - 19	147.60	167.18	174.00	174.85	153.13	142.93	145.98	158.21
Jul - 19	140.79	155.51	158.73	157.18	139.71	133.15	134.31	146.78
Aug - 19	141.75	156.15	159.01	157.61	143.35	138.11	138.84	146.78
Sep - 19	139.89	160.70	174.28	170.67	154.86	141.74	146.36	155.74
Total Year	**139.79**	**159.58**	**166.18**	**161.56**	**145.06**	**135.69**	**136.57**	**149.82**

Three Year ADR

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Year
Oct 16 - Sep 17	140.57	160.75	166.08	163.60	148.55	135.83	138.18	150.97
Oct 17 - Sep 18	142.01	162.79	166.04	164.63	148.75	135.84	136.82	151.44
Oct 18 - Sep 19	139.79	159.58	166.18	161.56	145.06	135.69	136.57	149.82
Total 3 Yr	**140.81**	**161.04**	**166.10**	**163.28**	**147.46**	**135.79**	**137.20**	**150.75**

RevPAR

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Month
Oct - 18	87.36	131.44	146.96	133.18	112.69	129.92	144.08	127.55
Nov - 18	74.99	107.98	128.50	120.70	103.13	105.41	107.50	106.71
Dec - 18	60.31	92.48	107.06	100.76	76.28	72.72	83.48	84.15
Jan - 19	49.32	86.49	85.15	93.11	73.42	65.06	71.53	75.74
Feb - 19	49.91	100.16	115.02	110.89	72.80	54.01	60.03	80.40
Mar - 19	55.34	106.05	111.52	103.96	62.31	64.35	71.08	80.30
Apr - 19	76.12	110.45	141.78	111.52	87.15	106.92	112.65	107.95
May - 19	71.81	117.16	139.55	120.06	92.88	94.35	110.87	106.26
Jun - 19	77.67	130.02	149.73	134.52	92.74	99.42	120.96	113.96
Jul - 19	70.14	99.46	111.31	107.00	81.84	88.80	108.57	96.33
Aug - 19	66.24	89.30	99.04	100.17	75.65	92.72	111.76	90.96
Sep - 19	63.17	87.93	119.99	117.10	93.74	93.24	120.52	97.79
Total Year	**66.65**	**104.86**	**121.30**	**112.79**	**85.46**	**88.93**	**101.53**	**97.38**

Three Year RevPAR

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total Year
Oct 16 - Sep 17	64.83	104.31	124.01	119.05	90.06	93.61	107.13	100.45
Oct 17 - Sep 18	70.32	108.72	124.46	121.51	91.51	93.02	104.57	101.93
Oct 18 - Sep 19	66.65	104.86	121.30	112.79	85.46	88.93	101.53	97.38
Total 3 Yr	**67.29**	**105.95**	**123.24**	**117.75**	**88.98**	**91.83**	**104.40**	**99.90**

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Tab 8 - Raw Data

Westchester Hotels
Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

Date	Occupancy		ADR		RevPar		Supply		Demand		Revenue		Census & Sample %		
	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	Census Props	Census Rooms	% Rooms STAR Participants
Jan 13	54.0		150.64		81.30		31,620		17,065		2,570,590		4	1,020	100.0
Feb 13	60.5		161.70		97.89		28,560		17,289		2,795,676		4	1,020	100.0
Mar 13	54.3		150.53		81.77		31,620		17,176		2,585,515		4	1,020	100.0
Apr 13	63.2		160.64		101.50		30,600		19,335		3,106,033		4	1,020	100.0
May 13	65.2		152.49		99.47		31,620		20,625		3,145,103		4	1,020	100.0
Jun 13	72.3		156.98		113.50		30,600		22,124		3,473,053		4	1,020	100.0
Jul 13	67.6		147.54		99.70		31,651		21,388		3,155,530		4	1,021	100.0
Aug 13	64.2		145.90		93.68		31,651		20,323		2,965,143		4	1,021	100.0
Sep 13	70.6		165.75		116.99		30,630		21,618		3,583,265		4	1,021	100.0
Oct 13	77.3		166.82		129.00		31,651		24,476		4,082,974		4	1,021	100.0
Nov 13	65.2		153.88		100.35		30,630		19,974		3,073,627		4	1,021	100.0
Dec 13	51.6		148.01		76.32		31,651		16,320		2,415,596		4	1,021	100.0
Jan 14	53.2	-1.4	163.73	8.7	87.15	7.2	31,496	-0.4	16,764	-1.8	2,744,788	6.8	4	1,016	100.0
Feb 14	58.8	-2.9	151.37	-6.4	88.96	-9.1	28,448	-0.4	16,720	-3.3	2,530,851	-9.5	4	1,016	100.0
Mar 14	59.4	9.3	156.71	4.1	93.08	13.8	31,496	-0.4	18,706	8.9	2,931,493	13.4	4	1,016	100.0
Apr 14	69.3	9.8	153.54	-4.4	106.48	4.9	30,480	-0.4	21,137	9.3	3,245,365	4.5	4	1,016	100.0
May 14	75.3	15.5	159.16	4.4	119.90	20.5	31,496	-0.4	23,726	15.0	3,776,246	20.1	4	1,016	100.0
Jun 14	80.1	10.8	159.89	1.9	128.03	12.8	30,480	-0.4	24,407	10.3	3,902,364	12.4	4	1,016	100.0
Jul 14	73.2	8.3	151.03	2.4	110.54	10.9	31,496	-0.5	23,052	7.8	3,481,602	10.3	4	1,016	100.0
Aug 14	71.9	12.1	152.70	4.7	109.86	17.3	31,496	-0.5	22,661	11.5	3,460,247	16.7	4	1,016	100.0
Sep 14	77.1	9.2	169.20	2.1	130.40	11.5	30,480	-0.5	23,491	8.7	3,974,741	10.9	4	1,016	100.0
Oct 14	78.0	0.8	169.36	1.5	132.03	2.3	31,496	-0.5	24,554	0.3	4,158,385	1.8	4	1,016	100.0
Nov 14	63.6	-2.4	156.98	2.0	99.92	-0.4	30,480	-0.5	19,400	-2.9	3,045,443	-0.9	4	1,016	100.0
Dec 14	55.3	7.2	151.23	2.2	83.63	9.6	31,496	-0.5	17,417	6.7	2,633,974	9.0	4	1,016	100.0
Jan 15	50.7	-4.7	150.94	-7.8	76.54	-12.2	31,496	0.0	15,970	-4.7	2,410,565	-12.2	4	1,016	100.0
Feb 15	59.9	1.8	153.63	1.5	91.96	3.4	28,448	0.0	17,029	1.8	2,616,158	3.4	4	1,016	100.0
Mar 15	66.2	11.4	155.67	-0.7	103.00	10.7	31,496	0.0	20,838	11.4	3,243,947	10.7	4	1,016	100.0
Apr 15	70.5	1.7	149.64	-2.5	105.55	-0.9	30,480	0.0	21,499	1.7	3,217,125	-0.9	4	1,016	100.0
May 15	75.0	-0.5	157.65	-1.0	118.20	-1.4	31,496	0.0	23,615	-0.5	3,722,809	-1.4	4	1,016	100.0
Jun 15	82.6	3.1	170.94	6.9	141.12	10.2	30,480	0.0	25,164	3.1	4,301,449	10.2	4	1,016	100.0
Jul 15	73.3	0.1	159.14	5.4	116.58	5.5	31,496	0.0	23,073	0.1	3,671,749	5.5	4	1,016	100.0
Aug 15	72.3	0.5	156.34	2.4	113.05	2.9	31,496	0.0	22,776	0.5	3,560,780	2.9	4	1,016	100.0
Sep 15	75.5	-2.1	156.40	-7.6	118.01	-9.5	30,480	0.0	22,998	-2.1	3,596,960	-9.5	4	1,016	100.0
Oct 15	81.4	4.5	154.47	-8.8	125.80	-4.7	31,496	0.0	25,651	4.5	3,962,247	-4.7	4	1,016	100.0
Nov 15	68.4	7.5	147.77	-5.9	101.07	1.2	30,480	0.0	20,846	7.5	3,080,496	1.2	4	1,016	100.0
Dec 15	55.8	1.0	140.90	-6.8	78.68	-5.9	31,496	0.0	17,586	1.0	2,477,953	-5.9	4	1,016	100.0
Jan 16	56.5	11.4	138.82	-8.0	78.43	2.5	31,496	0.0	17,794	11.4	2,470,177	2.5	4	1,016	100.0
Feb 16	57.3	-4.3	137.72	-10.4	78.87	-14.2	28,448	0.0	16,291	-4.3	2,243,677	-14.2	4	1,016	100.0
Mar 16	59.5	-10.1	142.75	-8.3	84.95	-17.5	31,496	0.0	18,743	-10.1	2,675,470	-17.5	4	1,016	100.0
Apr 16	73.0	3.6	147.63	-1.3	107.84	2.2	30,480	0.0	22,264	3.6	3,286,811	2.2	4	1,016	100.0
May 16	71.9	-4.1	153.85	-2.4	110.67	-6.4	31,496	0.0	22,657	-4.1	3,485,819	-6.4	4	1,016	100.0
Jun 16	77.7	-5.9	163.53	-4.3	127.11	-9.9	30,480	0.0	23,691	-5.9	3,874,276	-9.9	4	1,016	100.0
Jul 16	71.2	-2.9	154.30	-3.0	109.80	-5.8	31,496	0.0	22,413	-2.9	3,458,317	-5.8	4	1,016	100.0
Aug 16	69.0	-4.6	152.57	-2.4	105.28	-6.9	31,496	0.0	21,734	-4.6	3,315,922	-6.9	4	1,016	100.0
Sep 16	79.2	5.0	162.72	4.0	128.96	9.3	30,480	0.0	24,155	5.0	3,930,621	9.3	4	1,016	100.0
Oct 16	71.1	-12.7	157.10	1.7	111.68	-11.2	31,496	0.0	22,390	-12.7	3,517,516	-11.2	4	1,016	100.0
Nov 16	62.4	-8.7	147.87	0.1	92.31	-8.7	30,480	0.0	19,027	-8.7	2,813,610	-8.7	4	1,016	100.0
Dec 16	56.0	0.3	133.51	-5.3	74.74	-5.0	31,496	0.0	17,633	0.3	2,354,106	-5.0	4	1,016	100.0
Jan 17	54.7	-3.2	143.65	3.5	78.58	0.2	31,496	0.0	17,230	-3.2	2,475,091	0.2	4	1,016	100.0
Feb 17	52.6	-8.1	141.89	3.0	74.70	-5.3	28,448	0.0	14,977	-8.1	2,125,125	-5.3	4	1,016	100.0
Mar 17	59.6	0.2	149.44	4.7	89.14	4.9	31,496	0.0	18,786	0.2	2,807,425	4.9	4	1,016	100.0
Apr 17	69.4	-5.0	147.66	0.0	102.46	-5.0	30,480	0.0	21,149	-5.0	3,122,916	-5.0	4	1,016	100.0
May 17	75.1	4.4	162.27	5.5	121.91	10.1	31,496	0.0	23,662	4.4	3,839,599	10.1	4	1,016	100.0
Jun 17	81.2	4.5	160.83	-1.7	130.65	2.8	30,480	0.0	24,759	4.5	3,982,099	2.8	4	1,016	100.0
Jul 17	73.0	2.6	148.58	-3.7	108.49	-1.2	31,496	0.0	22,999	2.6	3,417,094	-1.2	4	1,016	100.0
Aug 17	66.8	-3.1	148.36	-2.8	99.16	-5.8	31,496	0.0	21,051	-3.1	3,123,073	-5.8	4	1,016	100.0
Sep 17	75.7	-4.5	159.19	-2.2	120.45	-6.6	30,480	0.0	23,063	-4.5	3,671,399	-6.6	4	1,016	100.0
Oct 17	74.3	4.6	161.33	2.7	119.92	7.4	31,496	0.0	23,411	4.6	3,776,858	7.4	4	1,016	100.0
Nov 17	66.5	6.6	145.94	-1.3	97.08	5.2	30,480	0.0	20,276	6.6	2,959,143	5.2	4	1,016	100.0
Dec 17	62.1	11.0	135.69	1.6	84.32	12.8	31,496	0.0	19,571	11.0	2,655,685	12.8	4	1,016	100.0
Jan 18	53.7	-1.9	145.34	1.2	77.98	-0.8	31,496	0.0	16,898	-1.9	2,455,998	-0.8	4	1,016	100.0
Feb 18	51.6	-2.0	144.98	2.2	74.78	0.1	28,448	0.0	14,673	-2.0	2,127,308	0.1	4	1,016	100.0
Mar 18	71.7	20.2	154.23	3.2	110.59	24.1	31,496	0.0	22,583	20.2	3,483,047	24.1	4	1,016	100.0
Apr 18	70.5	1.6	152.14	3.0	107.26	4.7	30,480	0.0	21,489	1.6	3,269,432	4.7	4	1,016	100.0
May 18	69.5	-7.5	162.98	0.4	113.31	-7.1	32,364	2.8	22,501	-4.9	3,667,218	-4.5	4	1,044	100.0
Jun 18	75.1	-7.5	160.98	0.1	120.92	-7.4	31,320	2.8	23,527	-5.0	3,787,356	-4.9	4	1,044	100.0
Jul 18	68.2	-6.5	146.23	-1.6	99.80	-8.0	32,364	2.8	22,088	-4.0	3,230,020	-5.5	4	1,044	100.0
Aug 18	65.7	-1.8	143.95	-3.0	94.50	-4.7	32,364	2.8	21,247	0.9	3,058,538	-2.1	4	1,044	100.0
Sep 18	77.3	2.2	155.43	-2.4	120.22	-0.2	31,320	2.8	24,226	5.0	3,765,382	2.6	4	1,044	100.0
Oct 18	77.3	4.1	164.91	2.2	127.55	6.4	32,364	2.8	25,033	6.9	4,128,085	9.3	4	1,044	100.0
Nov 18	74.4	11.8	143.47	-1.7	106.71	9.9	31,320	2.8	23,295	14.9	3,342,230	12.9	4	1,044	100.0
Dec 18	62.6	0.7	134.49	-0.9	84.15	-0.2	32,364	2.8	20,250	3.5	2,723,426	2.6	4	1,044	100.0
Jan 19	53.7	0.1	141.08	-2.9	75.74	-2.9	32,364	2.8	17,375	2.8	2,451,255	-0.2	4	1,044	100.0
Feb 19	54.3	5.2	148.18	2.2	80.40	7.5	29,232	2.8	15,862	8.1	2,350,355	10.5	4	1,044	100.0
Mar 19	55.2	-23.0	145.36	-5.8	80.30	-27.4	32,364	2.8	17,878	-20.8	2,598,706	-25.4	4	1,044	100.0
Apr 19	71.8	1.9	150.32	-1.2	107.95	0.6	31,320	2.8	22,493	4.7	3,381,067	3.4	4	1,044	100.0
May 19	67.9	-2.3	156.45	-4.0	106.26	-6.2	32,364	0.0	21,981	-2.3	3,438,975	-6.2	4	1,044	100.0
Jun 19	72.0	-4.1	158.21	-1.7	113.96	-5.8	31,320	0.0	22,560	-4.1	3,569,308	-5.8	4	1,044	100.0
Jul 19	65.6	-3.8	146.78	0.4	96.33	-3.5	32,364	0.0	21,240	-3.8	3,117,661	-3.5	4	1,044	100.0
Aug 19	62.0	-5.6	146.78	2.0	90.96	-3.8	32,364	0.0	20,056	-5.6	2,943,760	-3.8	4	1,044	100.0
Sep 19	62.8	-18.8	155.74	0.2	97.79	-18.7	31,320	0.0	19,667	-18.8	3,062,884	-18.7	4	1,044	100.0

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Tab 9 - Classic

Westchester Hotels
Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

Date	Occupancy		ADR		RevPar		Supply		Demand		Revenue		Census & Sample %		
	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	This Year	% Chg	Census Props	Census Rooms	% Rooms STAR Participants
Jan 13	54.0		150.64		81.30		31,620		17,065		2,570,590		4	1,020	100.0
Feb 13	60.5		161.70		97.89		28,560		17,289		2,795,676		4	1,020	100.0
Mar 13	54.3		150.53		81.77		31,620		17,176		2,585,515		4	1,020	100.0
Apr 13	63.2		160.64		101.50		30,600		19,335		3,106,033		4	1,020	100.0
May 13	65.2		152.49		99.47		31,620		20,625		3,145,103		4	1,020	100.0
Jun 13	72.3		156.98		113.50		30,600		22,124		3,473,053		4	1,020	100.0
Jul 13	67.6		147.54		99.70		31,651		21,388		3,155,530		4	1,021	100.0
Aug 13	64.2		145.90		93.68		31,651		20,323		2,965,143		4	1,021	100.0
Sep 13	70.6		165.75		116.99		30,630		21,618		3,583,265		4	1,021	100.0
Oct 13	77.3		166.82		129.00		31,651		24,476		4,082,974		4	1,021	100.0
Nov 13	65.2		153.88		100.35		30,630		19,974		3,073,627		4	1,021	100.0
Dec 13	51.6		148.01		76.32		31,651		16,320		2,415,596		4	1,021	100.0
Sep YTD 2013	63.5		154.74		98.29		278,552		176,943		27,379,908				
Total 2013	63.8		155.45		99.20		372,484		237,713		36,952,105				
Jan 14	53.2	-1.4	163.73	8.7	87.15	7.2	31,496	-0.4	16,764	-1.8	2,744,788	6.8	4	1,016	100.0
Feb 14	58.8	-2.9	151.37	-6.4	88.96	-9.1	28,448	-0.4	16,720	-3.3	2,530,851	-9.5	4	1,016	100.0
Mar 14	59.4	9.3	156.71	4.1	93.08	13.8	31,496	-0.4	18,706	8.9	2,931,493	13.4	4	1,016	100.0
Apr 14	69.3	9.8	153.54	-4.4	106.48	4.9	30,480	-0.4	21,137	9.3	3,245,365	4.5	4	1,016	100.0
May 14	75.3	15.5	159.16	4.4	119.90	20.5	31,496	-0.4	23,726	15.0	3,776,246	20.1	4	1,016	100.0
Jun 14	80.1	10.8	159.89	1.9	128.03	12.8	30,480	-0.4	24,407	10.3	3,902,364	12.4	4	1,016	100.0
Jul 14	73.2	8.3	151.03	2.4	110.54	10.9	31,496	-0.5	23,052	7.8	3,481,602	10.3	4	1,016	100.0
Aug 14	71.9	12.1	152.70	4.7	109.86	17.3	31,496	-0.5	22,661	11.5	3,460,247	16.7	4	1,016	100.0
Sep 14	77.1	9.2	169.20	2.1	130.40	11.5	30,480	-0.5	23,491	8.7	3,974,741	10.9	4	1,016	100.0
Oct 14	78.0	0.8	169.36	1.5	132.03	2.3	31,496	-0.5	24,554	0.3	4,158,385	1.8	4	1,016	100.0
Nov 14	63.6	-2.4	156.98	2.0	99.92	-0.4	30,480	-0.5	19,400	-2.9	3,045,443	-0.9	4	1,016	100.0
Dec 14	55.3	7.2	151.23	2.2	83.63	9.6	31,496	-0.5	17,417	6.7	2,633,974	9.0	4	1,016	100.0
Sep YTD 2014	68.7	8.2	157.60	1.8	108.33	10.2	277,368	-0.4	190,664	7.8	30,047,697	9.7			
Total 2014	68.0	6.5	158.25	1.8	107.55	8.4	370,840	-0.4	252,035	6.0	39,885,499	7.9			
Jan 15	50.7	-4.7	150.94	-7.8	76.54	-12.2	31,496	0.0	15,970	-4.7	2,410,565	-12.2	4	1,016	100.0
Feb 15	59.9	1.8	153.63	1.5	91.96	3.4	28,448	0.0	17,029	1.8	2,616,158	3.4	4	1,016	100.0
Mar 15	66.2	11.4	155.67	-0.7	103.00	10.7	31,496	0.0	20,838	11.4	3,243,947	10.7	4	1,016	100.0
Apr 15	70.5	1.7	149.64	-2.5	105.55	-0.9	30,480	0.0	21,499	1.7	3,217,125	-0.9	4	1,016	100.0
May 15	75.0	-0.5	157.65	-1.0	118.20	-1.4	31,496	0.0	23,615	-0.5	3,722,809	-1.4	4	1,016	100.0
Jun 15	82.6	3.1	170.94	6.9	141.12	10.2	30,480	0.0	25,164	3.1	4,301,449	10.2	4	1,016	100.0
Jul 15	73.3	0.1	159.14	5.4	116.58	5.5	31,496	0.0	23,073	0.1	3,671,749	5.5	4	1,016	100.0
Aug 15	72.3	0.5	156.34	2.4	113.05	2.9	31,496	0.0	22,776	0.5	3,560,780	2.9	4	1,016	100.0
Sep 15	75.5	-2.1	156.40	-7.6	118.01	-9.5	30,480	0.0	22,998	-2.1	3,596,960	-9.5	4	1,016	100.0
Oct 15	81.4	4.5	154.47	-8.8	125.80	-4.7	31,496	0.0	25,651	4.5	3,962,247	-4.7	4	1,016	100.0
Nov 15	68.4	7.5	147.77	-5.9	101.07	1.2	30,480	0.0	20,846	7.5	3,080,496	1.2	4	1,016	100.0
Dec 15	55.8	1.0	140.90	-6.8	78.68	-5.9	31,496	0.0	17,586	1.0	2,477,953	-5.9	4	1,016	100.0
Sep YTD 2015	69.6	1.2	157.24	-0.2	109.39	1.0	277,368	0.0	192,962	1.2	30,341,542	1.0			
Total 2015	69.3	2.0	155.03	-2.0	107.49	-0.1	370,840	0.0	257,045	2.0	39,862,238	-0.1			
Jan 16	56.5	11.4	138.82	-8.0	78.43	2.5	31,496	0.0	17,794	11.4	2,470,177	2.5	4	1,016	100.0
Feb 16	57.3	-4.3	137.72	-10.4	78.87	-14.2	28,448	0.0	16,291	-4.3	2,243,677	-14.2	4	1,016	100.0
Mar 16	59.5	-10.1	142.75	-8.3	84.95	-17.5	31,496	0.0	18,743	-10.1	2,675,470	-17.5	4	1,016	100.0
Apr 16	73.0	3.6	147.63	-1.3	107.84	2.2	30,480	0.0	22,264	3.6	3,286,811	2.2	4	1,016	100.0
May 16	71.9	-4.1	153.85	-2.4	110.67	-6.4	31,496	0.0	22,657	-4.1	3,485,819	-6.4	4	1,016	100.0
Jun 16	77.7	-5.9	163.53	-4.3	127.11	-9.9	30,480	0.0	23,691	-5.9	3,874,276	-9.9	4	1,016	100.0
Jul 16	71.2	-2.9	154.30	-3.0	109.80	-5.8	31,496	0.0	22,413	-2.9	3,458,317	-5.8	4	1,016	100.0
Aug 16	69.0	-4.6	152.57	-2.4	105.28	-6.9	31,496	0.0	21,734	-4.6	3,315,922	-6.9	4	1,016	100.0
Sep 16	79.2	5.0	162.72	4.0	128.96	9.3	30,480	0.0	24,155	5.0	3,930,621	9.3	4	1,016	100.0
Oct 16	71.1	-12.7	157.10	1.7	111.68	-11.2	31,496	0.0	22,390	-12.7	3,517,516	-11.2	4	1,016	100.0
Nov 16	62.4	-8.7	147.87	0.1	92.31	-8.7	30,480	0.0	19,027	-8.7	2,813,610	-8.7	4	1,016	100.0
Dec 16	56.0	0.3	133.51	-5.3	74.74	-5.0	31,496	0.0	17,633	0.3	2,354,106	-5.0	4	1,016	100.0
Sep YTD 2016	68.4	-1.7	151.47	-3.7	103.62	-5.3	277,368	0.0	189,742	-1.7	28,741,090	-5.3			
Total 2016	67.1	-3.2	150.43	-3.0	100.92	-6.1	370,840	0.0	248,792	-3.2	37,426,322	-6.1			
Jan 17	54.7	-3.2	143.65	3.5	78.58	0.2	31,496	0.0	17,230	-3.2	2,475,091	0.2	4	1,016	100.0
Feb 17	52.6	-8.1	141.89	3.0	74.70	-5.3	28,448	0.0	14,977	-8.1	2,125,125	-5.3	4	1,016	100.0
Mar 17	59.6	0.2	149.44	4.7	89.14	4.9	31,496	0.0	18,786	0.2	2,807,425	4.9	4	1,016	100.0
Apr 17	69.4	-5.0	147.66	0.0	102.46	-5.0	30,480	0.0	21,149	-5.0	3,122,916	-5.0	4	1,016	100.0
May 17	75.1	4.4	162.27	5.5	121.91	10.1	31,496	0.0	23,662	4.4	3,839,599	10.1	4	1,016	100.0
Jun 17	81.2	4.5	160.83	-1.7	130.65	2.8	30,480	0.0	24,759	4.5	3,982,099	2.8	4	1,016	100.0
Jul 17	73.0	2.6	148.58	-3.7	108.49	-1.2	31,496	0.0	22,999	2.6	3,417,094	-1.2	4	1,016	100.0
Aug 17	66.8	-3.1	148.36	-2.8	99.16	-5.8	31,496	0.0	21,051	-3.1	3,123,073	-5.8	4	1,016	100.0
Sep 17	75.7	-4.5	159.19	-2.2	120.45	-6.6	30,480	0.0	23,063	-4.5	3,671,399	-6.6	4	1,016	100.0
Oct 17	74.3	4.6	161.33	2.7	119.92	7.4	31,496	0.0	23,411	4.6	3,776,858	7.4	4	1,016	100.0
Nov 17	66.5	6.6	145.94	-1.3	97.08	5.2	30,480	0.0	20,276	6.6	2,959,143	5.2	4	1,016	100.0
Dec 17	62.1	11.0	135.69	1.6	84.32	12.8	31,496	0.0	19,571	11.0	2,655,685	12.8	4	1,016	100.0
Sep YTD 2017	67.7	-1.1	152.20	0.5	102.98	-0.6	277,368	0.0	187,676	-1.1	28,563,821	-0.6			
Total 2017	67.7	0.9	151.26	0.5	102.35	1.4	370,840	0.0	250,934	0.9	37,955,507	1.4			
Jan 18	53.7	-1.9	145.34	1.2	77.98	-0.8	31,496	0.0	16,898	-1.9	2,455,998	-0.8	4	1,016	100.0
Feb 18	51.6	-2.0	144.98	2.2	74.78	0.1	28,448	0.0	14,673	-2.0	2,127,308	0.1	4	1,016	100.0
Mar 18	71.7	20.2	154.23	3.2	110.59	24.1	31,496	0.0	22,583	20.2	3,483,047	24.1	4	1,016	100.0
Apr 18	70.5	1.6	152.14	3.0	107.26	4.7	30,480	0.0	21,489	1.6	3,269,432	4.7	4	1,016	100.0
May 18	69.5	-7.5	162.98	0.4	113.31	-7.1	32,364	2.8	22,501	-4.9	3,667,218	-4.5	4	1,044	100.0
Jun 18	75.1	-7.5	160.98	0.1	120.92	-7.4	31,320	2.8	23,527	-5.0	3,787,356	-4.9	4	1,044	100.0
Jul 18	68.2	-6.5	146.23	-1.6	99.80	-8.0	32,364	2.8	22,088	-4.0	3,230,020	-5.5	4	1,044	100.0
Aug 18	65.7	-1.8	143.95	-3.0	94.50	-4.7	32,364	2.8	21,247	0.9	3,058,538	-2.1	4	1,044	100.0
Sep 18	77.3	2.2	155.43	-2.4	120.22	-0.2	31,320	2.8	24,226	5.0	3,765,382	2.6	4	1,044	100.0
Oct 18	77.3	4.1	164.91	2.2	127.55	6.4	32,364	2.8	25,033	6.9	4,128,085	9.3	4	1,044	100.0
Nov 18	74.4	11.8	143.47	-1.7	106.71	9.9	31,320	2.8	23,295	14.9	3,342,230	12.9	4	1,044	100.0
Dec 18	62.6	0.7	134.49	-0.9	84.15	-0.2	32,364	2.8	20,250	3.5	2,723,426	2.6	4	1,044	100.0
Sep YTD 2018	67.2	-0.7	152.43	0.2	102.41	-0.6	281,652	1.5	189,232	0.8	28,844,299	1.0			
Total 2018	68.3	0.9	151.42	0.1	103.36	1.0	377,700	1.8	257,810	2.7	39,038,040	2.9			
Jan 19	53.7	0.1	141.08	-2.9	75.74	-2.9	32,364	2.8	17,375	2.8	2,451,255	-0.2	4	1,044	100.0
Feb 19	54.3	5.2	148.18	2.2	80.40	7.5	29,232	2.8	15,862	8.1	2,350,355	10.5	4	1,044	100.0
Mar 19	55.2	-23.0	145.36	-5.8	80.30	-27.4	32,364	2.8	17,878	-20.8	2,598,706	-25.4	4	1,044	100.0
Apr 19	71.8	1.9	150.32	-1.2	107.95	0.6	31,320	2.8	22,493	4.7	3,381,067	3.4	4	1,044	100.0
May 19	67.9	-2.3	156.45	-4.0	106.26	-6.2	32,364	0.0	21,981	-2.3	3,438,975	-6.2	4	1,044	100.0
Jun 19	72.0	-4.1	158.21	-1.7	113.96	-5.8	31,320	0.0	22,560	-4.1	3,569,308	-5.8	4	1,044	100.0
Jul 19	65.6	-3.8	146.78	0.4	96.33	-3.5	32,364	0.0	21,240	-3.8	3,117,661	-3.5	4	1,044	100.0
Aug 19	62.0	-5.6	146.78	2.0	90.96	-3.8	32,364	0.0	20,056	-5.6	2,943,760	-3.8	4	1,044	100.0
Sep 19	62.8	-18.8	155.74	0.2	97.79	-18.7	31,320	0.0	19,667	-18.8	3,062,884	-18.7	4	1,044	100.0
Sep YTD 2019	62.8	-6.5	150.26	-1.4	94.43	-7.8	285,012	1.2	179,112	-5.3	26,913,971	-6.7			

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Tab 10 - Response Report

Westchester Hotels
Job Number: 1139134_SADIM Staff: KK Created: October 25, 2019

STR Code	Name of Establishment	City & State	Zip Code	Class	Aff Date	Open Date	Rooms	Chg in Rms	2017 J	F	M	A	M	J	J	A	S	O	N	D	2018 J	F	M	A	M	J	J	A	S	O	N	D	2019 J	F	M	A	M	J	J	A	S	O	N	D
7838	La Quinta Inns & Suites Armonk Westchester County Airpo	Armonk, NY	10504	Upper Midscale Class	Feb 2007	Jan 1973	140		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●			
20514	Doral Arrowwood	Rye Brook, NY	10573	Upper Upscale Class	May 2002	Jun 1983	369	Y	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●			
38312	Hyatt House White Plains	White Plains, NY	10604	Upscale Class	Jan 2012	Jan 2000	187	Y	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●			
10344	Renaissance Westchester Hotel	West Harrison, NY	10604	Upper Upscale Class	May 1995	Apr 1981	348	Y	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●			
				Total Properties:			4	1044																																						

○ - Monthly data received by STR
● - Monthly and daily data received by STR
Blank - No data received by STR
Y - (Chg in Rms) Property has experienced a room addition or drop during the time period of the report.

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In consideration of the mutual promises contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, STR, Inc. ("STR"), STR Global, Ltd. ("STRG"), and the licensee identified elsewhere in this Agreement ("Licensee") agree as follows:

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(b) "Licensed Materials" means the newsletters, reports, databases or other information resources, and all lodging industry data contained therein, provided to Licensee hereunder.

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2.2 Disclaimers. STR shall have no liability with respect to its obligations under this agreement or otherwise for consequential, exemplary, special, incidental, or punitive damages even if STR has been advised of the possibility of such damages. Furthermore, STR shall have no liability whatsoever for any claim relating in any way to any decision made or action taken by licensee in reliance upon the licensed materials.

2.3 Limitation of Liability. STR's total liability to licensee for any reason and upon any cause of action including without limitation, infringement, breach of contract, negligence, strict liability, misrepresentations, and other torts, shall be limited to all fees paid to STR by the licensee during the twelve month period preceding the date on which such cause of action first arose.

3. MISCELLANEOUS

3.1 Liquidated Damages. In the event of a violation of Section 1.5 of these Standard Terms and Conditions, Licensee shall be required to pay STR an amount equal to the sum of (i) the highest aggregate price that STR, in accordance with its then-current published prices, could have charged the unauthorized recipients for the Licensed Materials that are the subject of the violation, and (ii) the full price of the lowest level of republishing rights that Licensee would have been required to purchase from STR in order to have the right to make the unauthorized distribution, regardless of whether Licensee has previously paid for any lower level of republishing rights, and (iii) fifteen percent (15%) of the total of the previous two items. This provision shall survive indefinitely the expiration or termination of this Agreement for any reason.

3.2 Obligations on Termination. Within thirty (30) days of the termination or expiration of this Agreement for any reason, Licensee shall cease all use of the Licensed Materials and shall return or destroy, at STR's option, all copies of the Licensed Materials and all other information relating thereto in Licensee's possession or control as of the such date. This provision shall survive indefinitely the expiration or termination of this Agreement for any reason.

3.3 Governing Law; Jurisdiction and Venue. This Agreement shall be governed by the substantive laws of the State of Tennessee, without regard to its or any other jurisdiction's laws governing conflicts of law. Any claims or actions regarding or arising out of this Agreement shall be brought exclusively in a court of competent jurisdiction located in Nashville, Tennessee, and the parties expressly consent to personal jurisdiction thereof. The parties also expressly waive any objections to venue.

3.4 Assignment. Licensee is prohibited from assigning this Agreement or delegating any of its duties under this Agreement without the prior written consent of STR.

3.5 Independent Relationship. The relationship between the parties is that of an independent contractor. Nothing in this Agreement shall be deemed to create an employer/employee, principal/agent, partnership or joint venture relationship.

3.6 Notices. All notices required or permitted to be given hereunder shall be in writing and shall be deemed given i) when delivered in person, at the time of such delivery; ii) when delivered by facsimile transmission or e-mail, at the time of transmission (provided, however, that notice delivered by facsimile transmission shall only be effective if such notice is also delivered by hand or deposited in the United States mail, postage prepaid, registered, certified or express mail or by courier service within two (2) business days after its delivery by facsimile transmission); iii) when delivered by a courier service or by express mail, at the time of receipt; or iv) five (5) business days after being deposited in the United States mail, postage prepaid, registered or certified mail, addressed (in any such case) to the addresses listed on the first page of this Agreement or to such other address as either party may notify the other in writing.

3.7 Waiver. No waiver of any breach of this Agreement will be deemed to constitute a waiver of any subsequent breach of the same or any other provision.

3.8 Entire Agreement. This Agreement constitutes the entire agreement of the parties with respect to the matters described herein, superseding in all respects any and all prior proposals, negotiations, understandings and other agreements, oral or written, between the parties.

3.9 Amendment. This Agreement may be amended only by the written agreement of both parties.

3.10 Recovery of Litigation Costs. If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default or misrepresentation in connection with any of the provisions of this Agreement, the successful or prevailing party or parties shall be entitled to recover reasonable attorneys' fees and other costs incurred in that action or proceeding, in addition to any other relief to which it or they may be entitled.

3.11 Injunctive Relief. The parties agree that, in addition to any other rights or remedies which the other or STR may have, any party alleging breach or threatened breach of this Agreement will be entitled to such equitable and injunctive relief as may be available from any court of competent jurisdiction to restrain the other from breaching or threatening to breach any of the provisions of this Section, without posting bond or other surety.

3.12 Notice of Unauthorized Access. Licensee shall notify STR immediately upon Licensee's becoming aware of any facts indicating that a third party may have obtained or may be about to obtain unauthorized access to the Licensed Materials, and shall fully cooperate with STR in its efforts to mitigate the damages caused by any such breach or potential breach.

3.13 Conflicting Provisions. In the event that any provision of these Standard Terms and Conditions directly conflicts with any other provision of the Agreement, the conflicting terms of such other provision shall control.

3.14 Remedies. In addition to any other rights or remedies that STR may have, in the event of any termination by STR on account of a breach by Licensee, STR may, without refund, immediately terminate and discontinue any right of Licensee to receive additional Licensed Materials from STR.

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Appendix J-1
Phase 1A Archaeological Documentary Study

Proposed Redevelopment of 113 King Street

Tax Map Parcels 118.02-1-1, 113.04-1-13, and 113.04-1-14

TOWN OF NORTH CASTLE, WESTCHESTER COUNTY, NEW YORK

Phase 1A Archaeological Documentary Study

OPRHP Project Review Number 18PR06232

Prepared for:

Airport Campus I LLC, Airport Campus II LLC, Airport Campus III LLC, Airport Campus IV LLC and Airport Campus V LLC
46 Westchester Avenue
Pound Ridge, NY 10576

Prepared by:

AKRF, Inc.
34 South Broadway, Suite 401
White Plains, NY 10601
914-949-7336

AUGUST 2019 (REVISED)

MANAGEMENT SUMMARY

SHPO Project Review Number:	18PR06232
Involved State Agencies:	New York State Department of Environmental Conservation New York State Department of Transportation
Phase of Survey:	Phase 1A Archaeological Documentary Study
Location Information	
Location:	Tax Map Parcels 118.02-1-1, 113.04-1-13, and 113.04-1-14
Minor Civil Division:	11910 – North Castle
County:	Westchester
Survey Area	
Length:	Approximately 840 to 2,100 feet
Width:	Approximately 800 to 1,200 feet
Area:	37.87 acres (1,649,791 square feet)
USGS 7.5 Minute Quadrangle Map:	Glenville
Report Author:	Elizabeth D. Meade, MA, MPhil Registered Professional Archaeologist #16353
Date of Report:	August 2019 (Revised)

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Photograph 3: View from the driveway leading to the former MBIA campus, showing grade changes and the 19th century farmhouse at left.

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Chapter 1: Introduction and Methodology

A. PROJECT DESCRIPTION

Airport Campus I LLC, Airport Campus II LLC, Airport Camus III LLC, Airport Campus IV LLC, and Airport Campus V LLC ("Airport Campus I-V LLC" or "the Applicant") is seeking discretionary approvals (the "Proposed Actions") from the Town Board of the Town of North Castle (the "Town Board") in order to repurpose and redevelop approximately 38 acres of contiguous property known as 113 King Street (see **Figure 1** and **Figure 2**) in the Town of North Castle (the "Town"), Westchester County (the "County"), New York (the "Project Site"). The Project Site is generally bounded by Cooney Hill Road to the north, King Street to the east, and undeveloped forested areas bordering the Kensico Reservoir (owned by the City of New York) to the west and south. The Project Site consists of the following tax parcels and associated addresses:

- 118.02-1-1 (113 King Street): Approximately 36 acres generally located on the west side of King Street between American Lane and Cooney Hill Road (includes the majority of the Project Site);
- 113.04-1-13 (3 Weber Place): Approximately 1 acre on the south side of Cooney Hill Road (northwest corner of the Project Site); and
- 113.04-1-14 (1 Weber Place): Approximately 1 acre on the south side of Cooney Hill Road (northwest corner of the Project Site).

The Project Site is the former location of the Municipal Bond Insurance Association's (MBIA) corporate headquarters, and is currently improved with approximately 261,000 square feet (sf) of office space within two currently vacant three-story buildings; an early 19th century farmhouse and accessory shed/barn (used for storage and maintenance purposes); surface parking lots; a three-story parking structure; outdoor amenities (including paved tennis courts and walking paths); and landscaping. As part of the Proposed Project, Airport Campus I-V LLC proposes to re-occupy the southernmost existing office building for office uses, adaptively re-use the northernmost existing office building as a hotel, and construct new residential uses to the north of these existing buildings in the form of a five-story multifamily building and approximately 22 townhouses (the "Proposed Project," see **Figure 3**). In addition, an existing 43-space parking lot at the southern end of the project site will be expanded to include 137 spaces and will involve new concrete curbs, asphalt pavement, lighting, concrete sidewalks, and landscaping. The existing pavement would be removed and the majority of the pavement-related disturbance is expected to be within 1.5 feet (18 inches) of the existing ground surface. Two subsurface infiltration systems will be installed at depths ranging between 8 and 10 feet of the ground surface, one to the northeast of the existing farmhouse and one to the northwest.

The construction of the Proposed Project would require permits and approvals from Town, County, and State agencies, including the Town Board; the North Castle Planning Board; the Town of North Castle Engineering Consultant; the Town of North Castle Water and Sewer, Highway, and Buildings Departments; the Westchester County Departments of Health and Environmental Facilities; the New York State Department of Environmental Conservation (NYSDEC), including a State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges; the New York City Department of Environmental Protection (DEP) for approval of a stormwater pollution prevention plan; and, the New

York State Department of Transportation (NYSDOT). The Proposed Actions are therefore subject to the State Environmental Quality Review Act (SEQRA) and Section 14.09 of the New York State Historic Preservation Act pursuant to the rules and regulations of SEQRA (Article 8 of the Environmental Conservation Law and its implementing regulations at 6 NYCRR 617). The Town Board, acting as SEQRA Lead Agency, has determined that the Proposed Actions have the potential to result in one or more significant environmental impacts. To identify appropriate measures to mitigate potential impacts and allow the public the greatest opportunity to comment on the potential impacts of the Proposed Actions, the Town Board adopted a Positive Declaration on September 12, 2018, requiring the preparation of an Environmental Impact Statement (EIS).

Pursuant to Section 14.09 of the New York State Historic Preservation Act, consultation was initiated with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). In a comment letter dated September 26, 2018, OPRHP determined that a Phase 1 Archaeological Survey be completed for those portions of the Project Site that would experience ground disturbance as a result of the Proposed Actions unless prior disturbance could be documented within the Project Site. This Phase 1A Archaeological Documentary Study ("Phase 1A Study") has been prepared pursuant to OPRHP's request. While a Phase 1 Archaeological Survey typically includes a combination of documentary research (i.e., "Phase 1A") and field testing (i.e., "Phase 1B"), this report summarizes the results of extensive documentary research designed to identify areas of potential archaeological sensitivity where Phase 1B Archaeological Testing will be necessary to confirm the presence or absence of archaeological resources and the need for additional phases of analysis as necessary.

B. SUMMARY OF PREVIOUS ENVIRONMENTAL REVIEW

Previous environmental reviews were completed as part of the construction and expansion of the MBIA campus between the 1980s and the early 2000s, however, it does not appear that a comprehensive review of archaeological resources was completed at that time. MBIA originally acquired an approximately 93,000-sf office building developed on the Project Site in the early 1980s. As part of that acquisition, MBIA secured and transferred 60,000 sf of additional development rights from what is now the Swiss Re parcel to the north and constructed a 60,000-sf expansion. After approvals were issued by the Town, construction of the expansion commenced in 1991 and occupancy commenced in 1993. Following a period of rapid corporate growth, MBIA recognized the need to expand its headquarters. Toward that end, and following completion of a review under SEQRA, MBIA received approval to construct an additional 100,000 sf of space in 1996, including approximately 75,000 sf of additional office space and 26,000 sf of amenity space. This brought the total development to approximately 261,000 sf of office and amenity space, which is the current development found on the Project Site. In 2002, MBIA determined that it needed additional space to accommodate its growing business. Accordingly, a Petition was submitted to the Town Board seeking certain zoning amendments that would permit an additional expansion of MBIA's corporate headquarters.

On October 8, 2003, the Town Board adopted a SEQRA Findings Statement and approved the necessary zoning amendments, including an amended Preliminary Development Concept Plan (PDCP) to permit the additional expansion. Subsequently, the Town Board granted a special permit approval and the Planning Board granted amended site plan approval to permit MBIA to develop an additional 165,000 sf of office space, together with 53,000 sf of additional amenity space, and a 20,000 sf meeting house. These approvals would increase the size of the MBIA corporate headquarters from approximately 261,000 sf of office and amenity space to approximately 400,000 sf of office space and 99,000 sf of amenity space, including the proposed meeting house. This approval also provided for the construction of a parking structure containing approximately 1,000 parking spaces. While the most recent approvals for the

additional expansion have been granted extensions by the Town and remain in full force and effect today, the additional development contemplated by those approvals has not occurred.

C. RESEARCH GOALS AND METHODOLOGY

The following Phase 1A Study of the Project Site has been designed to satisfy the requirements of OPRHP, issued in 2005, and it follows the guidelines of the New York Archaeological Council (NYAC), issued in 1994 and adopted by OPRHP in 1995. The study documents the development history of the Project Site as well as its potential to yield archaeological resources, including both precontact and historic cultural resources. In addition, this report documents the current conditions of the Project Site and previous cultural resource investigations that have taken place on the Project Site and in the vicinity.

This Phase 1A Study has four major goals: (1) to determine the likelihood that the Project Site was occupied during the precontact (i.e., Native American) and/or historic periods; (2) to determine the effect of subsequent development and landscape alteration on any potential archaeological resources that may have been located at the Project Site; (3) to make a determination of the Project Site's potential archaeological sensitivity; and (4) to make recommendations for further archaeological analysis, if necessary. The steps taken to fulfill these goals are explained in greater detail below.

The first goal of this documentary study is to determine the likelihood that the Project Site was inhabited during the precontact or historic periods and identify any activities that may have taken place on the Project Site that would have resulted in the deposition of archaeological resources. In order to determine the likelihood of the Project Site's occupation during the precontact and historic periods, documentary research was completed to establish a chronology of the Project Site's development and landscape alteration, and to identify any individuals who may have owned the land or worked and/or resided there and to determine if buildings were present on the project locations in the past. Data were gathered from various published and unpublished primary and secondary resources, such as historic maps, topographical analyses (both modern and historic), historic photographs, newspaper articles, local histories, and previously conducted archaeological surveys. Maps and property information were accessed through the office of the Westchester County Clerk. Information regarding previous archaeological sites and cultural resources investigations from the files of OPRHP and New York State Museum (NYSM) were accessed through the New York State Cultural Resources Information System (CRIS).[1] Online textual archives, such as Google Books and the Internet Archive Open Access Texts, were also accessed.

The second goal of this Phase 1A study is to determine the likelihood that archaeological resources could have survived intact on the Project Site after development and landscape alteration (e.g., erosion, grading, filling). Potential disturbance associated with the construction and demolition of buildings, paving, and utility installation was also considered. Historic maps documenting structures on the project location were analyzed and historic and current topographical maps were compared to determine the extent to which the project locations have been disturbed. After identifying the likelihood that archaeological resources were deposited on the Project Site and the likelihood that they could remain intact given subsequent development and landscape alteration, a sensitivity determination was made for the project locations for both precontact and historic period resources. As described by NYAC in their *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections in New York State*, published in 1994 and subsequently adopted by OPRHP (see page 2):

> *An estimate of the archaeological sensitivity of a given area provides the archaeologist with a tool with which to design appropriate field procedures for the investigation of that area. These sensitivity projections are generally based upon the following factors: statements of*

[1] CRIS can be accessed at: https://cris.parks.ny.gov/.

> *locational preferences or tendencies for particular settlement systems, characteristics of the local environment which provide essential or desirable resources (e.g., proximity to perennial water sources, well-drained soils, floral and faunal resources, raw materials, and/or trade and transportation routes), the density of known archaeological and historical resources within the general area, and the extent of known disturbances which can potentially affect the integrity of sites and the recovery of material from them.*

As stipulated by NYAC standards, sensitivity assessments should be categorized as low, moderate, or high to reflect "the likelihood that cultural resources are present within the project area" (NYAC 1994: 10). For the purposes of this study, those terms are defined as follows:

- **Low:** Areas of low sensitivity are those where the original topography would suggest that Native American sites would not be present (i.e., locations at great distances from fresh and salt water resources), locations where no historic activity occurred before the installation of municipal water and sewer networks, or those locations determined to be sufficiently disturbed so that archaeological resources are not likely to remain intact.
- **Moderate:** Areas with topographical features that would suggest Native American occupation, documented historic period activity, and with some disturbance, but not sufficient disturbance to eliminate the possibility that archaeological resources are intact on the Project Site.
- **High:** Areas with topographical features that would suggest Native American occupation, documented historic period activity, and minimal or no documented disturbance.

According to NYAC standards, Phase 1B testing is generally warranted for areas determined to have moderate sensitivity or higher. Archaeological testing is designed to determine the presence or absence of archaeological resources that could be impacted by a proposed project. Should they exist on the Project Site, such archaeological resources could provide new insight into the precontact occupation of Westchester County, the transition from Native American to European settlement, or the historic period occupation of the Project Site.

D. PREVIOUS ARCHAEOLOGICAL ASSESSMENTS IN THE VICINITY

PROPOSED FIBER OPTIC CABLE LINE BETWEEN RENSSELAER AND WESTCHESTER COUNTIES

In 2000, PanAmerican Consultants, Inc. completed a Phase 1 cultural resources investigation of a 130-mile-long fiber optic cable route extending between Rensselaer County and Westchester County along the eastern boundary of New York State (OPRHP Survey number 00SR50583). A portion of the extensive study area ran to the east of the Project Site within the streetbed of King Street. The study did not identify archaeological sensitivity within King Street in the immediate area of the Project Site and archaeological testing was not completed in that area, though areas of sensitivity were identified to the east and south.

DELAWARE AQUEDUCT SHAFT 17 SITE

Three phases of work were completed by archaeologist Eugene Boesch, PhD, in association with facility improvements completed by the New York City Department of Environmental Protection (NYCDEP) at the site of Delaware Aqueduct Shaft 17, located immediately northwest of the Project Site along Cooney Hill Road. A Phase 1A study of the site was completed in 2004 (OPRHP Survey Number 04SR54373) but the final report summarizing that investigation is not posted in CRIS and was therefore not reviewed as part of this study. A Phase 1B Archaeological Investigation was completed by Dr. Boesch in June 2004 (OPRHP Survey Number 04SR54726). The Phase 1B study area included the streetbed of Cooney Hill Road west of Weber Place. Test pits excavated along the road—including within and adjacent to Parcel

113.04-1-14 (a portion of the Project Site) did not identify intact archaeological resources dating to either the precontact or historic periods. Within some of the test pits in close proximity to the Project Site, groundwater was encountered within 4 to 8 inches of the ground surface while bedrock was encountered between 5 and 6 inches of the ground surface in some pits. No further archaeological analysis was recommended for the Cooney Hill Road portion of the study area. A Native American archaeological site and a historic period midden were observed in the upland areas of the Shaft 17 site. A Phase 2 Survey of the historic midden was completed by Dr. Boesch in November 2004 and additional mitigation or avoidance of the site was recommended.

A. CURRENT CONDITIONS

118.02-1-1 (113 KING STREET)

At approximately 36 acres in size, parcel 118.02-1-1 is the largest parcel included within the Project Site. The parcel is located on the west side of King Street between American Lane and Cooney Hill Road. The southern portion of the parcel is developed with the former MBIA campus. This area is developed with two vacant, interconnected three-story office buildings; an early 19th century farmhouse with an accessory shed/barn constructed in the late 20th century; surface parking lots; a three-story parking structure; outdoor amenities (including paved tennis courts, a large pond, walking paths); and landscaping. The northern two-thirds of the site is currently undeveloped, but was previously divided into 15 smaller lots, each of which was developed with a number of mid-20th century houses and associated outbuildings (e.g., sheds, garages) that were demolished in the late 2000s. Former access roads/driveways that led to these homes are still present within the Project Site and a map of the parcel produced by John Meyer Consulting Corp. in 2002 (revised 2005) during the previous lot consolidation indicates that one or more abandoned wells is still situated on each of the formerly developed residential lots now included within parcel 118.02-1-1. The map also identifies the presence of wells, water tanks, and water vaults on the MBIA property, as well as a 20-foot-wide sewer easement that runs parallel to King Street at the eastern side of the MBIA campus that connects to existing utility lines within King Street.

113.04-1-13 (3 WEBER PLACE) AND 113.04-1-14 (1 WEBER PLACE)

Parcels 113.04-1-13 and 113.04-1-14 each measures approximately 1 acre and are located on the south side of Cooney Hill Road at the northwest corner of the Project Site. As with the property in the northern portion of parcels 118.01-1-1, both parcels were previously developed with mid-20th century residential structures that were demolished in the early 2000s. Both properties are vacant but contain relics of the former residential development, including former driveways, landscaping elements, and abandoned wells.

B. GEOLOGY AND TOPOGRAPHY

Westchester County is found within a geographic bedrock region known as the Hudson Highlands Physiographic Province. This region represents some of the oldest bedrock in the area that was formed as sedimentary and volcanic rock 1.3 billion years ago and later transformed into metamorphic rock (Isachsen, et al. 2000). The bedrock in the vicinity of the Project Site is characterized by Fordham Gneiss and Yonkers Gneiss, both of which date to the Upper Proterozoic Eon, which extended between 2,500 and 650 million years ago (Fisher, et al. 1970; Isachsen et al. 2000). The surficial soils in the immediate area of the Project Site are identified as exposed bedrock but throughout the majority of the region, the bedrock is covered with glacial till known as the Atlantic Coastal Plain deposits (Schuberth 1968; Cadwell 1989). These deposits were left behind by massive glaciers of up to 1,000 feet thick that retreated from the area towards the end of the Pleistocene. There were four major glaciations that affected the region until approximately 12,000 years ago when the Wisconsin period—the last glacial period—came to an end (Schuberth 1968).

The historical topography of the Project Site was recorded on historical maps, such as the 1892 United States Geological Survey (USGS) map (see **Figure 4**). That map indicates that the original elevation of the Project Site was situated at approximately 400 feet above sea level along its northwestern side and then it sloped up to an elevation of approximately 460 feet at the northeastern corner. The southern portion of the Project Site featured downward slopes leading to the location of the former MBIA campus, which was located at an elevation of approximately 420 feet. The Project Site's current topography is generally similar, with the northern half ranging from approximately 410 to 470 feet from west to east. The southern portion of the Project Site appears to have undergone landscape modification, presumably as a result of the construction of the MBIA campus. Elevations at the extreme southern end of the Project Site vary slightly but are consistently around 410 feet above sea level.

C. HYDROGRAPHY

The Project Site is currently situated east of the Kensico Reservoir, which was constructed in the early 20th century as part of an effort to bring fresh drinking water from upstate New York to New York City. The reservoir incorporated two adjacent bodies of water that were historically south and west of the Project Site: Rye Pond and Little Rye Pond (see **Figure 4**). Rye Pond was originally more than 210 acres in size and was an important source of fish and fresh water to the local communities that resided near it during both the precontact and historic periods (Bolton 1848). A smaller pool at its western end was known as "Little Rye Pond" and both bodies of water drained into the Bronx River (ibid). At its closest point, the pond was 2,900 feet south of the Project Site. A network of streams extended west from Little Rye Pond and ran to the north and east, coming within 300 to 600 feet west of the Project Site.

D. SOILS

The soil survey of Westchester County published by the National Resource Conservation Service (United States Department of Agriculture) indicates that the Project Site is located in the vicinity of seven soil complexes that vary based on soil composition and slope: three complexes associated with Charlton Fine Sandy Loam (ChB, ChC, and ChD); the Charlton-Chatfield complex (Crc and CsD); and two complexes associated with Paxton Fine Sandy Loam (PnB and PnC). The Charlton series typically well-drained soils found on hills and ridges in areas with varying slopes that range between 3 to 8 percent (ChB), 8 to 15 percent (ChC), and 15 to 25 percent (ChD). Charlton soils are mixed with Chatfield soils in the Charlton-Chatfield complex, which is typically found in rocky areas on ridges and hills with slopes ranging from 0 to 15 percent (Crd) or 15 to 35 percent (CsD). The Paxton fine sandy loam complex is also typically found in hilly areas and is typified by layers of well-drained sandy loam. These soil complexes and/or their component soil types are summarized in **Table 2-1**.

Table 2-1
Study Area Soils

Series Name (Map Symbol)	Soil Horizon Depth (in)	Soil Type	Slope (%)	Drainage	Landform
Chatfield Complex	Oi: 0 to 1	Slightly decomposed plant material	CrC: 0 to 15 CsD: 15 to 15	Well drained	Ridges and hills
	A: 1 to 2	Fine sandy loam			
	Bw: 2 to 30	Gravelly fine sandy loam			
	C: 30 to 40	Bedrock			
Charlton Complex	Oe: 0 to 2	Moderately decomposed plant material	ChB: 3 to 8 ChC: 8 to 15 ChD: 15 to 25	Well drained	Ridges and hills
	A: 2 to 4	Fine sandy loam			
	Bw: 4 to 27	Gravelly fine sandy loam			
	C: 27 to 65	Gravelly fine sandy loam			
Paxton Complex	Ap: 0 to 8	Fine sandy loam	PnB: 3 to 8 PnC: 8 to 15	Well drained	Hills, drumlins, and ground moraines
	Bw1: 8 to 15	Fine sandy loam			
	Bw2: 15 to 26	Fine sandy loam			
	Cd: 26 to 65	Gravelly fine sandy loam			

Sources:
Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at http://websoilsurvey.nrcs.usda.gov/. Accessed June 11, 2019.

Chapter 3: Precontact Archaeological Resources

In general, Native American habitation sites are most often located in coastal areas with access to marine resources, near fresh water sources and areas of high elevation (NYAC 1994). Further indication of the potential presence of Native American activity near a project site is indicated by the number of precontact archaeological sites that have been previously identified within 1 mile of the project site. Information regarding such previously identified archaeological sites was obtained from various locations, including the site files of OPRHP and the NYSM—accessed through CRIS[2] and from published accounts. These sites are summarized in **Table 3-1**.

Table 3-1
Precontact Archaeological Sites within 1 Mile of the Study Area

Site Name/Number	Site Type	Approximate Distance from Project Site at Closest Point	Additional Source
Parker 1920: Westchester Site 43 NYSM Site 5179	Village near Rye Lake	150 feet	Parker (1920)
Parker 1920 Westchester Site 45 NYSM Site 5181	Camp near Rye Lake	4,000 feet	Parker (1920)
Unnamed Site NYSM Site 5233	Camp near Rye Lake	4,400 feet	Parker (1920)
Rye Lake Site NYSM Site 6807	Late Archaic site of unknown type	2,250 feet	N/A
IBM Headquarters Office Building Site, Armonk OPRHP Site 11910.000041	Camp with lithic points associated with the LeCroy phase of the Early Archaic Period (8,500 to 7,800 BP)	5,300 feet	Boesch 1995
Source: The files of NYSM and OPRHP (accessed through CRIS).			

Grumet (1981) suggests that the general vicinity of the Project Site was occupied by the Wiechquasegeck, an Upper Delawaran group that occupied much of the area now occupied by the Bronx and Westchester County. The majority of the known information regarding the precontact occupation in the area was recorded in historic accounts published by archaeologists and avocational archaeologists in the early 20th century. Parker (1920) noted the presence of a village site (NYSM Site 5179) and two camps (NYSM Sites 5181 and 5233) in the vicinity of Rye Lake to the south of the Project Site. One additional site (NYSM Site 6807) was also identified in the vicinity of Rye Lake, but little information is available regarding the type of site although it is believed to have dated to the Late Archaic period. All of these sites were likely related to the larger Rye Pond site, described as a large village, identified in the early 20th century by M.R. Harrington and later reported by R.P. Bolton (Bolton 1975). Harrington (1909) identified a village and at least three camp sites surrounding the original shores of Rye Pond.

Only one site, the IBM Headquarters Office Building precontact site located more than 1 mile northeast of the Project Site, was identified through a modern professional archaeological investigation. The site was determined to be a campsite dating to the Early Archaic period and contained a number of lithic points associated with the LeCroy phase of lithic technology.

[2] https://cris.parks.ny.gov/

Chapter 4: The Historic Period Development of the Project Site

A. EARLY HISTORY OF NORTH CASTLE

Most or all of the land within North Castle was purchased from the local indigenous population—property records indicate that land was granted by sachems Ponus and Wascussue—by Nathaniel Turner, a Connecticut resident, in 1640, although later transactions for the same land were made between Native Americas and European settlers (Bolton 1848). The last Native American legal claim to the land—as determined by colonial settlers—was released in 1705 and thereafter, no indigenous groups are mentioned in property records (ibid). Early settlers in the area originally lived in the vicinity of Rye, New York and included members of the Brundage, Griffen, Lockhard, Quinby, and Clapp families, among others (ibid). Many of the early settlers in the vicinity of western North Castle and the town of Armonk were Quakers who relocated to the area from Rye, New York—hence the naming of Rye Pond—and Long Island (Watson n.d. a).

The Town was one of several townships within Westchester County that was formally designated in March 1788, and at that time the modern township of New Castle was also included within the Town's boundaries (Bolton 1848). The hills of the North Castle area made the location attractive to armies fighting on both sides of the Revolutionary War (Miller 1975). French troops are known to have set up encampments on the northern shore of Rye Pond and in the vicinity of Cooney Hill during the war (ibid). By the 19th century, North Castle was predominantly agricultural, with its landscape lined with large farms, although niche industries such as shoemaking were prominent in the area (Watson n.d. b). With the construction of rail lines connecting North Castle to urban areas to the north and south, development began to increase in the region and its pastoral nature was slowly altered (ibid).

B. 19TH CENTURY OCCUPATION OF THE PROJECT SITE

By the mid-19th century, North Castle was a largely agricultural community and its crops were sold to the increasingly dense population of New York City to the south (Tomback, et al. 2017). Three farmers occupied the lands surrounding Rye Pond, including Ezra Carpenter to the south, Thomas Clapp to the east, and Oliver Matthews to the north (Bolton 1848). John Griffen was the owner of an extensive estate in North Castle in the late 18th and early 19th centuries and his land holdings appear to have included the Project Site by the early 19th century (Tomback 2012). A map of the town produced by William Adams in 1797 depicts a house and general store owned by Griffin on the east side of King Street to the north of the Project Site (ibid). The elder John Griffen lived between 1755 and 1826 and he married Esther Cromwell (1760-1832) in 1777 (Ross 1902). A previous archaeological investigation documented historic period resources on the site of John Griffen's farm to the north of the current Project Site (Sopko 2000). Griffen appears to have owned vast amounts of land in the area, including a 175-acre estate located at the northwest corner of Cooney Hill Road and King Street, and he appears to have acquired land to the south, including the Project Site (Tomback 2012).

The first map to clearly document the names of property owners in the North Castle area is the 1851 Sidney and Neff map, which identifies "G. Griffin" as the owner of the property on the west side of King Street (see **Figure 5**). The Griffin home is shown in the approximate location of the existing historic house near the southern end of the Project Site. The 1858 Merry map depicts the property in a similar

manner and continues to identify the property as part of the Griffin family's land holdings. Prior to George Griffen's acquisition of the land, it had been owned by his father, John J. Griffen. John J. Griffen's other heirs, including Mary Quinby (nee Griffen), Mary's husband, Isaiah, and Elizabeth Griffen, sold their shares of the estate to George Griffen in two land transactions in 1846, after their father's death (Westchester Liber 113, Pages 419 and 421). The property described in these transactions is identical to that described when John J. Griffen was granted property by his parents John and Ester Griffen in 1813 (Westchester Liber 51, Page 201; Tomback 2012). It therefore appears that the Griffen family likely owned the Project Site as well as some of the surrounding farmland for many years before the publication of the first maps depicting their home.

In the 1850 census, George Griffen (born circa 1823) was recorded as a farmer who resided alone on a property valued at $9,000. Two similar entries in the 1860 federal census appear to indicate that Griffen was recorded twice. The first entry in a ledger entry dated June 28, 1860 (census page 63), 37-year-old Griffen (birth year 1823) was recorded as a farmer who was born in New York and owned $5,000 in real estate and had a personal estate valued at $1,000. Griffen lived with his wife, Sarah (age 28), daughter Adelaide (age 1), Frances Adams (female, age 13), and Stephen Farington. Each of these individuals was born in New York with the exception of Sarah Griffen, who was born in Connecticut. The second entry, recorded on June 14, 1860 (census page 19), identifies the following individuals living within a shared home with many other families: George Griffen (age 27, real estate valued at $5,000 and personal estate valued at $1,000; Sarah J. Griffen (age 27, born in Connecticut); Samantha Griffen (age 1, born in Connecticut); and Francis Adams (age 13, male, born in Connecticut). While the first record is likely correct, the second record may be a duplicate with several inaccuracies or may represent a second Griffen family with a number of unlikely similarities.

In 1865, George and Sarah Jane Griffen sold their 80 acre farm to John S. Antrim for $6,500 (Westchester Liber 557, Page 135).[3] The deeds identifies Antrim as a resident of Brooklyn at the time of the initial sale. The 1870 Federal census describes Antrim as a 53-year-old farmer and builder who was a native of New Jersey and who owned $10,000 in real estate. Antrim lived with his wife, Hannah C. Antrim, who is identified in the 1870 census only as Mrs. J. Antrim, their three children, and a 12-year-old domestic servant named Mary A. Diwan. John S. and Hannah C. Antrim sold a 20-acre area in the western portion of their farm to Edward Middleton in 1868 (Westchester Liber 700, Page 61).[4] The Middleton property is not depicted on Beers atlases of North Castle published in 1867, 1868, and 1872 (see **Figure 6**). All three maps depict only the home of "J.S. Antram [sic]" along the western side of King Street.

John S. and Hannah C. Antrim sold the remaining portion of their farm, now measuring 60 acres, to Jacob Story (also spelled Storey) in 1874 (Westchester Liber 872, Page 52) and the Story family would occupy the property for the next several decades. In 1888, Jacob and Maria Story sold the property to Charles H Story (Westchester Liber 1288, Page 394). The 1881 Beers map identifies "Storey" as the occupant of the home along the western side of King Street and continues to indicate that no other developed properties were located in the vicinity. Similarly, the 1891 USGS map (see **Figure 4**) depicts only the Story home within the Project Site and the 1893 Bien atlas identifies the 60-acre parcel as the property of "Chas. Story." Only one household occupied by members of the Story family in North Castle was recorded in the 1880 census, that of Charles H. Story, who is identified as a farmer. Charles lived with his wife, Sarah A. Story, and their three children.

Charles Story died in 1894 and 3 years later his heirs, including Sarah A. Story and her children, sold the 60-acre farm to Thomas D. Penfield of Manhattan for the price of "one dollar (and other good and

[3] A second deed dated 1869 (Westchester Liber 842, Page 184) appears to indicate that Anna B. Howard granted the same property to Hanna C. Antrim.

[4] The deed that recorded the 1868 sale references an 1867 map of the property made by Oliver A. Hyatt, but such a map could not be located.

valuable consideration)" (Westchester Liber 1453, Pages 468 and 472) and Penfield is identified as the owner on the 1900 Hyde atlas of Westchester. The Penfield home was included within the 1900 Federal census. At that time, the home was occupied by Thomas Penfield, a 52-year-old farmer, his 25-year-old wife, Mabel, and their infant son. The family shared their home with two laborers who may have worked on the farm: Theodore Robinson, who was of African descent, and John Powers, who was Irish, as well as an American servant named Phebe Bennett.

C. EARLY 20TH CENTURY OCCUPATION OF THE PROJECT SITE

Thomas Penfield sold the 60 acre estate to William W. Penfield in 1902, again for one dollar, (Westchester Liber 1730, Page 430) and William W. and Jean N. Penfield immediately sold it to Emil and Marie Weber of the Town of Bedford 3 years later for $100 and "other considerations" (Westchester Liber 1731, Page 355). The Weber family would continue to reside on the property for decades in the first half of the 20th century and were responsible for the subdivision of the larger 60-acre farm. The Weber family was recorded as residents of North Castle in the 1900 census, at which time the house was occupied by Emil, a German farmer; Marie, who is identified as a German native who ran a boarding house for summer boarders (possibly farm laborers); their three children, two of whom worked on the farm; and James Terry, a "hired man" who worked as a farm laborer. The same individuals, minus the Weber's daughter, are identified as the home's residents in the 1920 census, which is the first to indicate that the home was on King Street.

The 1908 Hyde atlas depicts the Project Site across two different plates and the site does not appear to be depicted in its entirety. The northern portion is shown as the property of Emil Weber, which is depicted to the south of a smaller parcel owned by Otto A. Hartmann. Hartmann was the president of the North Castle Real Estate Company and owned numerous large tracts of land in the area (*The Sun* 1919). No buildings are shown on the Weber property, but the connecting page depicts what may be the former Griffen/Story/Penfield home although the map labels it with the name "Meyer."

D. THE CONSTRUCTION OF RESERVOIRS AND WATERWORKS

The landscape of the Kensico and North Castle area was greatly changed as a result of the construction of the Kensico Reservoir and associated waterworks in the late 19th and early 20th centuries. The first dam near the village of Kensico was constructed in 1885 as part of early attempts to bring fresh water from upstate New York to New York City via a vast network of aqueducts and reservoirs (Miller 1975). This resulted in the creation of a lake in areas formerly occupied by a portion of the village (ibid). A USGS map published in 1899 reflects the inundation of the areas immediately to the west and south of the Project Site. Between 1909 and 1917, a larger dam with associated infrastructure and access routes was constructed that reached heights of 128 feet above ground and extended to below-ground depths of 180 feet, dramatically changing the landscape of the area and flooding formerly habitable land, creating the network of lakes and waterways that is seen in the area to this day (ibid). Following the construction of the dam, the water levels rose by more than 100 feet (Martin 1983). The Project Site was located immediately east of the land acquired by the City of New York for reservoir-related construction efforts.

The 1911 Bromley atlas (see **Figure 7**) similarly does not depict any buildings within the Project Site and identifies Hartmann as the owner of the Project Site, which is depicted as a separate property for the first time. A dashed line on the map appears to depict a road near the northern end of the Project Site, although his was likely an older road as Cooney Hill Road was relocated at some point in the early 20th century (Miller 1975). On July 13, 1912, the *Eastern State Journal* reported that Emil Weber had been granted a mortgage for a 24.620-acre parcel at the corner of Cony [sic] Hill Road and King Street by Hartmann and one week later on July 20, the paper reported that Hartmann conveyed to Weber a parcel at the southwest corner of Coney [sic] Hill Road and King Street. It therefore appears that the two families passed land in

the vicinity of the Project Site back and forth as census records do not indicate that Hartmann was a resident of North Castle in either 1910 or 1920.

The 1930 Hopkins atlas is the first to clearly depict both property boundaries and show building footprints in the vicinity of the Project Site (see **Figure 8**). The Project Site is shown within a 39-acre parcel owned by Emil Weber. Six buildings were constructed on the property at that time: two wood-frame buildings along the western side of King Street near the southern side of the Project Site and four buildings that are identified in the map's key as garages, barns, or sheds, three of which were located in close proximity to the farmhouse and one of which was located on the western side of King Street near the northern end of the Project Site. The 1930 census includes an entry for the Weber home on King Street. The "head" of the house as identified in the census was Edwin Weber, who appears to have taken over his father's farm. Edwin lives with his wife, Mildred, his two daughters, his parents Emil and Marie Weber, and James Terry, the farm laborer who had resided with the family for several decades. Emil Weber continued to own the property at that time. Adjacent to the family in the census ledger were homes inhabited by other families and individuals who worked as farm hands, gardeners, herders, or other agricultural professions and who may have resided on the Weber property, perhaps in the summer boarding house previously referenced. The 1940 census does not identify street names, but continues to identify Edwin Weber as the head of house and a farmer and indicates that he resided with his wife, Mildred, and their four children. A 1942 map of North Castle by Dolph and Stewart continues to depict Edwin Weber as the property's owner.

E. REDEVELOPMENT OF THE SITE IN THE SECOND HALF OF THE 20TH CENTURY

Few maps were published in the second half of the 20th century that clearly depict conditions on the Project Site, however, a number of aerial photographs were taken during this time period that are posted on the "Mapping Westchester" database maintained by Westchester County.[5] The earliest photo, taken in 1947, continues to depict the site as farmland. The extreme northwestern end was wooded and sloped down to the west towards the reservoir. The remainder of the northern portion of the Project Site was divided into parcels, some of which were planted with what appears to have been an orchard. Several structures were present along the western side of King Street in the northern half of the site. The southern portion of the site was similarly divided into farm parcels and was developed with a series of buildings in locations similar to those seen on the 1930 Hopkins atlas. USGS maps of the area published in 1944 and 1951 depicts orchard in the same location as those seen on the 1947 aerial photograph and the 1944 map appears to depict some of the internal divisions between different portions of the farm as stone walls. The 1951 USGS map also identifies one of the buildings in the southern portion of the property as "Associated Press Radio Sta." An aerial photograph taken in 1960 depicts the southern portion of the site in a similar manner. However, the northern portion had been subdivided and developed with a number of houses. These houses are also shown on a 1960 USGS map.

By the time the 1990 aerial photograph was taken, a portion of the MBIA campus, including the northern office building and its adjacent parking lot and the large pond located at the southwest corner of the site, had been constructed at the southern end of the Project Site. The farmhouse located at the southeastern corner of the site was still present. By the time another photograph was taken in 2000, the existing garage to the west of the former farmhouse was constructed, as were the parking garage and southern building on the MBIA campus. No changes are depicted on an aerial taken in 2004, but by 2007, tennis courts had been constructed at the northern end of the MBIA campus and the majority of the houses in the northern portion of the Project Site had been demolished, leaving the Project Site in the condition in which it is seen today.

[5] https://giswww.westchestergov.com/gismap/

Chapter 5: Conclusions and Recommendations

A. CONCLUSIONS

As part of the background research for this Phase 1A Study, various primary and secondary resources were analyzed, including historic maps and atlases, building records, and other historical documents. The information provided by these sources was analyzed to reach the following conclusions described below.

SITE DISTURBANCE CHARACTERIZATION

The southern portion of the Project Site, the former MBIA campus, has experienced the most extensive disturbance as a result of the construction of the existing office buildings, parking garage, decorative pond, tennis courts, and utilities/subsurface infrastructure. While utilities, paved driveways, and a parking garage surround the early 19th century farmhouse located within the MBIA campus, the full extent to which the area surrounding the house has been disturbed is unknown. Additional disturbance would also have occurred in the northern portion of the site as a result of the construction and demolition of more than one dozen houses between the mid-20th century and the early 21st century. However, some areas within the residential properties may not have been fully disturbed.

PRECONTACT ARCHAEOLOGICAL SENSITIVITY ASSESSMENT

In general, Native American habitation sites in the northeastern United States are correlated with level topography (typically less than 12 to 15 percent slopes), access to natural resources such as fresh water and lithic source material, and well-drained soils (NYAC 1994). The potential presence of Native American activity near a project site can also be predicted by the presence of previously identified resources in the vicinity. However, precontact archaeological sites tend to be relatively shallow, often within 5 feet of the original ground surface. Multiple Native American sites used for short- and long-term occupation were previously reported in the vicinity of Rye Pond, which was located a short distance to the south of the Project Site. It is therefore highly likely that some Native American activity occurred in the more level portions of the Project Site (i.e., those areas with slopes less than 12 percent). In the vicinity of the former MBIA campus, the original ground surface appears to have been extensively disturbed as a result of the construction of the existing office buildings, the large decorative pond, infrastructure, and other features such as tennis courts. That portion of the site is determined to have no sensitivity for precontact archaeological resources. However, portions of the ground surface in the northern portion of the site have been disturbed as a result of the construction and demolition of homes. The extent to which these level areas has been disturbed as a result of the construction and demolition of homes is not yet known. Therefore the northern portion of the Project Site (see **Figure 9**) is determined to have low to moderate sensitivity for precontact archaeological resources.

HISTORIC ARCHAEOLOGICAL SENSITIVITY ASSESSMENT

The earliest map-documented structure on the Project Site was located at its southern end and may be the same farmhouse that is currently located on the former MBIA campus. Several outbuildings (identified on the 1911 Bromley atlas as garages, sheds, or barns) are known to have been situated in the vicinity of the

house in the late 19th and early 20th centuries. Other farm-related structures were located along the western side of King Street in the northern portion of the Project Site. Prior to the construction of residential homes on the property in the late-20th century, the northern portion of the Project Site was occupied almost entirely by farmland and orchards. The areas of highest historic period archaeological sensitivity, in the vicinity of the former MBIA campus, are also the most disturbed. The area surrounding the historic farmhouse on the property is determined to have low to moderate sensitivity for 18th or 19th century shaft features (e.g., privies, cisterns, or wells) that would have been used by the residents of the home before the advent of indoor plumbing and septic systems. Such features were often filled with domestic refuse following the period of their active use. The remainder of the site is determined to have low sensitivity for historic period archaeological resources.

While historic period archaeological sensitivity has been identified in the vicinity of the farmhouse, project-related impacts in that area are not expected to impact the types of features that are thought to potentially be in that area (e.g., shaft features). The majority of disturbance in this area is expected to be associated with the construction of the expanded parking lot, for which proposed disturbance is expected to be within 1.5 feet of the existing ground surface. Disturbance associated with the installation of new lighting and associated feeder lines will be located more than 50 feet from the farmhouse. Also, as shown in the proposed project plans included as **Appendix B**, the areas of deeper disturbance where subsurface infiltration systems will be constructed to the northeast of the historic farmhouse (in what was historically the home's front yard) and the other would be located more than 100 feet to the northwest of the farmhouse. Shaft features are not expected to have been located in the front yard of the home, adjacent to a major road, nor are they expected to have been located at distances of more than 100 feet from the home.

B. RECOMMENDATIONS

Phase 1B archaeological testing is recommended in the northern portion of the Project Site as indicated on **Figure 9**. The testing should be designed to confirm the presence or absence of precontact archaeological resources within the Project Site. Testing is not recommended in areas that have been graded or paved or in areas with slopes greater than 12 percent. It is recommended that the Phase 1B testing be implemented in the northern portion of the Project Site once the Applicant is prepared to seek site plan approval from the Town, the project design is finalized, and the limits of disturbance associated with the Proposed Project are known. This would allow testing locations to be determined based on the location of project impacts as compared to areas of known disturbance.

No testing is currently proposed in the vicinity of the historical farmhouse, however, if project plans change that would result in more substantial disturbance (e.g., greater than 1.5 to 2 feet below the existing ground surface) to the areas in immediate proximity of the home, archaeological testing might be needed in consultation with OPRHP.

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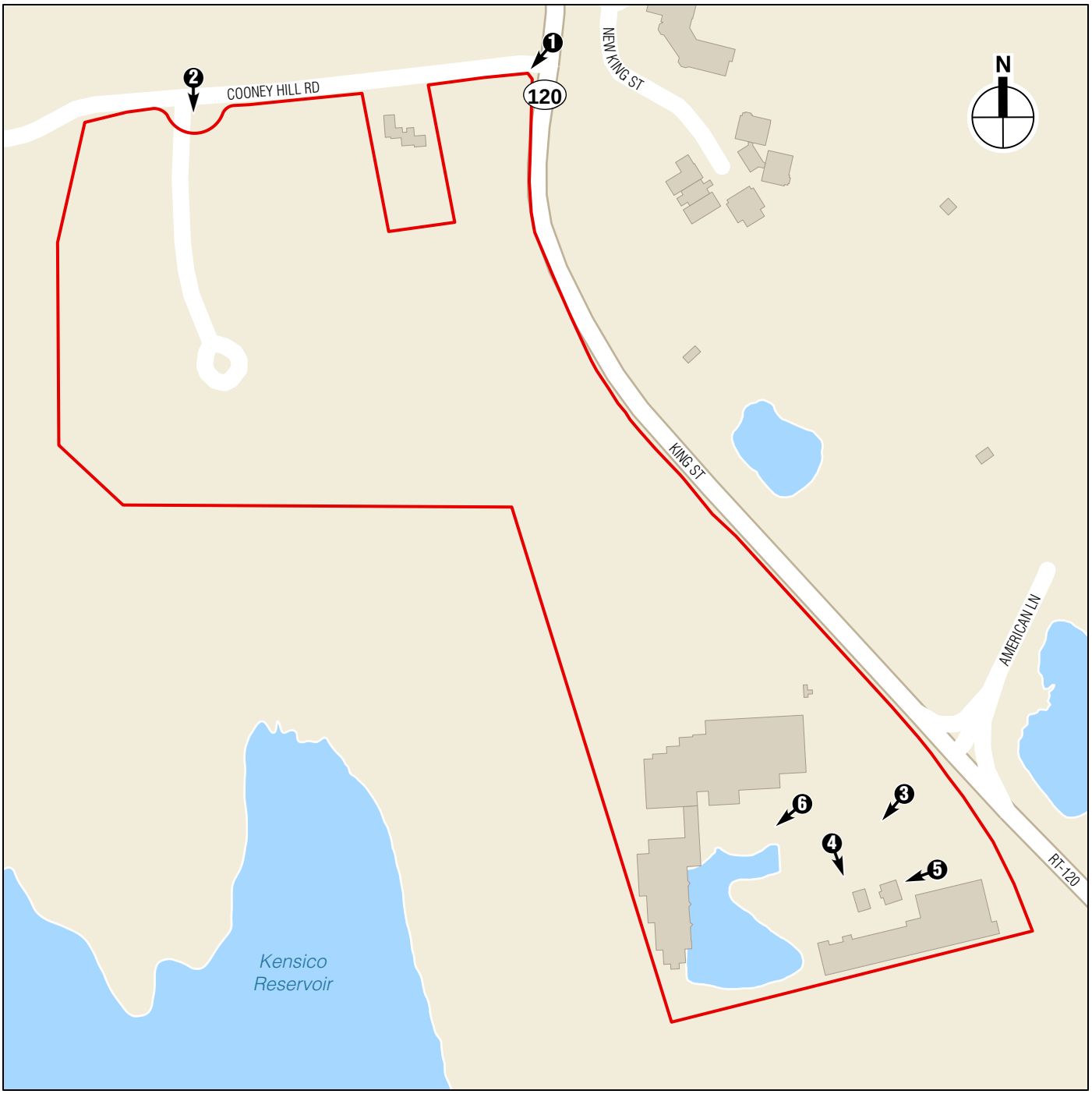
Figures

6.24.19



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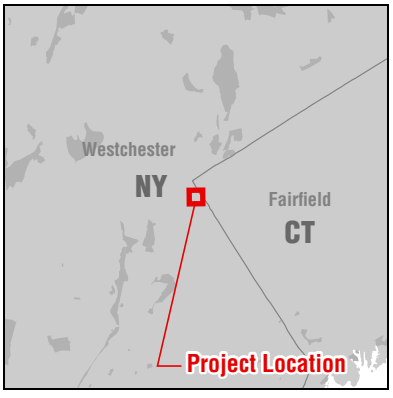
Project Site

Photo View Direction and Reference Number



Project Location

113 KING STREET

Figure 1

6.24.19

Aerial Map

113 KING STREET

Figure 2

6.24.19

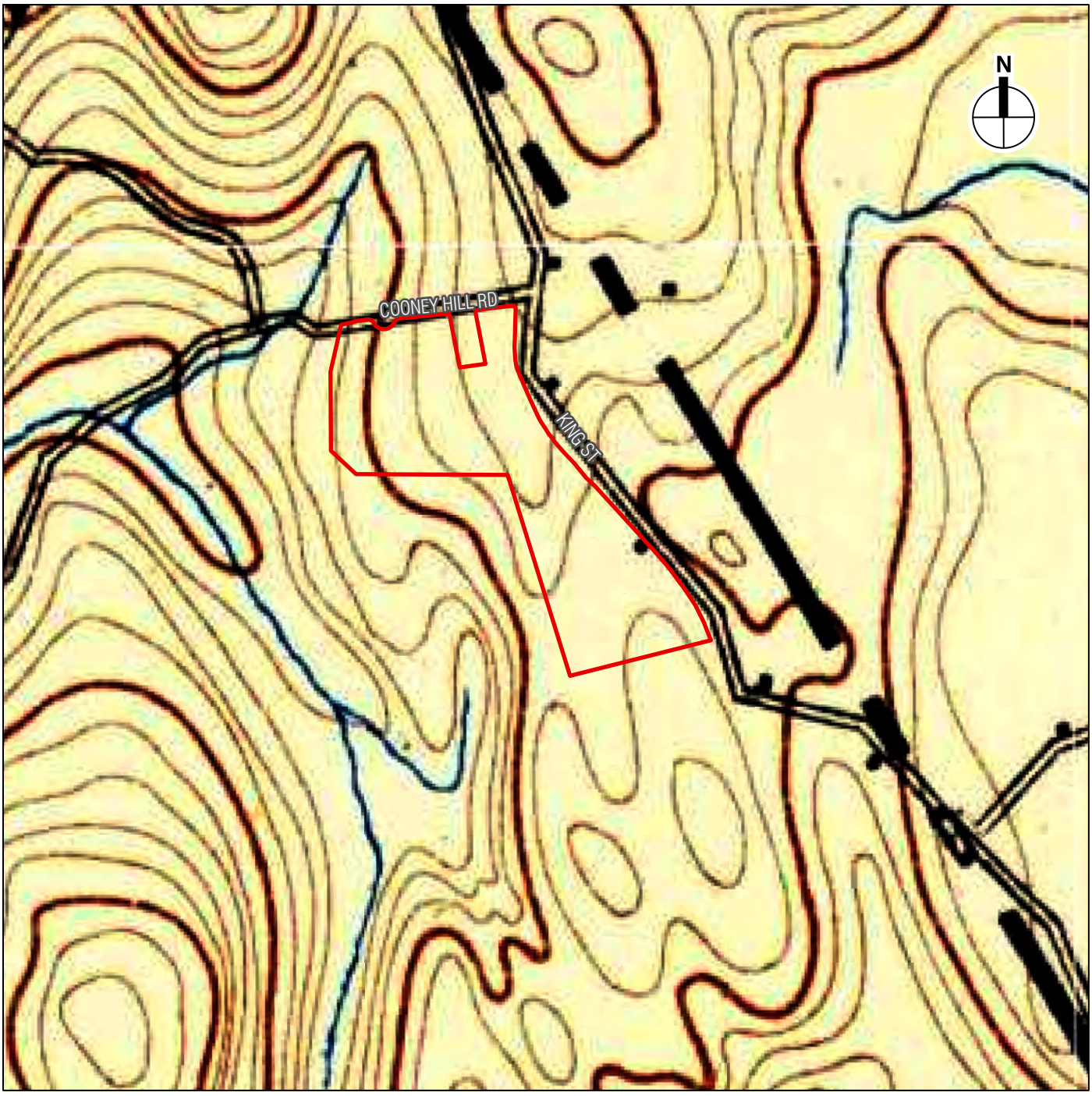
Source: Perkins-Eastman; JMC Site Development Consultants

Proposed Site Plan

Figure 3

113 KING STREET

6.24.19



Project Site

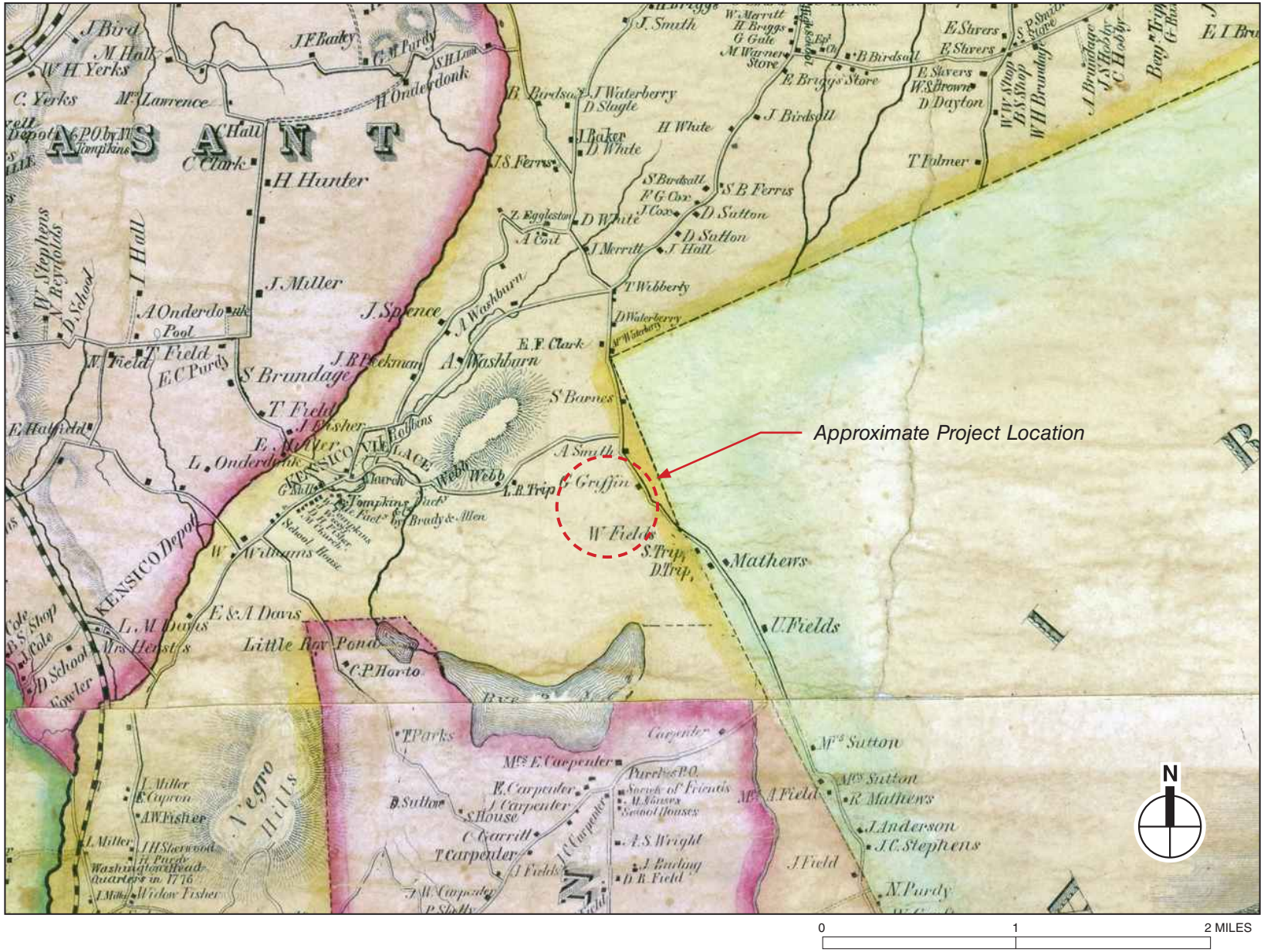
0 1,000 FEET

1892 USGS Map

113 KING STREET

Figure 4

6.25.19

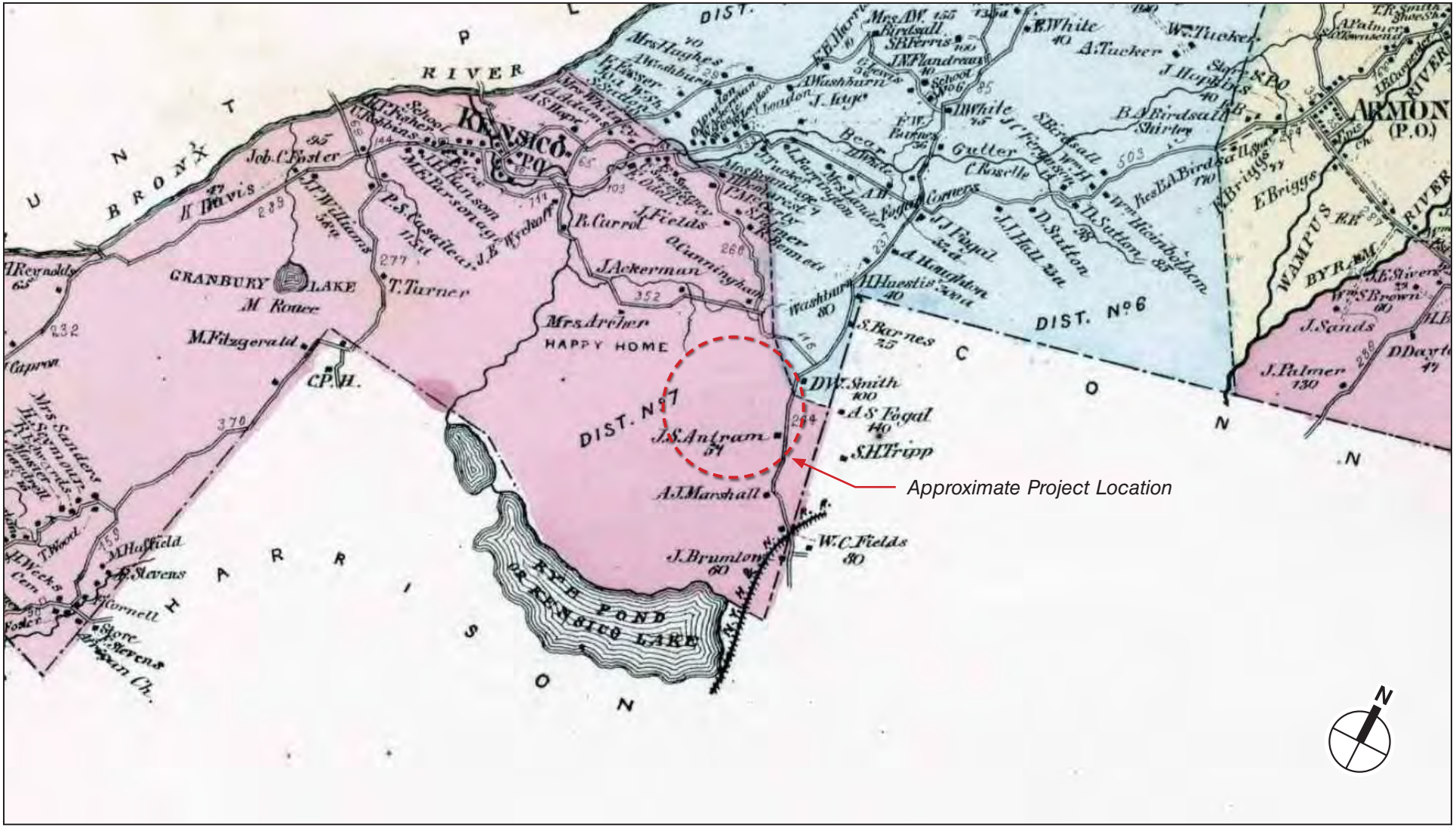


1851 Sidney and Neff Map

113 KING STREET

Figure 5

6.25.19



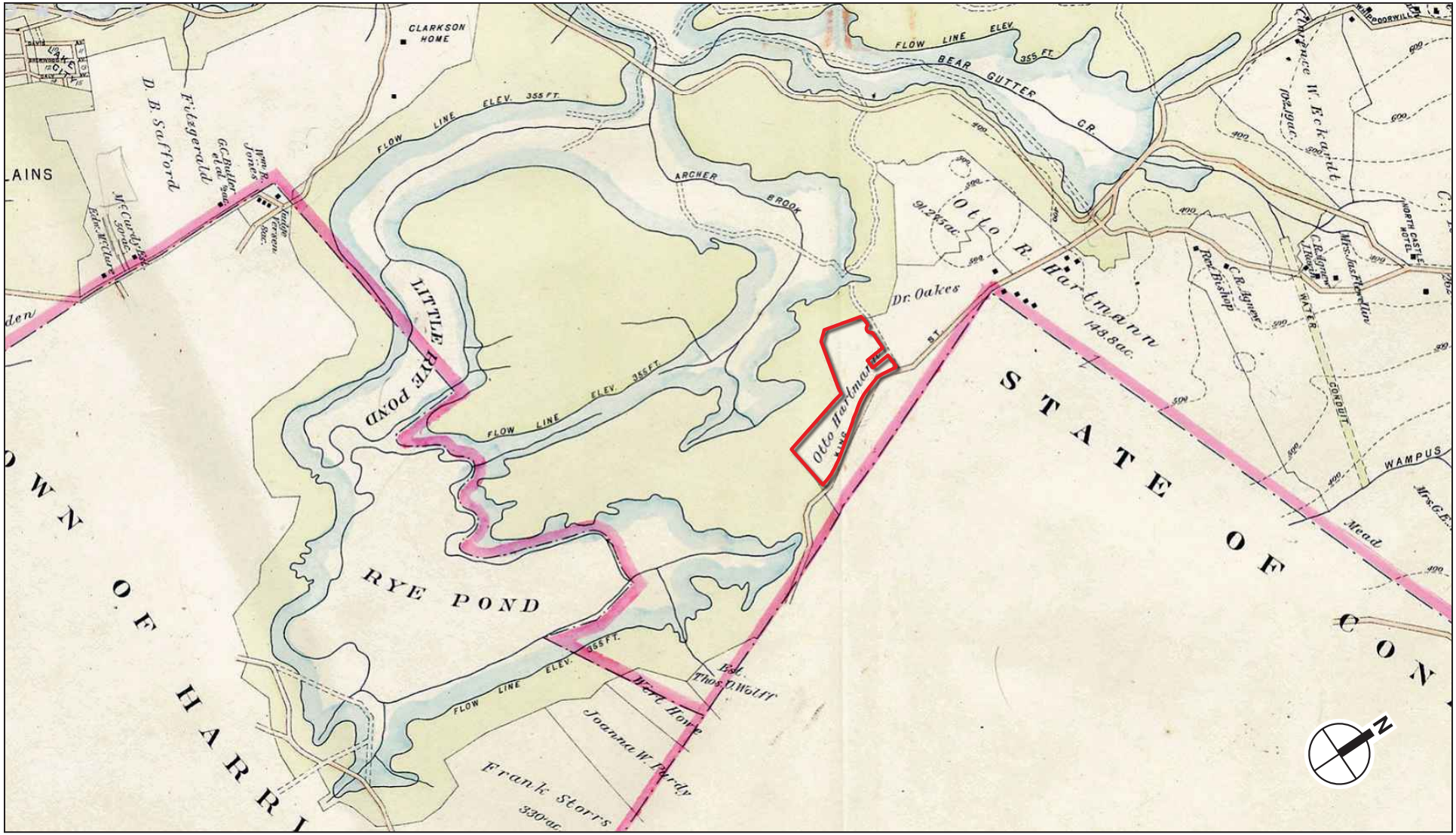
NOT TO SCALE

1872 Beers Map

113 KING STREET

Figure 6

6.25.19



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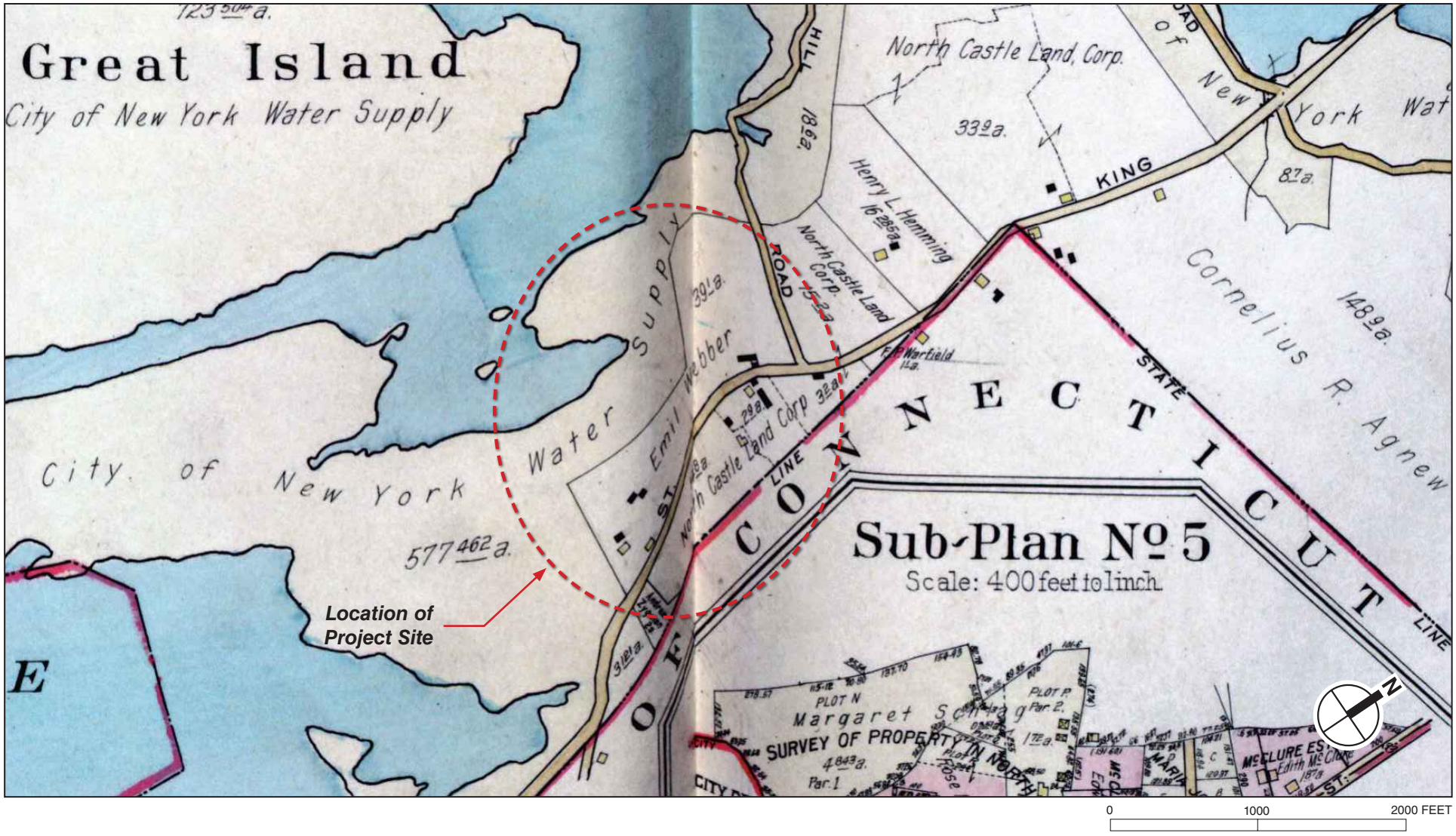
Project Site

1911 Bromley Atlas

113 KING STREET

Figure 7

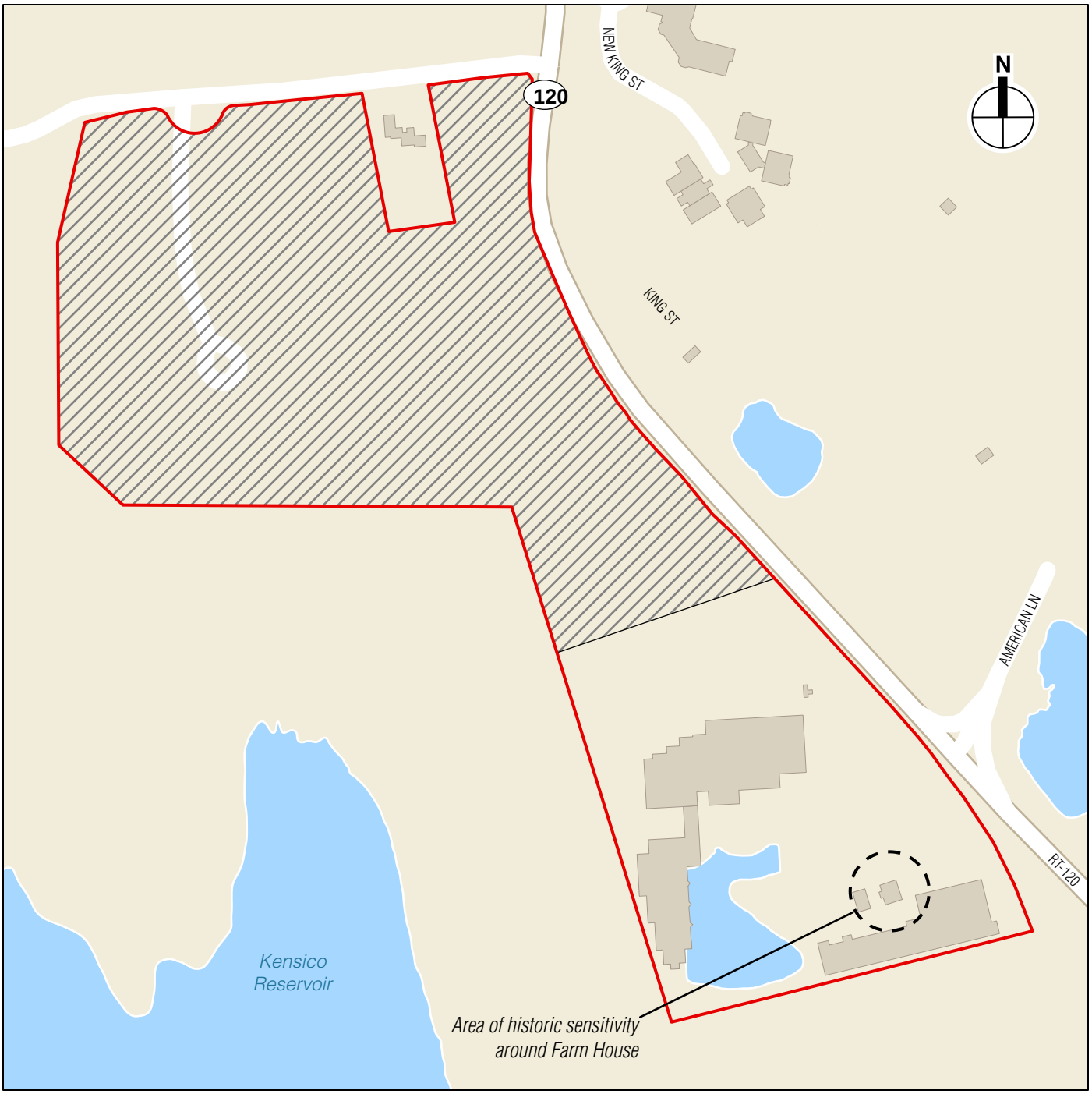
6.25.19



1930 Hopkins Atlas

113 KING STREET

Figure 8



Area of Archeological Sensitivity

113 KING STREET

Figure 9

Photographs

Looking southwest at the stone wall lining the northern side of the project site at the intersection of King Street and Cooney Hill Road **1**

View south from Cooney Hill Road at former driveway leading to former residential structures in the northwestern portion of the project site **2**

View from the driveway leading to the former MBIA campus, showing grade changes and the 19th century farmhouse at left **3**

Showing the northern facades of the 19th century farmhouse and the adjacent garage, constructed in the late 20th century **4**

The front façade of the 19th century farmhouse **5**

The decorative pond and an office building on the former MBIA campus **6**

Appendix A: Summary of Documentary Records

Table A-1
Summary of Historical Conveyance Records

Date of Document	Grantor	Grantee	Liber	Page	Size of Property
3/9/1813	John and Ester Griffen	John J. Griffen	51	201	Not indicated in deed
3/19/1846	Isaiah and Mary Quinby and Eliza Griffen (heirs of John J. Griffen)	George Griffen	113	419, 421	80 acres
4/1/1865	George and Sarah Griffen	John S. Antrim	557	135	80 acres
9/2/1868	John S. Antrim	Edward Middleton	700	61	20 acres
9/23/1869	Anna B. Howard	Hannah C. Antrim	842	184	60 acres
8/27/1874	Hannah C. and John Antrim	Jacob Story	872	52	60 acres
9/8/1888	Jacob and Maria Story	Charles H. Story	1288	394	60 acres
3/12/1897	Heirs of Charles H. Story	Thomas D. Penfield	1453	468, 472	60 acres
9/7/1902	Thomas D. and Mabel Penfield	William W. Penfield	1730	430	Not indicated in deed
12/26/1905	William W. and Jean Nelson Penfield	Emil Weber	1731	355	60 acres

Sources:
Conveyance records and Liber books accessed through the Westchester County Clerk's Records Online system (https://wro.westchesterclerk.com).

Table A-2
Summary of Census Records, 1850-1940

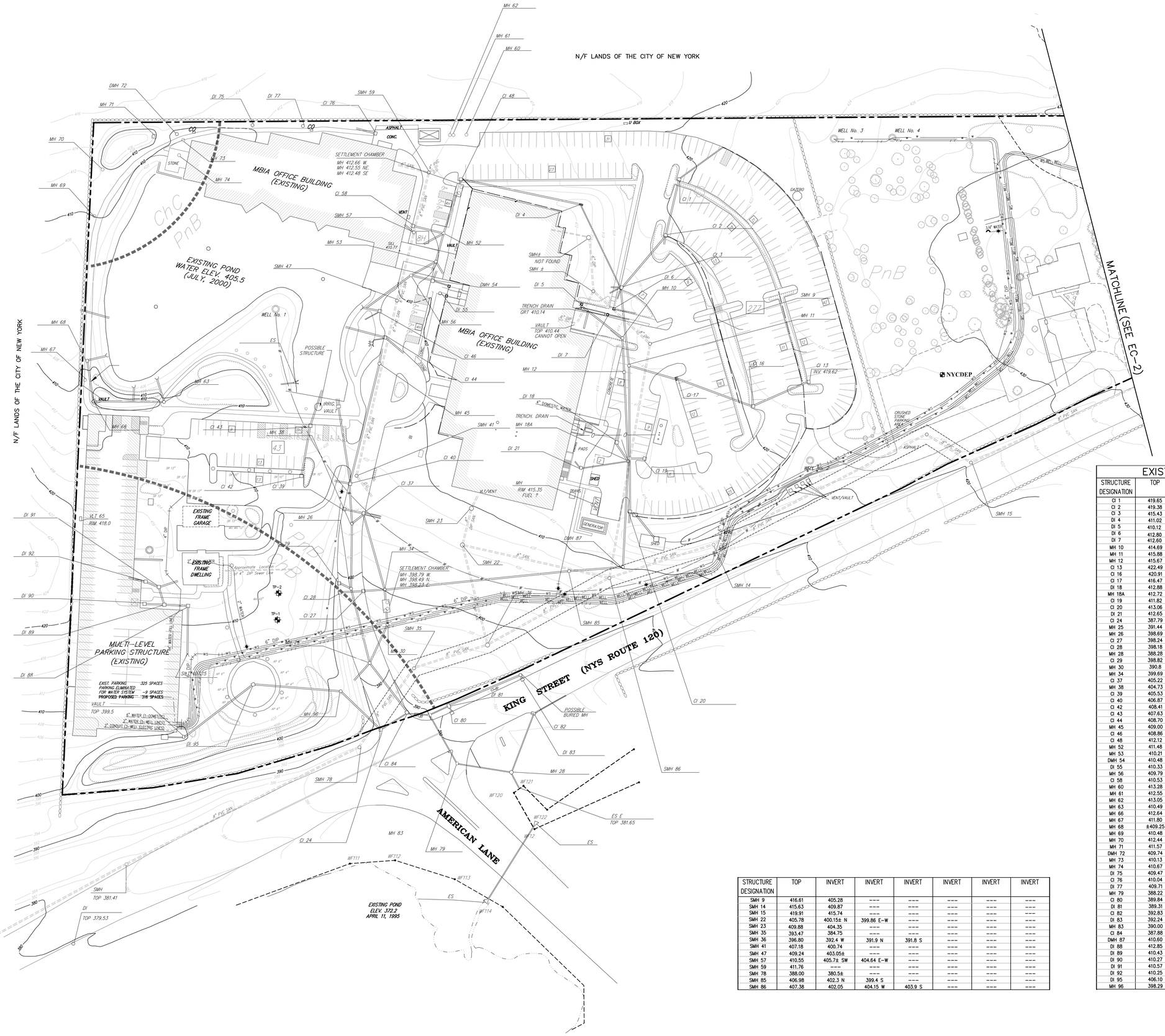
Year	Address	First Name	Last Name	Age	Gender	Race**	Occupation	Place of Birth	Other
1850	North Castle, NY	George	Griffen	27	M		Farmer	America	Real Estate value = $9,000
1860	North Castle, NY (House 137, Family 147)*	Sylvanus	Curry	33	M				
		Elizabeth	Curry	23	F				
		Mary E.	Curry	9	F				
		Infant	Curry	1 mo.	F				
		George	Griffen	27	M				Real Estate value = $5,000, Personal Estate = $1,000
		Sarah J.	Griffen	28	F			CT	
		Samantha	Griffen	1	F			CT	
		Francis	Adams	13	M			CT	
	North Castle, NY (House 455, Family 485)*	George	Griffen	37	M		Farmer	NY	Real Estate value = $5,000, Personal Estate = $1,000
		Sarah G.	Griffen	28	F			CT	
		Adelaide	Griffen	1	F			NY	
		Frances	Adams	13	F			NY	
		Stephen	Farington	14	M			NY	
1870	North Castle, NY	John S.	Antrim	53	M	White	Farmer & Builder	NJ	Real Estate value = $10,000, Personal Estate = $860
		Mrs. J.	Antrim	53	F	White		PA	
		Mary B.	Antrim	20	F	White		PA	
		Carrin	Antrim	11	F	White	Attd School	NY	
		Ella	Antrim	17	F	White	Attd School	NY	
		Mary A.	Diwan	12	F	White	Servant Girl	NY	

Table A-2 (continued)
Summary of Census Records, 1850-1940

Year	Address	First Name	Last Name	Age	Gender	Race	Occupation	Place of Birth	Other
		Charles H.	Story	30	M	White	Farmer	NY	
		Sarah A.	Story	28	F	White	Keeping House	NY	
		Eva M.	Story	8	F	White	Attending School	NY	
	North Castle,	Nellie M.	Story	6	F	White	Attending School	NY	
1880	NY	Mattie B.	Story	4	F	White		NY	
		Thomas D.	Penfield	52	M	White	Farmer	NY	Owns property
		Mabel	Penfield	25	F	White		NY	
		George J.	Penfield	5 mo.	M	White		NY	
		Theodore	Robinson	22	M	Black	Farm Laborer	NY	
	North Castle,	Phebe	Bennett	42	F	White	Servant	NY	Cannot read or write
1900	NY	John	Powers	35	M	White	Farm Laborer	Ireland	Cannot read or write
		Emil	Weber	56	M	White	Farmer-General Farm	Germany	Owns farm
		Marie	Weber	54	F	White	Boarding House-Summer Boarders	Germany	
		Emil	Weber	26	M	White	Laborer-Home Farm	NY	
		Edward	Weber	18	M	White	Laborer-Home Farm	NY	
		Anna	Weber	16	F	White	None	NY	
	North Castle,	James	Terry	53	M	White	Hired Man/ Farm laborer	NY	
1910	NY								
		Emil	Weber	67	M	White	Farmer	Germany	Owns farm
		Marie	Weber	62	F	White	None	Germany	
	Farm on King	Emil	Weber	37	M	White	Farm Laborer	NY	
	Street, North	Edward	Weber	28	M	White	Farm Laborer	NY	
1920	Castle, NY	James	Terry	62	M	White	Farm Laborer	NY	
		Edwin	Weber	38	M	White	Farmer	NY	Rents home
		Mildred	Weber	23	F	White	None	NY	
		Marie	Weber	4	F	White	None	NY	
		Claire	Weber	2	F	White	None	NY	
		Emil	Weber	77	M	White	Farmer	Germany	Owns home
	King Street,	Marie	Weber	75	F	White	None	Germany	
	North Castle,	James	Terry	75	M	White	Farm Hand	NY	Lived in same house in 1935
1930	NY								
		Emil	Weber	48	M	White	Farmer on own farm	NY	
		Mildred	Weber	33	F	White	Housewife	NY	
		Marie	Weber	14	F	White		NY	
		Claire	Weber	12	F	White		NY	
	North Castle,	Edwin Jr.	Weber	8	M	White		NY	
1940	NY	Shirley	Weber	4	F	White		NY	

Notes:
*The Griffen family appears to be listed twice in 1860 census records, with minor differences in the two entries; the second listing, in which the family occupies their own home, appears to be correct while the first listing, in which the family resided with the family of Stephen Curry (other Curry family members living in the same home but a different census household have been omitted from this summary) appears to be inaccurate.
**Racial categories are represented using terms defined in the census.
Sources:
Federal census records accessed through Ancestry.com

Appendix B: Project Plans



SOILS TABLE

PnB	PAXTON FINE SANDY LOAM
CsD	CHATFIELD–CHARLTON COMPLEX
CrC	CHARLTON–CHATFIELD COMPLEX
PnC	PAXTON FINE SANDY LOAM

EXISTING DRAINAGE STRUCTURE SCHEDULE

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT	INVERT
CI 1	419.65	417.0 NW	416.5 E	---	---	---	---
CI 2	419.38	415.5 W	415.8 E	415.6 E	---	---	---
CI 3	415.43	410.63 NW	407.58 24" E	410.35 6" E	407.7 6" E	407.65 8" SE	407.55 24" SW
DI 4	411.02	408.4± E	407.8 E	407.0 NE	406.9 S	408.1 WATER	---
DI 5	410.12	408.0±	---	---	---	---	---
DI 6	412.80	411.8	---	---	---	---	---
DI 7	412.60	411.6±	---	---	---	---	---
MH 10	414.69	406.77	---	---	---	---	---
MH 11	415.88	408.0 NE	407.9 E	407.95 W	---	---	---
MH 12	415.67	406.43 W	404.5 E	407.8 SE	---	---	---
CI 13	422.49	419.62	---	---	---	---	---
CI 16	420.91	416.98 N	416.77 SW	---	---	---	---
CI 17	416.47	412.76 NE	412.67 SW	---	---	---	---
DI 18	412.88	406.3	---	---	---	---	---
MH 18A	412.72	405.35± E-W	405.8 SW	---	---	---	---
CI 19	411.82	408.3 N	409.2 WATER	408.94 S	---	---	---
CI 20	413.06	410.2± W	410.3± E	409.9 SILT	---	---	---
DI 21	412.65	410.33 S	409.95 SILT	409.45 N	---	---	---
CI 24	387.79	384.86 N	385.4 SW	---	---	---	---
MH 25	391.44	386.17 S	385.96 W	387.69 NW	385.61 E	---	---
MH 26	398.69	389.95 W-E	396.1 SW	---	---	---	---
CI 27	398.24	393.69 S	393.81 N	---	---	---	---
CI 28	398.18	394.51	---	---	---	---	---
MH 28	388.28	379.00 (IN)	379.00 (OUT)	---	---	---	---
CI 29	398.82	397.06 NE	397.2 SILT	---	---	---	---
MH 30	390.8	393.1	---	---	---	---	---
MH 34	399.69	394.1± S	394.1± W	394.4± N	394.2± E	---	---
CI 37	405.22	403.12 S	402.62 SW	402.80 E	403.7± 4" PVC	---	---
MH 38	404.73	399.30 NW	391.9 W	392.0 E	---	---	---
CI 39	405.53	403.66	---	---	---	---	---
CI 40	406.87	400.7 W	400.9 S	---	---	---	---
CI 42	408.41	---	---	---	---	---	---
CI 43	407.63	---	---	---	---	---	---
CI 44	408.70	406.5 12" S	406.4 NE	407.65± 4" S	---	---	---
MH 45	409.00	403.4± E	403.5± W	---	---	---	---
CI 46	408.86	405.1± 30" S	407.3± 4" S	---	---	---	---
CI 48	412.12	407.00 (IN)	405.86 (OUT)	---	---	---	---
MH 52	411.48	407.31 15" S	406.83 4" SE	405.7 30"	---	---	---
MH 53	410.21	406.18 NE	406.05 E	405.6 30"	---	---	---
DMH 54	410.48	407.65 S	407.45 W	---	---	---	---
DI 55	410.33	---	---	---	---	---	---
MH 56	409.79	405.2 NE	405.9± N	405.2 SE	---	---	---
CI 58	410.53	408.35	---	---	---	---	---
MH 60	413.28	---	---	---	---	---	---
MH 61	412.55	---	---	---	---	---	---
MH 62	413.05	410.2 NW	406.0 S	406.0 E	---	---	---
MH 63	410.49	---	---	---	---	---	---
MH 66	412.64	410.24	---	---	---	---	---
MH 67	411.80	---	---	---	---	---	---
MH 68	±409.25	409.05	---	---	---	---	---
MH 69	410.48	---	---	---	---	---	---
MH 70	412.44	---	---	---	---	---	---
MH 71	411.57	---	---	---	---	---	---
DMH 72	409.74	---	---	---	---	---	---
MH 73	410.13	---	---	---	---	---	---
MH 74	410.67	---	---	---	---	---	---
DI 75	409.47	---	---	---	---	---	---
CI 76	410.04	407.25	---	---	---	---	---
DI 77	409.71	---	---	---	---	---	---
MH 79	388.22	380.85 (IN)	380.85 (OUT)	---	---	---	---
CI 80	389.84	386.0	---	---	---	---	---
DI 81	389.31	385.84 E	385.43 N	385.31 S	---	---	---
CI 82	392.83	389.23	---	---	---	---	---
DI 83	392.24	388.30	---	---	---	---	---
MH 83	390.00	385.00 (IN)	382.00 (OUT)	---	---	---	---
CI 84	387.88	383.99	---	---	---	---	---
DMH 87	410.60	---	---	---	---	---	---
DI 88	412.85	408.23 S	408.29 E	---	---	---	---
DI 89	410.43	408.68 S	408.66 SW	408.64 N	---	---	---
DI 90	410.27	408.80	---	---	---	---	---
DI 91	410.57	408.87 S	409.03 N	409.80 E	---	---	---
DI 92	410.25	408.96 SW	408.80 N	---	---	---	---
DI 95	406.10	404.50 S	403.95 N	---	---	---	---
MH 96	398.29	394.7± S	394.8± N	---	---	---	---

EXISTING DRAINAGE STRUCTURE SCHEDULE

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT	INVERT
SMH 9	416.61	405.28	---	---	---	---	---
SMH 14	415.63	409.87	---	---	---	---	---
SMH 15	419.91	415.74	---	---	---	---	---
SMH 22	405.78	400.15± N	399.86 E-W	---	---	---	---
SMH 23	409.88	404.35	---	---	---	---	---
SMH 35	393.47	384.75	---	---	---	---	---
SMH 36	396.80	392.4 W	391.9 N	391.8 S	---	---	---
SMH 41	407.18	400.74	---	---	---	---	---
SMH 47	409.24	403.05±	---	---	---	---	---
SMH 57	410.55	405.7± SW	404.64 E-W	---	---	---	---
SMH 59	411.76	---	---	---	---	---	---
SMH 78	388.00	380.5±	---	---	---	---	---
SMH 85	406.98	402.3 N	399.4 S	---	---	---	---
SMH 86	407.38	402.05	404.15 W	403.9 S	---	---	---

APPROVED BY TOWN OF NORTH CASTLE PLANNING BOARD RESOLUTION, DATED _____

_____ DATE: _____
CHRISTOPHER CARTHY, CHAIR,
TOWN OF NORTH CASTLE PLANNING BOARD

ENGINEERING DRAWINGS REVIEWED BY TOWN CONSULTING ENGINEER

_____ DATE: _____
JOSEPH M. CERMELE, P.E.
KELLARD SESSIONS CONSULTING, P.C.
CONSULTING TOWN ENGINEER

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	Previous Editions Obsolete		

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www.jmcplic.com

EXISTING CONDITIONS
AIRPORT CAMPUS
PARKING IMPROVEMENT
113 KING STREET (NY RT 120)
TOWN OF NORTH CASTLE, NEW YORK

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

STATE OF NEW YORK — ANTHONY P. LOMANDO — LICENSED PROFESSIONAL ENGINEER

Drawn:	DK
Approved:	AG
Scale:	1" = 40'
Date:	09/21/2017
Project No:	15072
PARKING IMPROV. SITE_40[PIO005] EXIST.SCR	
Drawing No:	SP–2

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N/F LANDS OF THE CITY OF NEW YORK

WOODED

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WOODED

EXISTING OFFICE BUILDING

EXISTING OFFICE BUILDING

EXISTING FRAME BUILDING

EXISTING MULTI-LEVEL PARKING STRUCTURE

EXIST. PARKING 325 SPACES
PARKING ELIMINATED FOR WATER SYSTEM -9 SPACES
PROPOSED PARKING 316 SPACES

EXISTING LIGHTING STANDARD TO REMAIN (TYPICAL)

PROPOSED COVER OVER EXISTING WALK

PROPOSED LIGHT DUTY PAVEMENT

MEET EXISTING CURB

MEET EXISTING CURB

PROPOSED CONCRETE SIDEWALK

REMOVE PORTION OF EXISTING PARKING AREA, DRIVEWAY AND SIDEWALK

SEE LIGHTING LEVEL DETAIL (THIS SHEET)

EXISTING GARAGE TO BE DEMOLISHED

EXISTING BUILDING TO REMAIN

PROPOSED 94 SPACE ON-GRADE PARKING LOT EXPANSION

REMOVE EXISTING TREE (TYPICAL)

EXISTING TREE TO REMAIN (TYPICAL)

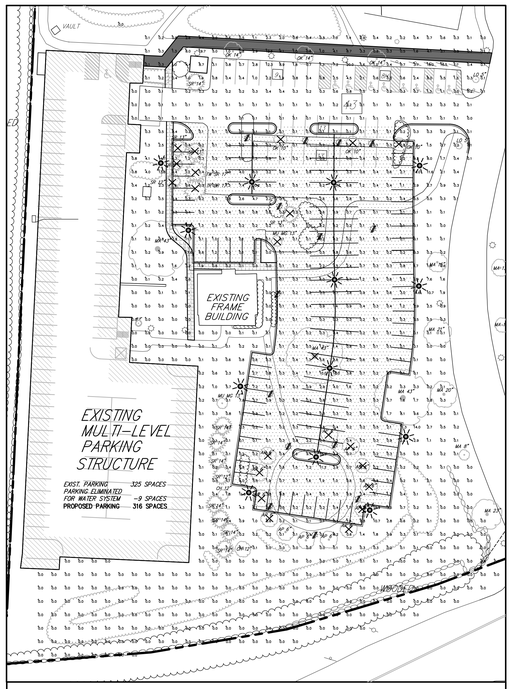
KING STREET (NYS ROUTE 120)

AMERICAN LANE

WF111 WF112 WF113 WF114 WF120 WF121 WF122 WF12

LAYOUT LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE OR CURB LINE
- EXISTING FENCE
- EXISTING TREE LINE
- PROPOSED CONCRETE CURB
- PROPOSED CONCRETE SIDEWALK
- PROPOSED LIGHT DUTY PAVEMENT
- EXISTING STONEWALL
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING PARKING SPACES WITH NUMBER OF SPACES INDICATED
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED
- PROPOSED LIGHT
- EXISTING LIGHT
- EXISTING LIGHT TO BE REMOVED



LIGHTING LEVEL DETAIL

(LIGHT LEVELS INDICATED IN FOOT CANDLES)

NOTE:

LIGHTING DESIGN BY WLS LIGHTING ON 07/27/2017.

LUMINAIRE SPECIFICATIONS

TYPE 1A LIGHTING STANDARD

MANUFACTURER: WLS

LUMINAIRE: WLS-288-100W-LED-4K-V-AE-CL TEAR

POLE HEIGHT: 12'-0"

NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CHECK AND VERIFY ALL ANCHOR BOLT DIMENSIONS (SIZE, BOLT CIRCLE, ETC.) WITH THE POLE MANUFACTURER PRIOR TO INSTALLATION OF THE FOUNDATIONS.
2. CHAMFER EXPOSED EDGES OF ALL FOUNDATIONS.

TOP SECTION OF GLOBE REMOVABLE FOR RELAMPING.

BALLAST MOUNTED WITHIN CAST ALUMINUM NECK.

LUMINAIRE

3/4" DIAMETER COPPER CLAD GROUND ROD (8'-0" LONG) FOR GROUND ROD CONNECTION

3" BOLT CIRCLE

ANCHOR BOLT

17" DIAMETER PORCELAIN HANDHOLE (WITH 8"x24") NO. AS REQUIRED

4 1/2" CONDUIT ENTRY

SECTION 'A-A'

ORNAMENTAL POLE TO BE CAST IRON

FACE OF CURB

2'-0" OR AS DIRECTED

CONCRETE FOUNDATION

LIGHT STANDARD ELEVATION

4" x 4" HANDHOLE

'A'

'A'

2"

2" BOLT PROJECTION

ANCHOR BOLTS (4) DIAMETER 1/2" LENGTH: 24" HOOK: 3"

12"

18"

24"

42"

CLASS A CONCRETE (3500 PSI)

GROUNDING ROD

UNDISTURBED GROUND

24"

POLE BASE AND FOUNDATION

DECORATIVE LIGHTING STANDARD

(Post Top Luminaire)

APPROVED BY TOWN OF NORTH CASTLE PLANNING BOARD RESOLUTION, DATED _____

_____ DATE: _____

CHRISTOPHER CARTHY, CHAIR,
TOWN OF NORTH CASTLE PLANNING BOARD

ENGINEERING DRAWINGS REVIEWED BY TOWN CONSULTING ENGINEER

_____ DATE: _____

JOSEPH M. CERMELE, P.E.
KELLARD SESSIONS CONSULTING, P.C.
CONSULTING TOWN ENGINEER

No.	Revision	Date	By
	Previous Editions Obsolete		

CLIENT: AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NEW YORK 10576

ATTORNEY: VENEZIANO & ASSOCIATES
64 BUSINESS PARK DRIVE, SUITE 200
ARMONK, NEW YORK 10504

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.
120 BEDFORD ROAD • ARMONK, NY 10504
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www.jmcpllc.com

LAYOUT PLAN
AIRPORT CAMPUS
PARKING IMPROVEMENT
115 KING STREET (NY RTE 120)
TOWN OF NORTH CASTLE, NEW YORK

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STATE OF NEW YORK — JOSEPH M. CERMELE — 071104 — LICENSED PROFESSIONAL ENGINEER

Drawn:	DK	Approved:	AG
Scale:	1" = 40'		
Date:	09/21/2017		
Project No:	15072		
PARKING IMPROV.	LAY	LAY.SCR	
Drawing No:	SP-4		

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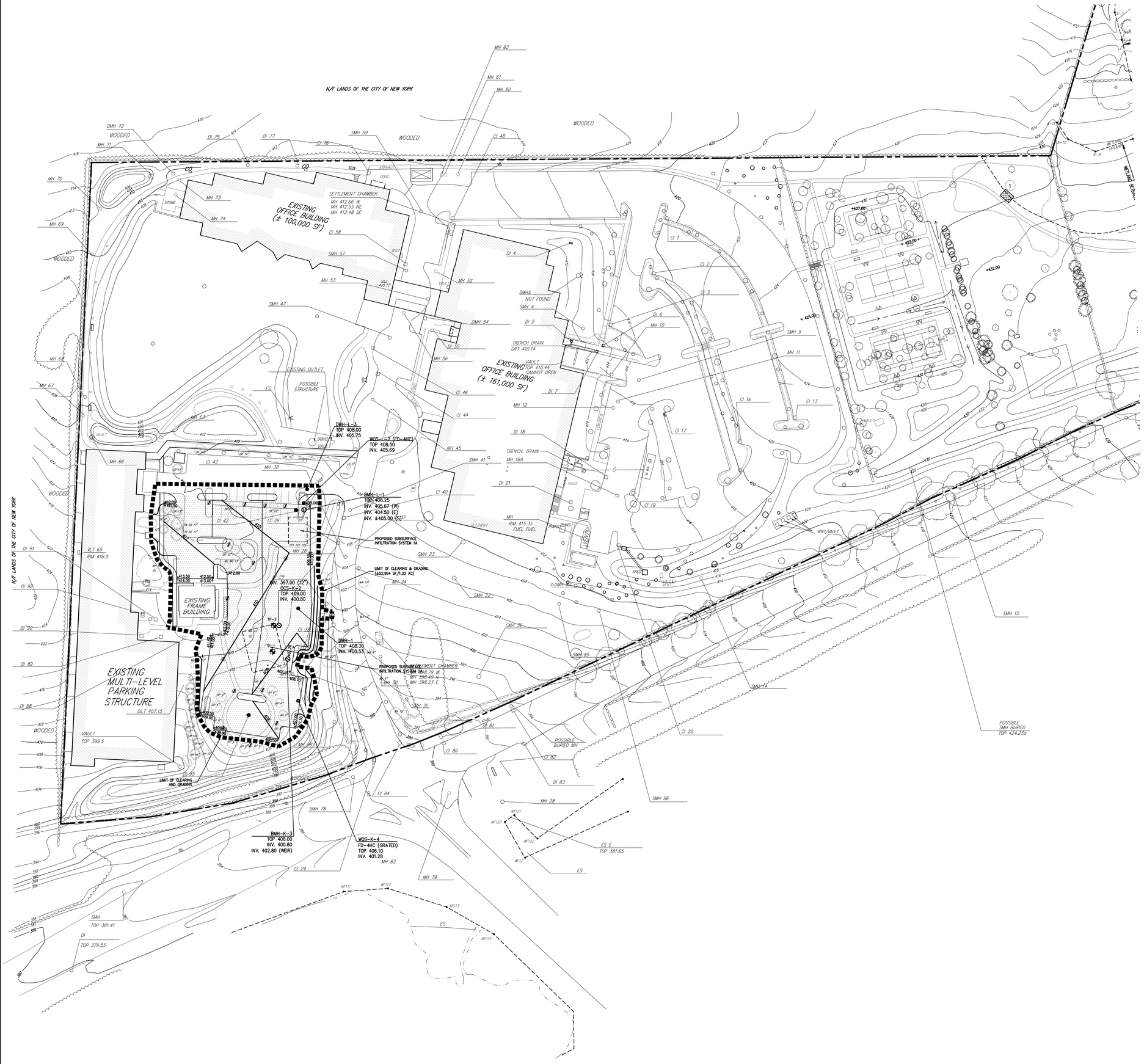

GRADING LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING CURB LINE
- EXISTING FENCE
- EXISTING TREELINE
- EXISTING STONE WALL
- EXISTING BUILDING/PAVEMENT TO BE REMOVED
- 400 — EXISTING GRADE
- 408 — PROPOSED FINISHED GRADE
- LIMIT OF CLEARING AND GRADING/ CONSTRUCTION FENCE
- PROPOSED MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED OUTLET CONTROL STRUCTURE
- PROPOSED WATER QUALITY STRUCTURE
- TP-1 — PROPOSED DEEP HOLE/INFILTRATION TESTING DESIGNATION AND LOCATION

NOTE:

1. DEEP HOLE/INFILTRATION TESTING DEPICTED ON THIS PLAN WERE PERFORMED BY JMC,PLLC ON OCTOBER 28, 2016.

No.	Revision	Date	By
1.	RESPOND TO NYCEP COMMENTS	01/10/2018	ED
2.	RESPOND TO NYCEP COMMENTS	05/08/2018	ED
3.	RESPOND TO NYCEP COMMENTS	04/08/2019	ED

Previous Editions Obsolete

CLIENT: AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NEW YORK 10576

ATTORNEY: VENEZIANO & ASSOCIATES
64 BUSINESS PARK DRIVE, SUITE 200
ARMONK, NEW YORK 10504

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120 BEDFORD ROAD • ARMONK, NY 10504
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JMC

GRADING PLAN

AIRPORT CAMPUS
PARKING IMPROVEMENT
141 KING STREET (ROUTE 120)
TOWN OF NORTH CASTLE, NEW YORK

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APPROVED BY TOWN OF NORTH CASTLE PLANNING BOARD RESOLUTION, DATED _____

_____ DATE: _____
CHRISTOPHER CARTHY, CHAIR,
TOWN OF NORTH CASTLE PLANNING BOARD

ENGINEERING DRAWINGS REVIEWED BY TOWN CONSULTING ENGINEER

_____ DATE: _____
JOSEPH M. CERMELE, P.E.
KELLARD SESSIONS CONSULTING, P.C.
CONSULTING TOWN ENGINEER

Drawn:	DK	Approved:	AG
Scale:	1" = 40'		
Date:	09/21/2017		
Project No:	15072		
FILENAME: MP09	GRADI	PHASE 1A GRADI SCR	
Drawing No:	SP-5		

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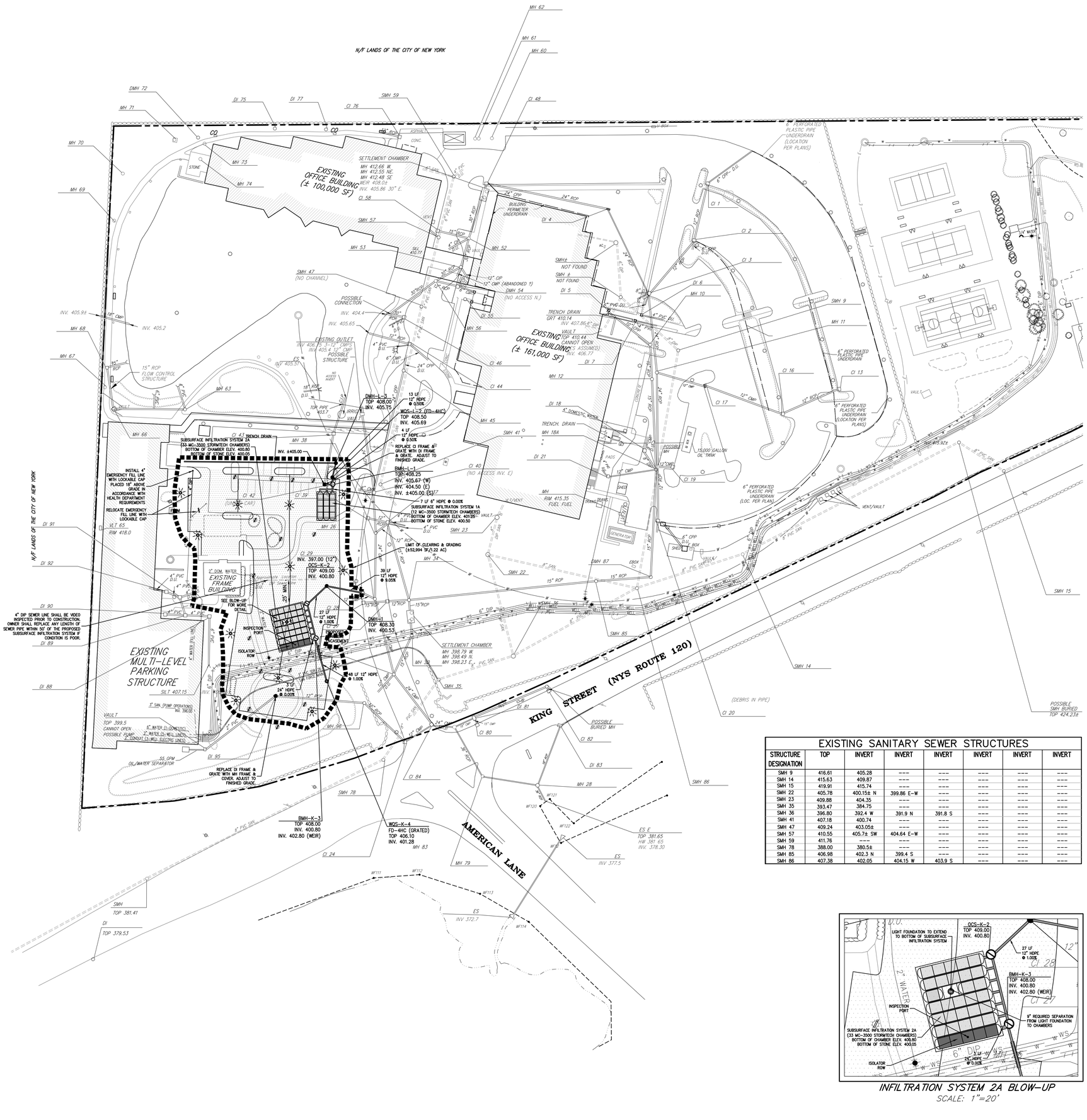

UTILITY LEGEND

- PROPERTY LINE
- EXISTING STONE WALL
- EXISTING CURB LINE
- EXISTING RETAINING WALL
- EXISTING MANHOLE
- EXISTING DRAINAGE INLET
- EXISTING STORM PIPES
- EXISTING SANITARY PIPES
- EXISTING WATER LINE & SIZE
- EXISTING GAS LINE & SIZE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING WATER LINE
- EXISTING WATER SERVICE LINE
- EXISTING WELL WATER LINE
- EXISTING 1" AND 2" CONDUIT AND QUANTITY
- EXISTING ELECTRIC AND COMMUNICATION CONDUITS
- EXISTING 2" CONDUIT AND QUANTITY
- EXISTING BUILDING TO BE REMOVED
- PROPOSED OUTLET CONTROL STRUCTURE
- PROPOSED MANHOLE
- PROPOSED WATER QUALITY STRUCTURE
- PROPOSED DRAIN INELT
- PROPOSED STORM LINE & SIZE
- PROPOSED LIGHTING STANDARD

UTILITY NOTES

1. UNLESS OTHERWISE SPECIFIED, PIPE FOR STORM DRAINS SHALL BE SMOOTH WALL CORRUGATED POLYETHYLENE DRAIN PIPE (HDPE) WITH CORRUGATED POLYETHYLENE COUPLING BANDS IN ACCORDANCE WITH AASHTO M-294.
2. UNLESS OTHERWISE SPECIFIED, PIPE FOR SANITARY SEWER GRAVITY LINES SHALL BE POLYVINYL CHLORIDE PIPE (PVCP), SDR-35, WITH PUSH-ON JOINTS IN ACCORDANCE WITH ASTM D-3034 AND D-3212.
3. UNLESS OTHERWISE SPECIFIED, PIPE FOR WATER LINES SHALL BE CEMENT LINED DUCTILE IRON PIPE (DIP), CLASS 52, WITH PUSH-ON JOINTS IN ACCORDANCE WITH AWWA C-150, C-151, C-104 AND C-111.
4. ELECTRIC AND TELEPHONE, LINES SHALL BE INSTALLED UNDERGROUND IN CONDUIT IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY HAVING JURISDICTION.
5. ALL SITE LIGHTING CABLES AND WIRING SHALL BE INSTALLED UNDERGROUND IN CONDUIT. CONDUIT SHALL BE SCHEDULE 40 PVC CONDUIT INSTALLED WITH TWO (2) FEET OF COVER. MINIMUM SIZE OF CONDUIT SHALL BE TWO (2) INCH DIAMETER.

EXISTING DRAINAGE STRUCTURE SCHEDULE

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT	INVERT
CI 1	419.65	417.0 NW	416.5 E	----	----	----	----
CI 2	419.36	415.5 W	415.8 E	415.6 E	----	----	----
CI 3	415.43	410.63 NW	407.58 24" E	410.35 6" E	407.7 6" E	407.65 8" SE	407.55 24" SW
DI 4	411.02	408.4± E	407.8 E	407.0 NE	406.9 S	408.1 WATER	----
DI 5	410.12	408.0±	----	----	----	----	----
DI 6	412.80	411.8	----	----	----	----	----
DI 7	412.60	411.6±	----	----	----	----	----
MH 10	414.69	406.77	----	----	----	----	----
MH 11	415.88	408.0 NE	407.9 E	407.95 W	----	----	----
MH 12	415.67	406.43 W	404.5 E	407.8 SE	----	----	----
CI 13	422.49	419.62	----	----	----	----	----
CI 16	420.91	416.98 N	416.77 SW	----	----	----	----
CI 17	416.47	412.76 NE	412.67 SW	----	----	----	----
DI 18	412.88	406.3	----	----	----	----	----
MH 18A	412.72	405.35± E-W	405.8 SW	----	----	----	----
CI 19	411.82	408.3 N	409.2 WATER	408.94 S	----	----	----
CI 20	413.06	410.2± W	410.3± E	409.9 SILT	----	----	----
DI 21	412.65	410.33 S	409.95 SILT	409.45 N	----	----	----
CI 24	387.79	384.86 N	385.4 SW	----	----	----	----
MH 25	391.44	386.17 S	385.96 W	387.69 NW	385.61 E	----	----
MH 26	398.69	389.95 W-E	396.1 SW	----	----	----	----
CI 27	398.24	393.69 S	393.81 N	----	----	----	----
CI 28	398.18	394.51	----	----	----	----	----
MH 28	388.28	379.00 (IN)	379.00 (OUT)	----	----	----	----
CI 29	398.82	397.0± NE	397.2 SILT	----	----	----	----
MH 30	390.8	393.1	----	----	----	----	----
MH 34	399.69	394.1± S	394.1± W	394.4± N	394.2± E	----	----
CI 37	405.22	403.12 S	402.62 SW	402.80 E	403.7± 4" PVC	----	----
MH 38	404.73	399.30 NW	391.9 W	392.0 E	----	----	----
CI 39	405.53	403.66	----	----	----	----	----
CI 40	406.87	400.7 W	400.9 S	----	----	----	----
CI 42	408.41	----	----	----	----	----	----
CI 43	407.63	----	----	----	----	----	----
CI 44	408.70	406.5 12" S	406.4 NE	407.65± 4" S	----	----	----
MH 45	409.00	403.4± E	403.5± W	----	----	----	----
CI 46	408.86	405.1± 30" S	407.3± 4" S	----	----	----	----
CI 48	412.12	407.00 (IN)	405.86 (OUT)	----	----	----	----
MH 52	411.48	407.31 15" S	406.83 4" SE	405.7 30"	----	----	----
MH 53	410.21	406.18 NE	406.05 E	405.6 30"	----	----	----
DMH 54	410.48	407.65 S	407.45 W	----	----	----	----
DI 55	410.33	----	----	----	----	----	----
MH 56	409.79	405.2 NE	405.9± N	405.2 SE	----	----	----
CI 58	410.53	408.35	----	----	----	----	----
MH 60	413.28	----	----	----	----	----	----
MH 61	412.55	----	----	----	----	----	----
MH 62	413.05	410.2 NW	406.0 S	406.0 E	----	----	----
MH 63	410.49	----	----	----	----	----	----
MH 66	412.64	410.24	----	----	----	----	----
MH 67	411.80	----	----	----	----	----	----
MH 68	±409.25	409.05	----	----	----	----	----
MH 69	410.48	----	----	----	----	----	----
MH 70	412.44	----	----	----	----	----	----
MH 71	411.57	----	----	----	----	----	----
DMH 72	409.74	----	----	----	----	----	----
MH 73	410.13	----	----	----	----	----	----
MH 74	410.67	----	----	----	----	----	----
DI 75	409.47	----	----	----	----	----	----
CI 76	410.04	407.25	----	----	----	----	----
DI 77	409.71	----	----	----	----	----	----
MH 79	388.22	380.85 (IN)	380.85 (OUT)	----	----	----	----
CI 80	389.84	386.0	----	----	----	----	----
DI 81	389.31	385.84 E	385.43 N	385.31 S	----	----	----
CI 82	392.83	389.23	----	----	----	----	----
DI 83	392.24	388.30	----	----	----	----	----
MH 83	390.00	385.00 (IN)	382.00 (OUT)	----	----	----	----
CI 84	387.88	383.99	----	----	----	----	----
DMH 87	410.60	----	----	----	----	----	----
DI 88	412.85	408.23 S	408.29 E	----	----	----	----
DI 89	410.43	408.68 S	408.66 SW	408.64 N	----	----	----
DI 90	410.27	408.80	----	----	----	----	----
DI 91	410.57	408.87 S	409.03 N	409.80 E	----	----	----
DI 92	410.25	408.96 SW	408.80 N	----	----	----	----
DI 95	406.10	404.50 S	403.95 N	----	----	----	----
MH 96	398.29	394.7± S	394.8± N	----	----	----	----

EXISTING SANITARY SEWER STRUCTURES

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT	INVERT
SMH 9	416.61	405.28	----	----	----	----	----
SMH 14	415.63	409.87	----	----	----	----	----
SMH 15	419.91	415.74	----	----	----	----	----
SMH 22	405.78	400.15± N	399.86 E-W	----	----	----	----
SMH 23	409.88	404.35	----	----	----	----	----
SMH 35	393.47	384.75	----	----	----	----	----
SMH 36	396.80	392.4 W	391.9 N	391.8 S	----	----	----
SMH 41	407.18	400.74	----	----	----	----	----
SMH 47	409.24	403.05±	----	----	----	----	----
SMH 57	410.55	405.7± SW	404.64 E-W	----	----	----	----
SMH 59	411.76	----	----	----	----	----	----
SMH 78	388.00	380.5±	----	----	----	----	----
SMH 85	406.98	402.3 N	399.4 S	----	----	----	----
SMH 86	407.38	402.05	404.15 W	403.9 S	----	----	----

INFILTRATION SYSTEM 2A BLOW-UP
SCALE: 1"=20'

APPROVED BY TOWN OF NORTH CASTLE PLANNING BOARD RESOLUTION, DATED _____

DATE: _____

CHRISTOPHER CARTHY, CHAIR,
TOWN OF NORTH CASTLE PLANNING BOARD

ENGINEERING DRAWINGS REVIEWED BY TOWN CONSULTING ENGINEER

DATE: _____

JOSEPH M. CERMELE, P.E.
KELLARD SESSIONS CONSULTING, P.C.
CONSULTING TOWN ENGINEER

No.	Revision	Date	By
1.	RESPOND TO NYCEP COMMENTS	01/10/2018	ED
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46 WESTCHESTER AVENUE
POUND RIDGE, NEW YORK 10576

ATTORNEY: VENEZIANO & ASSOCIATES
64 BALDWIN PARK DRIVE, SUITE 200
ARMONK, NEW YORK 10504

UTILITIES PLAN
AIRPORT CAMPUS
PARKING IMPROVEMENT
(117 KING STREET (NYS ROUTE 120))
TOWN OF NORTH CASTLE, NEW YORK

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Drawn:	DK
Approved:	AG
Scale:	1" = 40'
Date:	09/21/2017
Project No:	15072
PARKING IMPROVE.	UTIL
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Drawing No:	SP-6

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Appendix J-2
SHPO Correspondence

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

September 26, 2018

Ms. Alison Simon
Town Clerk
Town of North Castle
15 Bedford Rd
Armonk, NY 10504

Re: DEC
Airport Campus Redevelopment
113 King St, North Castle, NY
18PR06232

Dear Ms. Simon:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources.

Based on available information, this project is in an archaeologically sensitive area. Therefore, OPRHP recommends that a Phase I archaeological survey is warranted for all portions of the project that will involve ground disturbance, unless substantial prior ground disturbance can be documented. If you consider the project area to be disturbed, documentation of the disturbance will need to be reviewed by OPRHP. Examples of disturbance include mining activities and multiple episodes of building construction and demolition.

Documentation of ground disturbance should include a description of the disturbance with confirming evidence. Confirmation can include current photographs and/or older photographs of the project area which illustrate the disturbance (approximately keyed to a project area map), past maps or site plans that accurately record previous disturbances, or current soil borings that verify past disruptions to the land. Agricultural activity is not considered to be substantial ground disturbance and many significant sites have been identified in previously cultivated land.

Please note that in areas with alluvial soils or fill archaeological deposits may exist below the depth of superficial disturbances, such as pavement or even deeper disturbances, depending on the thickness of the alluvium or fill. Evaluation of the possible impact of prior disturbance on archaeological sites must consider the depth of potentially culture-bearing deposits and the depth of planned disturbance by the proposed project.

Also, please note that wetlands may have areas of higher elevation that were suitable for

habitation and/or the staging of temporary resource procurement camps. In addition, past climatic variations or modern changes in hydrology may have inundated areas formerly available for occupation.

A Phase I survey is designed to determine the presence or absence of archaeological sites or other cultural resources in the project's area of potential effect. The OPRHP can provide standards for conducting cultural resource investigations upon request. Cultural resource surveys and survey reports that meet these standards will be accepted and approved by the OPRHP.

Our office does not conduct cultural resources surveys. A 36 CFR 61 qualified archaeologist should be retained to undertake the Phase I survey. Many archaeological consulting firms advertise their availability on the internet. The services of qualified archaeologists can also be obtained by contacting local, regional, or statewide professional archaeological organizations. Phase I surveys can be expected to vary in cost per mile of right-of-way or by the number of acres impacted. We encourage you to contact a number of consulting firms and compare examples of each firm's work to obtain the best product.

Please also be aware that a Section 233 permit from the New York State Education Department (SED) may be necessary before any archaeological survey activities are conducted on State-owned land. If any portion of the project includes the lands of New York State you should contact the SED before initiating survey activities. The SED contact is Christina B. Rieth and she can be reached at (518) 402-5975. Section 233 permits are not required for projects on private land.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov via email only

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

August 07, 2019

Ms. Alison Simon
Town Clerk
Town of North Castle
15 Bedford Rd
Armonk, NY 10504

Re: DEC
Airport Campus Redevelopment
113 King St, North Castle, NY
18PR06232

Dear Ms. Simon:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources.

OPRHP has reviewed *Proposed Redevelopment of 113 King Street, Tax Map Parcels 118.02-1-1, 113.04-1-13, and 113.04-1-14, Town of North Castle, Westchester County, New York, Phase 1A Archaeological Documentary Study* (AKRF, August 2019).

The above-referenced investigation has resulted in the identification of a previously unrecorded archaeological site, the Griffin Farmhouse Site, which has been given the Unique Site Number (USN 11910.000117). We request that the report be revised to specifically assess the proposed project's potential to affect any archaeological deposits or features associated with this site. Also, we request that the electronic site record in CRIS be updated.

Daniel Bagrow of the Survey & Evaluation Unit has reviewed the submitted information for the 19th century farmhouse that is within the project's Area of Potential Effect (11910.000116). The building has been determined as not eligible for the National Register of Historic Places due to a significant loss of integrity, most notably the setting, design, feeling, and association. The house was formerly part of a complex that included outbuildings and fields which would've conveyed the historic agricultural context of the property. In its present state the remaining farmhouse is simply a fragment of a larger resource and does not on its own possess the significance required to be considered eligible for the National Register. Any additional questions about the review of above ground project impacts or resources can be directed to Mr. Bagrow at 518-268-2160 or dan.bagrow@parks.ny.gov.

If you have any questions regarding archaeology, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov via email only

cc: Claudia Cooney and Elizabeth Meade, AKRF

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

August 28, 2019

Ms. Alison Simon
Town Clerk
Town of North Castle
15 Bedford Rd
Armonk, NY 10504

Re: DEC
Airport Campus Redevelopment
113 King St, North Castle, NY
18PR06232

Dear Ms. Simon:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources.

OPRHP has reviewed *Proposed Redevelopment of 113 King Street, Tax Map Parcels 118.02-1-1, 113.04-1-13, and 113.04-1-14, Town of North Castle, Westchester County, New York, Phase 1A Archaeological Documentary Study* (AKRF, August 2019 REVISED). We concur with its conclusions and recommendations. We recommend Phase IB testing of the northern portion of the project property. Should the project design in the vicinity of the historic farmhouse be changed, we recommend further consultation with this office.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov via email only

cc: Claudia Cooney and Elizabeth Meade, AKRF

Appendix K-1
Spot Noise Measurement Summary

113 King Street
180428-02.2
08/20/2019

Site ID	Location/Description	Period	Date	Time	L_{eq}	L_1	L_{10}	L_{50}	L_{90}	L_{Min}	L_{Max}	Att. Required	Cars	Med. Trucks	Heavy Trucks	Bus	Motorcycles	Plane	Train	Total	% Heavy
1	113 King Street - Proposed Project Site	AM	8/20/2019	8:25:49 AM	60.6	72.5	60.1	57.5	55.7	53.9	80.7		0	0	0	0	0	2	0	2	
1		MD	8/20/2019	12:18:17 PM	57.7	70.7	57.0	51.6	47.8	45.2	73.4		0	0	0	0	0	3	0	3	
1		PM	8/20/2019	5:01:52 PM	56.8	68.6	57.3	53.7	49.5	47.2	72.2		0	0	0	0	0	4	0	4	
2	King Street / Route 120 Between Cooney Hill Road and American Lane (to the south)	AM	8/20/2019	8:53:38 AM	72.5	80.0	76.3	69.8	57.3	52.1	88.0		203	7	0	3	0	10	0	223	1%
2		MD	8/20/2019	12:42:07 PM	69.3	78.9	74.1	61.2	46.7	44.8	81.4		121	2	0	0	1	3	0	127	1%
2		PM	8/20/2019	5:54:26 PM	71.7	78.4	75.7	69.0	54.5	49.2	87.0		202	4	0	4	0	8	0	218	2%
3	Cooney Hill Road off of King Street / Route 120	AM	8/20/2019	7:53:29 AM	56.7	62.8	58.2	55.9	53.7	52.1	70.9		2	0	0	0	0	1	0	3	0%
3		MD	8/20/2019	11:52:36 AM	54.1	64.2	57.3	50.6	45.9	44.6	68.1		0	0	0	0	0	3	0	3	
3		PM	8/20/2019	5:01:52 PM	56.8	68.6	57.3	53.7	49.5	47.2	72.2		2	0	0	0	0	4	0	6	0%

Site Number:		Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	73.6	86.1	50.5	78.5	67.8	51.7	81.4
		Time	7:30:15 AM	7:50:16	0:20:01								
		Date	8/20/2019	8/20/2019									
Site Number:	3	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	56.7	70.9	52.1	58.2	55.9	53.7	62.8
		Time	7:53:29 AM	8:13:29	0:20:00								
		Date	8/20/2019	8/20/2019									
Site Number:	1	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	60.6	80.7	53.9	60.1	57.5	55.7	72.5
		Time	8:25:49 AM	8:45:49	0:20:00								
		Date	8/20/2019	8/20/2019									
Site Number:	2	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	72.5	88	52.1	76.3	69.8	57.3	80
		Time	8:53:38 AM	9:13:38	0:20:00								
		Date	8/20/2019	8/20/2019									
Site Number:	4	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	70.4	85.5	43.2	75.4	60.3	47.3	79.8
		Time	11:30:01 AM	11:50:02	0:20:01								
		Date	8/20/2019	8/20/2019									
Site Number:	3	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	54.1	68.1	44.6	57.3	50.6	45.9	64.2
		Time	11:52:36 AM	12:12:45	0:20:09								
		Date	8/20/2019	8/20/2019									
Site Number:	1	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	57.7	73.4	45.2	57	51.6	47.8	70.7
		Time	12:18:17 PM	12:38:18	0:20:01								
		Date	8/20/2019	8/20/2019									
Site Number:	2	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	69.3	81.4	44.8	74.1	61.2	46.7	78.9
		Time	12:42:07 PM	13:02:09	0:20:02								
		Date	8/20/2019	8/20/2019									
Site Number:	4	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	72.5	85.7	44.7	76.6	68.9	49	80.4
		Time	4:38:52 PM	16:58:52	0:20:00								
		Date	8/20/2019	8/20/2019									
Site Number:	3	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	56.8	72.2	47.2	57.3	53.7	49.5	68.6
		Time	5:01:52 PM	17:21:59	0:20:07								
		Date	8/20/2019	8/20/2019									

Site Number:	1	Paste Here	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	56.8	72.2	47.2	57.3	53.7	49.5	68.6
		Time	5:01:52 PM	17:21:59	0:20:07								
		Date	8/20/2019	8/20/2019									
Site Number:	2	*Paste Here*	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LASmax [dB]	LASmin [dB]	LAS10 [dB]	LAS50 [dB]	LAS90 [dB]	LAS1 [dB]
		Value				0	71.7	87	49.2	75.7	69	54.5	78.4
		Time	5:54:26 PM	18:14:32	0:20:06								
		Date	8/20/2019	8/20/2019									

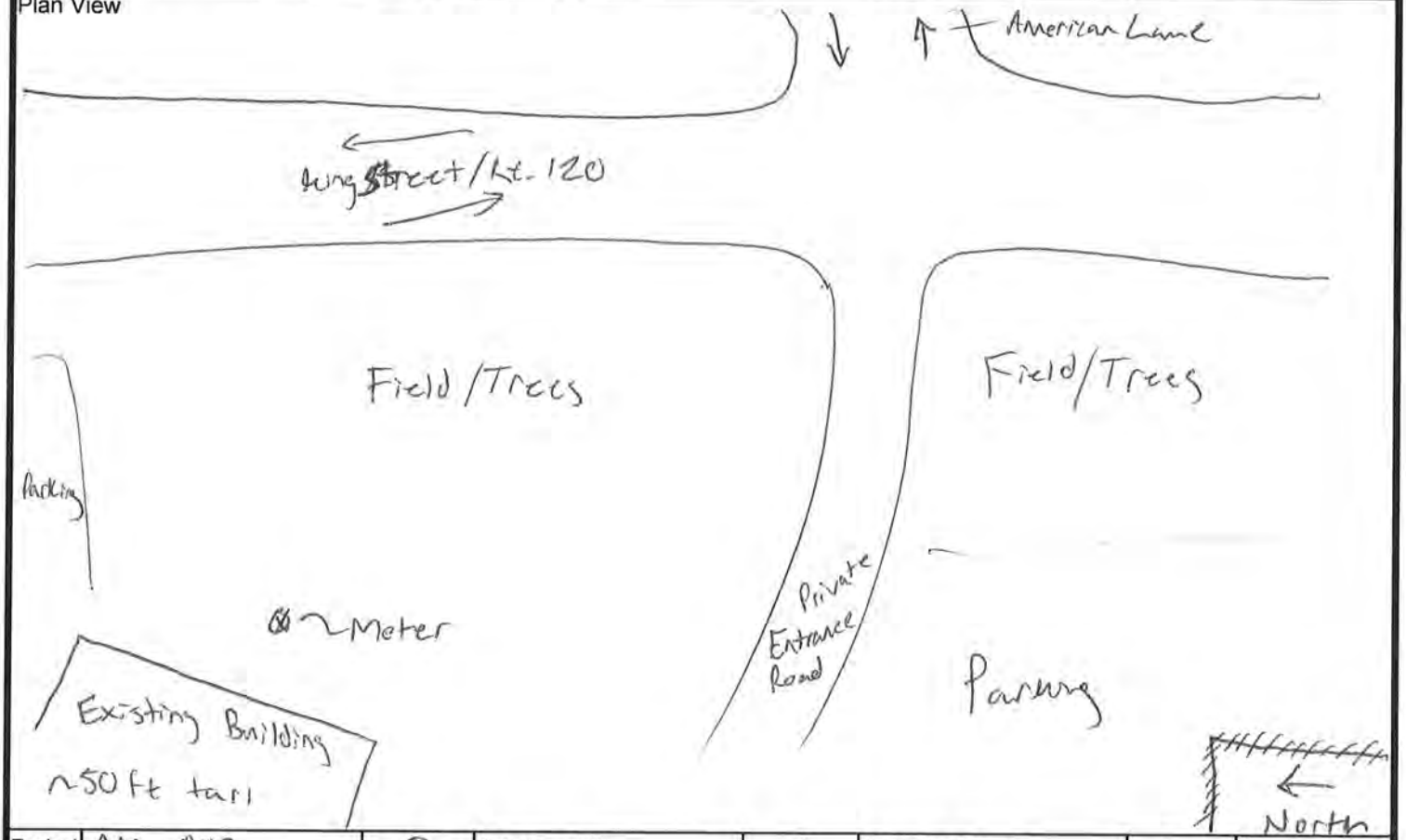
Appendix K-2
Noise Field Data Sheets

NOISE MONITORING FIELD DATA SHEET

AKRF, Inc.

Project Name: 113 King Street				Date: 8/20/19
Location: 113 King Street Proposed Project Site				Site # 1
Equipment Info: 2270 Blue Cal-5	Meter	SN: 2706757	Date: 3/7/19	Observer: MB
	Mic.	SN: 3060521	Date: 3/5/19	
	Calib.	SN: 3008089	Date: 10/18/18	

Plan View

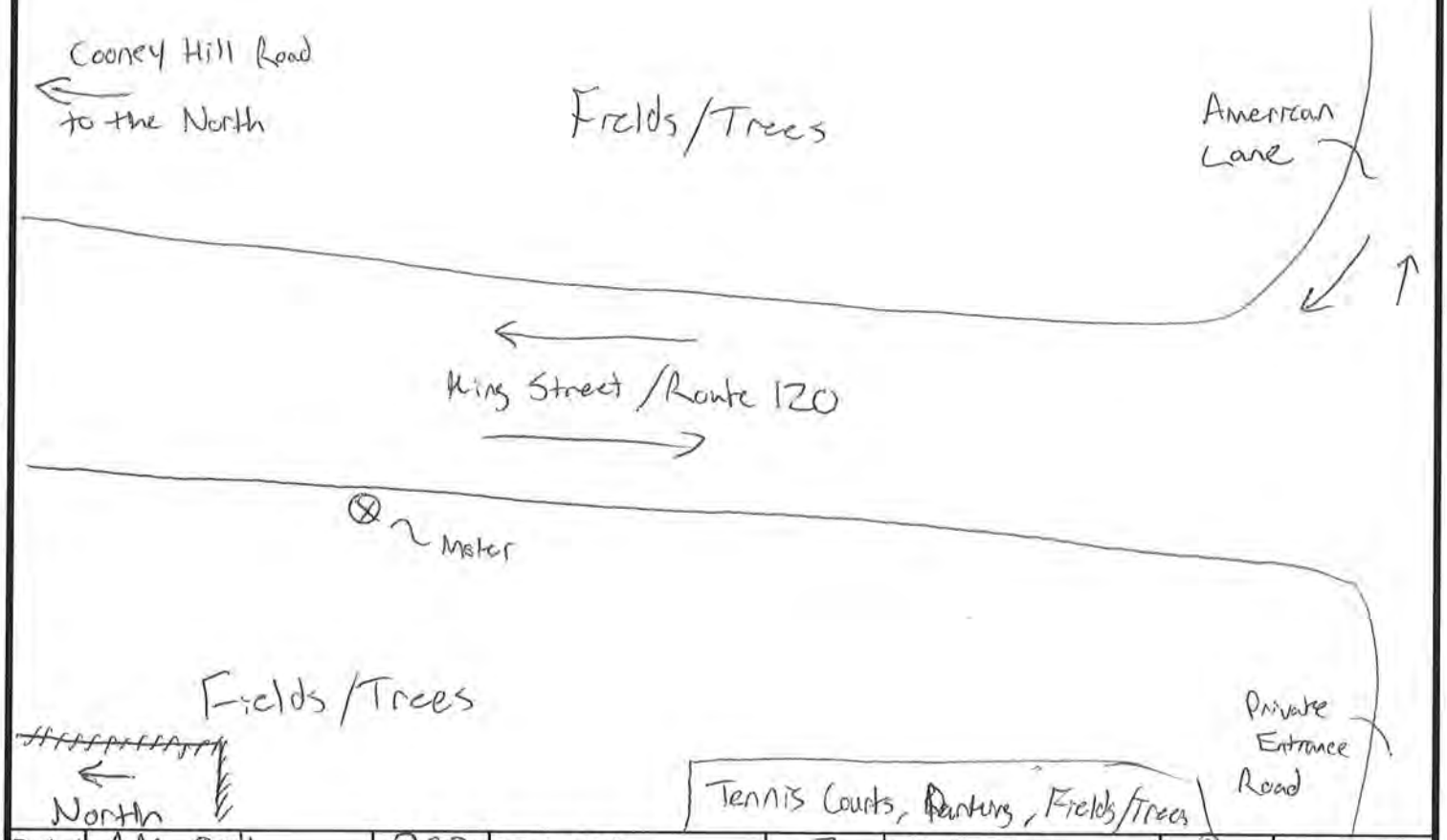


Period	AM_003	0	# Automobile	0	# Medium Truck	0	# Heavy Truck
Time	8:25:~~50~~ 49	0	# Bus	0	# Motorcycle	2	# Airplane
LAeq	60.6	LASmin	53.9	LASmax	80.7	0	# Train
LAS1	72.5	LAS10	60.1	LAS50	57.5	LAS90	55.7
Note:	Dominant Noise Sources: Traffic on King ~~S~~treet/Rt. 120, Occasional Airplane Flyovers						
Period	MD_007	0	# Automobile	0	# Medium Truck	0	# Heavy Truck
Time	12:18:17	0	# Bus	0	# Motorcycle	3	# Airplane
LAeq	57.7	LASmin	45.2	LASmax	73.4	0	# Train
LAS1	70.7	LAS10	57.0	LAS50	51.6	LAS90	47.8
Note:	Same DNS						
Period	PM_011	0	# Automobile	0	# Medium Truck	0	# Heavy Truck
Time	17:29:11	0	# Bus	0	# Motorcycle	4	# Airplane
LAeq	56.4	LASmin	49.3	LASmax	74.4	0	# Train
LAS1	67.0	LAS10	57.3	LAS50	53.9	LAS90	51.4
Note:	Same DNS						
Period			# Automobile		# Medium Truck		# Heavy Truck
Time			# Bus		# Motorcycle		# Airplane
LAeq		LASmin		LASmax			# Train
LAS1		LAS10		LAS50		LAS90	
Note:							

NOISE MONITORING FIELD DATA SHEET
AKRF, Inc.

Project Name: 113 King Street				Date: 8/20/19
Location: King Street/Route 120 between Cooney Hill Road and American Lane (to the South)				Site # 2
Equipment Info: 2270 Blue Cal-5	Meter	SN: 2706757	Date: 3/7/19	Observer: MB
	Mic.	SN: 3060521	Date: 3/5/19	
	Calib.	SN: 3008089	Date: 10/18/18	

Plan View



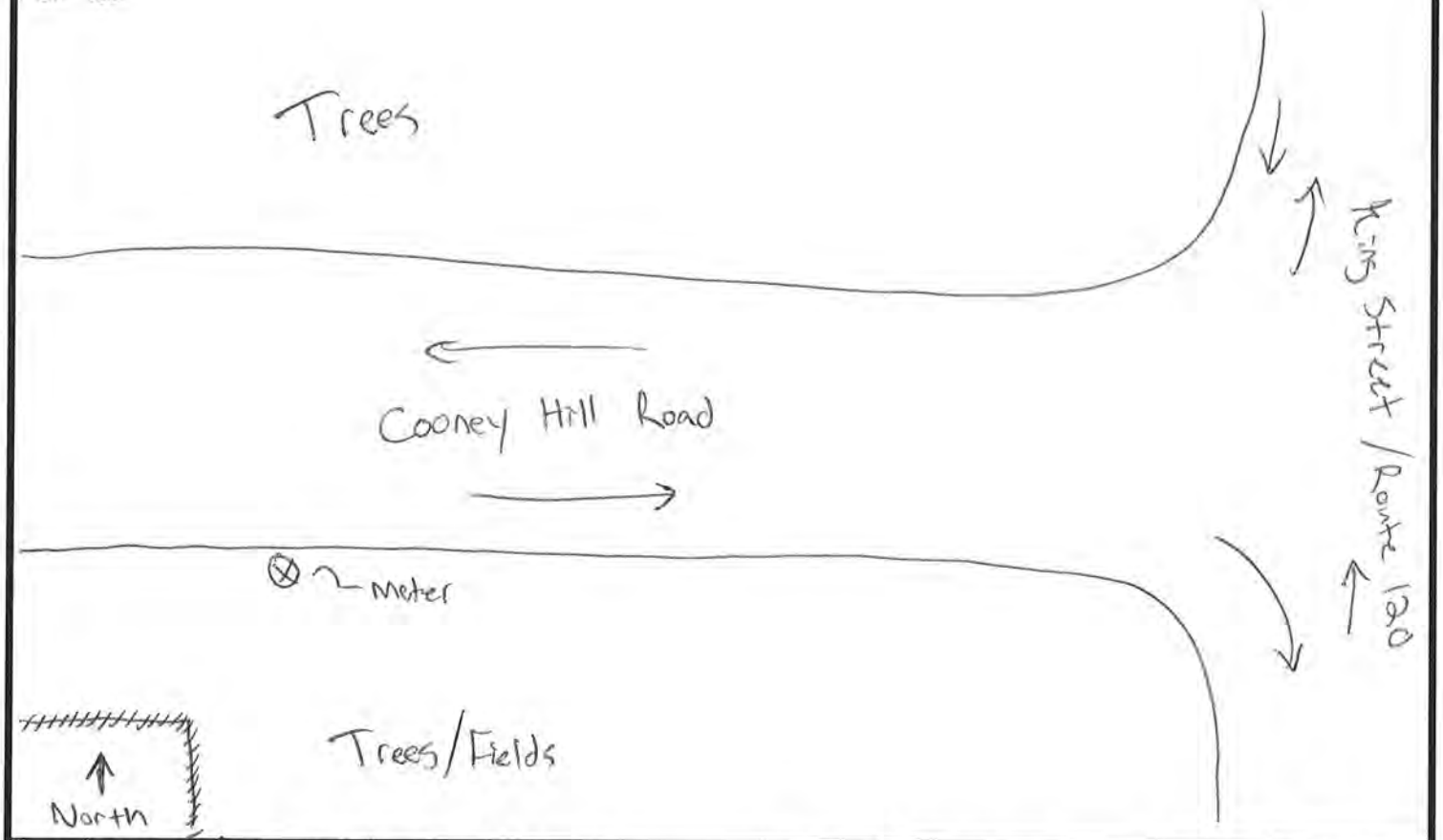
Period	AM-004	203	# Automobile	7	# Medium Truck	0	# Heavy Truck
Time	8:53:38	3	# Bus	0	# Motorcycle	10	# Airplane
LAeq	72.5	LASmin	52.1	LASmax	88.0	0	# Train
LAS1	80.0	LAS10	76.3	LAS50	69.8	LAS90	57.3
Note: Dominant Noise Sources: Vehicular traffic on King St/Rt 120, Occasional Plane flyovers							
Period	MD-008	121	# Automobile	2	# Medium Truck	0	# Heavy Truck
Time	12:42:07	0	# Bus	1	# Motorcycle	3	# Airplane
LAeq	69.3	LASmin	44.8	LASmax	81.4	0	# Train
LAS1	78.9	LAS10	74.1	LAS50	61.2	LAS90	46.7
Note: Same DNS							
Period	PM-012	202	# Automobile	4	# Medium Truck	0	# Heavy Truck
Time	17:54:56	4	# Bus	0	# Motorcycle	8	# Airplane
LAeq	71.7	LASmin	49.2	LASmax	87.0	0	# Train
LAS1	78.4	LAS10	75.7	LAS50	69.0	LAS90	54.5
Note: Same DNS							
Period			# Automobile		# Medium Truck		# Heavy Truck
Time			# Bus		# Motorcycle		# Airplane
LAeq		LASmin		LASmax			# Train
LAS1		LAS10		LAS50		LAS90	
Note:							

NOISE MONITORING FIELD DATA SHEET

AKRF, Inc.

Project Name: 113 King Street					Date: 8/20/19
Location: Cooney Hill Road off of King Street / Route 120					Site # 3
Equipment Info: 2270 Blue Cal-5	Meter	SN: 2706757	Date: 3/7/19		Observer: MB
	Mic.	SN: 3060521	Date: 3/5/19		
	Calib.	SN: 3008089	Date: 10/13/18		

Plan View



Period	~~002~~ AM_002	2	# Automobile	0	# Medium Truck	0	# Heavy Truck
Time	7:53:29	0	# Bus	0	# Motorcycle	1	# Airplane
LAeq	56.7	LASmin	52.1	LASmax	70.9	0	# Train
LAS1	62.8	LAS10	58.2	LAS50	55.9	LAS90	53.7
Note:	Dominant Noise Sources: Traffic from King Street / Rt. 120, Occasional Airplane flyovers						

Period	MD-006	0	# Automobile	0	# Medium Truck	0	# Heavy Truck
Time	11:52:36	0	# Bus	0	# Motorcycle	3	# Airplane
LAeq	54.1	LASmin	44.6	LASmax	68.1	0	# Train
LAS1	64.2	LAS10	57.3	LAS50	50.6	LAS90	45.9
Note:	Same DNS						

Period	PM_010	2	# Automobile	0	# Medium Truck	0	# Heavy Truck
Time	17:01:52	0	# Bus	0	# Motorcycle	4	# Airplane
LAeq	56.8	LASmin	47.2	LASmax	72.2	0	# Train
LAS1	68.6	LAS10	57.3	LAS50	53.7	LAS90	49.5
Note:	Same DNS						

Period			# Automobile		# Medium Truck		# Heavy Truck
Time			# Bus		# Motorcycle		# Airplane
LAeq		LASmin		LASmax			# Train
LAS1		LAS10		LAS50		LAS90	
Note:							

Appendix L
Draft Construction Management Plan Outline

A. INTRODUCTION

This Construction Management Plan (CMP) outline has been prepared in advance of a Site Plan application and review process to be undertaken by Airport Campus I LLC, Airport Campus II LLC, Airport Campus III LLC, Airport Campus IV LLC, and Airport Campus V LLC (collectively "the Applicant") to repurpose and redevelop approximately 38 acres of contiguous property known as "Airport Campus" located at 113 King Street (tax map parcels 118.02-1-1, 113.04-1-13, and 113.04-1-14) in the Town of North Castle (the "Town"), Westchester County, New York (the "Project Site" or "Site").

As described further below, this CMP outline provides for implementation of an approved Stormwater Pollution Prevention Plan (SWPPP) and Erosion and Sediment Control Plan (ESCP) for the Project Site, as well as the measures to avoid impacts related to traffic, air quality, noise, blasting, and hazardous materials during construction. Upon approval, the implementation of the final CMP would be made a condition of the final Site Plan and would be enforced by the Town throughout the construction process.

B. CONTACT INFORMATION

- Construction Manager
- Owner's Representative
- Civil Engineer
- Geotechnical Engineer
- Environmental Consultant
- Qualified ESC Inspector
- Trained ESC Contractor

C. PROJECT DESCRIPTION & PHASING PLAN

{The current phasing descriptions in this section are conceptual, and the final CMP would be updated with a specific description of the site plan and phases for which approval is being sought.}

The Applicant proposes to re-occupy the southernmost existing office building for office uses, adaptively re-use the northernmost existing office building as a hotel, and construct new residential uses to the north of the existing buildings, in the form of a five-story, approximately 149-unit multi-family building (with structured parking underneath) and approximately 22 two-story townhomes (the "Proposed Project").

DRAFT

HOTEL PHASE

The Hotel Phase of construction involves the conversion of the existing northern office building to a 125-room hotel and related infrastructure improvements. This phase is estimated to take 8 to 12 months.

Since the majority of work associated with this phase consists of interior and exterior building renovations, necessary site work would be limited and would likely consist of restoration work following the façade upgrades. It is anticipated that existing utility services would be adequate to serve the building. The interior renovation would run the entire 8 to 12 month period, with the building façade upgrades occurring during the final 4 to 6 months of the interior renovation timeframe.

It is anticipated that approximately 50 to 75 construction workers would be on-Site for the Hotel Phase of construction.

TOWNHOUSE PHASE

The Townhouse Phase would involve the construction of the 22 townhomes on the northern portion of the Project Site, along with the access driveway from Cooney Hill Road and installation of related infrastructure and utilities. This phase would include the construction of a temporary stormwater sediment basin on the southwest side of the proposed townhomes for erosion and sediment control purposes. The temporary basin would be converted to a permanent stormwater pond at the end of this phase for stormwater management. This phase is estimated to last between 18 and 24 months.

It is anticipated that the construction process for this phase would begin with clearing, grading and driveway construction lasting up to 3 months, followed by foundation construction over the next 4 to 6 months, and construction of the residential units lasting 12 to 15 months.

It is anticipated that approximately 35 to 55 construction workers would be on-Site for the Townhouse Phase of construction.

MULTIFAMILY PHASE

This phase involves the construction of the 149-unit multifamily building with associated parking structure. This phase would include the construction of access drives on the east and west sides of this building. This phase would also include construction of a temporary stormwater sediment basin on the east side of the proposed building for erosion and sediment control purposes. The temporary basin would be converted to a permanent stormwater pond upon completion of the building for stormwater management. This phase is estimated to last between 18 and 24 months.

It is anticipated that the construction process for this phase would begin with clearing, grading and access drive construction lasting up to 3 months, followed by foundation and parking structure construction over the next 6 to 7 months, and construction of the residential building lasting 10 to 14 months.

It is anticipated that approximately 60 to 75 construction workers would be on-Site for the Multifamily Phase of construction.

DRAFT

PARKING LOT EXPANSION PHASE

This phase involves implementation of the currently approved, but not yet constructed, expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site. The site plan and SWPPP approvals currently in place with the Town allow for a parking expansion of 94 spaces in this area (for a total of 137 spaces), with associated curbing, utility, and stormwater management improvements. This phase is estimated to last between 3 to 4 months.

It is anticipated that the construction process for this phase would begin with demolition, clearing, grading and installation of the stormwater management system which would last approximately 2 months, followed by the installation of curbing, pavement and lighting which would last up to 2 months.

It is anticipated that approximately 10 to 15 construction workers would be on-Site for the Parking Lot Expansion Phase of construction.

CONSTRUCTION STAGING AND PARKING

While placement of individual equipment will not be determined until a detailed schedule has been completed (likely at the point of Site Plan approval), it is currently anticipated that all staging and parking areas for construction activities/workers would be fully accommodated through utilizing a combination of the Project Site's existing paved parking lot areas, the parking structure, and other site areas within the Proposed Project's limit of disturbance. Furthermore, depending on the timing of the parking lot expansion phase described above, additional surface parking for construction vehicles and equipment may be available.

{The final CMP will contain drawings detailing the areas of the Site used for worker parking, material staging, and active work by phase.}

D. TRAFFIC MANAGEMENT PLAN

{This section of the final CMP will detail the measures that will be implemented to avoid, minimize, and mitigate potential traffic impacts related to construction of the Proposed Project. While it will be unique to the specific site plan being proposed, it will include the following details, at a minimum.}

- Prohibition of construction equipment, truck, material or worker parking, queuing, or staging on King Street or Cooney Hill Road.
- Detailed plan that delineates construction vehicle routes, areas of construction vehicle and worker access, worker parking, truck queuing and unloading, and material and equipment staging by phase.
- Details of truck mats or anti-tracking pads to be installed to reduce the amount of site material tracking onto area roadways.

E. EROSION AND SEDIMENT CONTROL

{This section of the final CMP will detail the measures that will be implemented to avoid, minimize, and mitigate potential erosion and sediment control impacts related to construction of the Proposed Project. The SWPPP, as approved by the Town of North Castle, NYSDEC, and

DRAFT

NYCDEP, will be attached to the final CMP. While it will be unique to the specific site plan being proposed, it will include the following measures, at a minimum.}

- **Stabilized Construction Access-** A stabilized construction access, which is a minimum of 50 feet in length and 20 feet in width, would be installed using 8 inches of crushed rock at the specific locations where construction vehicles would enter onto vegetated areas of the Project Site.
- **Silt Fence**—Silt fence would be installed on the down-gradient edge of disturbed areas parallel to existing or proposed contours or along the property line as perimeter control. Silt fence would be used where stakes can be properly driven into the ground as per the Silt Fence detail in the NYSDEC Standards and Specifications for Erosion and Sediment Control in locations shown on the full sized drawings. Silt fence controls sediment runoff where the soil has been disturbed by slowing the flow of water and encouraging the deposition of sediment before the water passes through the straw bale or silt fence. Built-up sediment would be removed from silt fences when it reaches one-third the height of the bale/fence and would be properly disposed.
- **Storm Drain Inlet Protection**—Inlet protection would be installed at all inlets where the surrounding area has been disturbed. The inlet protection would be constructed in accordance with NYSDEC Standards and Specifications for Erosion and Sediment Control. Typically, they would be constructed to pass stormwater through, but prevent silt and sediment from entering the drainage system.
- **Stockpile Detail**—Stockpiled soil would be protected, stabilized, and sited in accordance with NYSDEC requirements in locations shown on the ESCP. Soil stockpiles and exposed soil would be stabilized by seed, mulch, or other appropriate measures when activities temporarily cease during construction for 7 days or more in accordance with NYSDEC requirements.
- **Dust Control**—During the demolition and construction process, debris and disturbed earth would be wet down with water, if necessary, to control dust. After demolition and construction activities, disturbed areas would be covered and/or vegetated to provide for dust control on the Site.
- **Temporary Seeding and Stabilization**—In areas where demolition and construction activities, clearing, and grubbing have ceased, temporary seeding or permanent landscaping would be performed to control sediment laden runoff and provide stabilization to control erosion during storm events. This temporary seeding/stabilization or permanent landscaping would be in place no later than 14 days after demolition and construction activity has ceased.
- **Sump Pit**—Depending on the results of the geotechnical investigations, a temporary pit may be necessary to trap and filter water for pumping to a suitable discharge area. The purpose of the pit would be to remove excessive water from excavations. Sump pits would be constructed when water collects during the excavation phase of construction.
- **Dewatering**—Depending on the results of the geotechnical investigations, there may be areas of construction where the groundwater table would be intercepted and dewatering activities would take place. Site-specific practices and appropriate filtering devices would be employed by the contractor so as to avoid discharging turbid water to the surface waters of the State of New York.
- **Temporary Sediment Basin**—The purpose of a sediment basin is to intercept sediment-laden runoff and filter the sediment laden stormwater runoff leaving the disturbed area in order to protect drainage ways, properties, and rights-of-way below the sediment basin. The basin

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would be installed down-gradient of construction operations that expose critical areas to soil erosion. The basin would be maintained until the disturbed area is protected against erosion by permanent stabilization.

- **Materials Handling**—The contractor would store construction and waste materials as far as practical from environmentally sensitive areas (e.g., wetlands). Where possible, materials would be stored in a covered area to minimize runoff. The contractor would incorporate storage practices to minimize exposure of the materials to stormwater, and spill prevention and response where necessary. Prior to commencing construction activities, the contractor would obtain all necessary permits or verify that all permits have been obtained.
- **Continuing Maintenance**—A continuing maintenance program would be implemented for the control of sediment transport and erosion control after construction and throughout the useful life of the construction project.

The Operator shall have a qualified professional conduct an assessment of the Site prior to the commencement of construction and certify that the appropriate erosion and sediment controls, as shown on the ESCP, have been adequately installed to ensure overall preparedness of the Site for the commencement of construction. In addition, the Operator shall have a qualified professional conduct two site inspections at least every seven calendar days, separated by a minimum of two full calendar days.

Prior to the commencement of construction activity, the owner or operator must identify the contractor(s) and subcontractor(s) that will be responsible for installing, constructing, repairing, replacing, inspecting and maintaining the erosion and sediment control practices included in the SWPPP; and the contractor(s) and subcontractor(s) that will be responsible for constructing the post-construction stormwater management practices included in the SWPPP. The owner or operator shall have each of the contractors and subcontractors identify at least one person from their company that will be responsible for implementation of the SWPPP. This person shall be known as the trained contractor. The owner or operator shall ensure that at least one trained contractor is on site on a daily basis when soil disturbance activities are being performed.

F. AIR QUALITY

{This section of the final CMP will detail the measures that will be implemented to avoid, minimize, and mitigate potential air quality impacts related to construction of the Proposed Project. While it will be unique to the specific site plan being proposed, it will include the following measures, at a minimum.}

FUGITIVE DUST CONTROL

To minimize fugitive dust emissions to the maximum extent practicable, the following measures would be implemented during construction of the Proposed Project:

- Minimizing the area of soil that is disturbed at any one time;
- Minimizing the amount of time during which soils are exposed;
- Installing truck mats or anti-tracking pads at egress points to clean the trucks' tires prior to leaving the Project Site;
- Watering of exposed areas during dry periods;
- Drainage diversion methods (e.g., silt fences) to minimize soil erosion during Site grading;
- Covering stored materials with a tarp to reduce windborne dust;

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MOBILE SOURCE EMISSION CONTROL

To minimize emissions from construction vehicles and equipment to the maximum extent practicable, the following measures would be implemented at the Project Site:

- Limiting on-Site construction vehicle speed to 5 miles per hour (mph); and
- Using truck covers/tarp rollers that cover fully loaded trucks and keep debris and dust from being expelled from the truck along its haul route.
- Ultra-low sulfur diesel would be utilized for construction equipment and vehicles;
- All equipment would be properly maintained; and
- Idling of construction or delivery vehicles or other equipment would not be allowed when the equipment is not in active use.

G. NOISE

{This section of the final CMP will detail the measures that will be implemented to avoid, minimize, and mitigate potential noise impacts related to construction of the Proposed Project. While it will be unique to the specific site plan being proposed, it will include the following source and path controls, at a minimum, to reduce potential noise impacts to the single off-Site sensitive noise receptor identified. Implementation of these controls would result in approximately 5 to 10 dBA noise level reduction at the construction noise receptor.}

SOURCE CONTROLS

With respect to source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures would be implemented during construction of the Proposed Project:

- Construction activities would be conducted in compliance with the Town of North Castle's existing noise regulations (Chapter 210 of the Town Code), including local day and hour construction limitations. As required, construction activities on the Project Site would be limited to the hours of 7:30 AM–7:00 PM during the week and from 9:00 AM–5:00 PM on weekends and legal holidays.
- As early in the construction period as logistics would allow (likely by the start of the superstructure phases of construction pending service provisions from the local utility provider), diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable;
- Configuration of construction site to minimize back-up alarm noise.
- Truck idling restrictions (no more than 3 minutes);
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

PATH CONTROLS

With respect to path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures would be implemented to the extent feasible and practicable during construction of the Proposed Project. {These measures would be described and depicted on the approved site plans.}

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- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from, and shielded from, the identified sensitive receptor (3 Cooney Hill Road);
- During the townhouse construction phase, noise barriers constructed from plywood or other materials surrounding the construction site would be utilized to provide shielding for the single-family residence at 3 Cooney Hill Road.

H. BLASTING

Construction of the Proposed Project may require limited blasting activities for development of the northern end of the proposed multifamily building's parking structure, which may extend several feet into bedrock. Final determination of whether blasting needs to occur and, if so, to what extent, would be made by the Applicant's contractor in coordination with the Applicant's geotechnical engineer. Any blasting during the construction of the Proposed Project would be performed in accordance with the Town of North Castle's regulations and protocols on blasting and explosives (Town Code Chapter 122, "Blasting and Explosives").

As part of the final CMP, the potential for adverse impacts from blasting would be avoided by making the following measures a condition of any future Site Plan approval:

- No blasting would take place without applying for proper permits to be issued by the Town of North Castle Building Inspector;
- An application for a blasting permit would include the name of the licensed blaster and satisfactory evidence of compliance with the Town's licensing and insurance requirements;
- An application for a blasting permit would include a specific Blasting Plan prepared for the proposed work in accordance with Section 122-6(A)(8) of the Town Code;
- Not more than 30 days nor less than 72 hours prior to the intended blasting activities, all residents within 500 feet of the proposed blast location would be served with a notice of intent to blast, indicating the date and time that blasting would take place;
- All buildings and residences within 500 feet of the proposed blast location would be provided a pre-blast survey that would create a photographic record of structural conditions;
- Blasting activities would be monitored by an independent testing agency at the applicant/blasting contractor's expense, and would only be conducted between 8:00 a.m. and 5:00 p.m. Monday through Saturday. Permission would be sought from the Building Inspector to perform blasting on Sundays or federal holidays, in the case of emergency or necessity; and
- Reports of each blast would be sent to the Building Inspector to ensure compliance with all requirements, including maximum particle velocity.

I. HAZARDOUS MATERIALS

The 2013 Phase I Environmental Site Assessment (ESA) revealed no evidence of Recognized Environmental Conditions ("REC") in connection with the Project Site, except for the following:

- The 2013 Phase I ESA notes the absence of available closure reports and/or regulatory closure status for the heating oil tanks associated with the four former residences in the northern/currently undeveloped portion of the Project Site: 129 King Street, 137 King Street, 1 Cooney Hill Road and 7 Cooney Hill Road. As such, these potentially four remaining tanks were considered RECs in the 2013 Phase I ESA.

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- The 2013 Phase I ESA notes that the currently developed portion of the Project Site contains three registered underground storage tanks (USTs) that are identified as a 6,000-gallon diesel tank, a 15,000-gallon No. 2 fuel oil tank, and a 10,000-gallon No. 2 fuel oil tank. The 6,000-gallon diesel UST was installed in 1990 and is a double-walled tank equipped with interstitial monitoring. The 15,000-gallon fuel oil UST was installed in 1996 and is a double-walled tank equipped with interstitial monitoring. The 10,000-gallon fuel oil UST was installed in 1998 and is a double-walled tank equipped with interstitial monitoring. The three USTs are tested for integrity/"tightness" annually. Given the underground storage of petroleum products, the three active USTs are considered RECs; however, given the registered regulatory status and annual integrity testing, no further action was deemed warranted in the 2013 Phase I ESA.

As part of the final CMP, the potential for adverse impacts from hazardous materials would be avoided by making the following measures a condition of any future Site Plan approval:

- The previously completed Phase I ESA of the Project Site identifying areas of environmental concern would be made available for review by the Town as part of future Site Plan approvals.
- Areas of environmental concern will be addressed by Phase II soil testing to determine suitability for on-site reuse and/or off-site disposal requirements.
- Prior to obtaining permits from the Town, Asbestos Containing Material (ACM) surveys would be conducted throughout the existing office buildings proposed for renovation. All ACM would be handled by a licensed asbestos abatement contractor in accordance with applicable regulatory requirements.
- Renovation activities within the existing office buildings with the potential to disturb LBP would be performed in accordance with the applicable Occupational Safety and Health Administration regulation (OSHA 29 CFR 1926.62—Lead Exposure in Construction).
- Soil or fill excavated in connection with construction of the multifamily building and townhomes would be managed in accordance with applicable regulations. Soil/fill intended for on-site reuse will be tested in accordance with procedures consistent with State requirements to confirm whether the soil meets the established State criteria for the intended site use. Transportation of soil leaving for off-Site disposal would be in accordance with requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc.
- If storage tanks or contaminated soil are encountered during redevelopment, such tanks should be registered with NYSDEC and/or the Westchester County Department of Health (WCDOH), if required, and closed and removed along with any contaminated soil in accordance with applicable regulations. {The final CMP would contain detailed procedures for the identification, reporting, testing, and cleanup of unforeseen discoveries.}
- If dewatering is required, treatment and discharge of dewatering fluids would be conducted in accordance with all applicable regulations and guidance, including obtaining appropriate permits.
- Appropriate erosion and sediment controls would be implemented in accordance with NYSDEC Stormwater Pollution Prevention Plan (SWPPP) requirements.
- {The final CMP will include drawings that identify the specific procedures for soil and stockpile management, soil reuse, offsite disposal.}

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