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Traffic Impact Study

Gasland Cortlandt

U.S. Route 6, Town of Cortlandt
Westchester County, New York

April 2, 2019
Revised June 14, 2019

Prepared For

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APPENDICES

I. INTRODUCTION

This report has been updated to incorporate comments from AKRF, the Town's traffic consultant dated May 22, 2019, and to include other information requested by the New York State Department of Transportation (NYSDOT) as set forth in their email to the Town of Cortlandt dated May 31, 2019.

A. PROJECT DESCRIPTION AND LOCATION

(Figure No. 1)

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

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

B. SCOPE OF STUDY

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

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

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

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

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

II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

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

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

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

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

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

2. Parkway Drive/Jacobs Hill Road

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

3. Bear Mountain Parkway

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

B. YEAR 2019 EXISTING TRAFFIC VOLUMES

(Figures No. 2, 3, and 4)

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

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

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

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

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

C. ACCIDENT DATA

(Appendix E)

Accident Data for the area roadways were obtained from the NYSDOT for the latest three-year period (2016, 2017 and 2018). Copies of the information are contained and summarized in Appendix "E". Based upon review of the information, the types of accidents primarily consist of rear end, left turn and right-angle accidents. Table A provides a summary of the accident details including contributing factors. Table A-2 summarizes the accident rates and comparison to state-wide averages. Note that both of the Bear Mountain Parkway intersections exceed the state-wide accident rates and improvements are identified in Section III-H of this report to address these conditions.

III. EVALUATION OF FUTURE TRAFFIC CONDITIONS

A. YEAR 2021 NO-BUILD TRAFFIC VOLUMES

(Figure No. 5 through 13)

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

B. SITE GENERATED TRAFFIC VOLUMES

(Table No. 1)

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

significant portion (over 40% and as much as 50%) of the peak hour trips are attracted as "pass-by" or diverted link trips at this type of facility.

C. ARRIVAL/DEPARTURE DISTRIBUTION

(Figures No. 14 and 15)

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

D. 2021 BUILD CONDITIONS TRAFFIC VOLUMES

(Figures No. 16 through 21)

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

E. DESCRIPTION OF ANALYSIS PROCEDURES

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

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

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

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

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

F. RESULTS OF ANALYSIS

(Tables No. 2 and 2R)

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

Table No. 2 summarizes the results of the capacity analysis for the 2019 Existing, 2021 No-Build and 2021 Build Conditions. See Table No. 2R, which includes a breakdown of the percentage change of delay from No-Build to Build conditions. Also, as requested by the Town's traffic consultant, a summary of the Synchro Percentile Methodology Results is presented in Table S-1 in Appendix "B." Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

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

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

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

   The capacity analysis was recomputed using the 2021 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience similar Levels of Service during Peak Hours under future conditions. As summarized in the last columns of Table No. 2, the projected average vehicle delay increases from the No-Build conditions at this intersection and are expected to be less than 2 seconds with the completion of signal timing adjustments as coordinated with those changes at the Bear Mountain Parkway intersection.

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

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

   As part of redevelopment of the site, the existing traffic signal system will be replaced to include updated actuation, additional pedestrian accommodations, and other new signal poles and equipment. In addition, a modem and equipment for adaptive software installation will also be incorporated into the improvement plans. A back-queue-detector will be included on the off-ramp approach to help address the existing conditions. Note that due to the limited width of U.S. Route 6 under the Bear Mountain Parkway, which is restricted to four travel lanes, no left turns into the site at this

intersection are currently proposed. It is anticipated that any vehicles approaching from that direction that want to access the site would be able to turn onto Parkway Drive to access the site (see also Section III-G of this report for evaluation of conditions with left turns entering the Route 6 site driveway).

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

The capacity analysis was recomputed using the 2021 No-Build and Build Traffic volumes. These results indicate that with traffic signal timing modifications and full actuation, the intersection is expected to experience overall Levels of Service "D" during the AM, PM, and Level of Service "E" during the Saturday Peak Hours under future conditions. Based on the analysis with the planned improvements, the overall vehicle delays will be improved. Certain movements, such as the site driveway, will experience delay increases. However, the provision of the three (3) lanes exiting the site should help offset this condition.

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

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

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

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

G. ALTERNATE ACCESS CONSIDERATIONS

(Appendix G)

As requested by the Town of Cortlandt Traffic Consultant (AKRF), an alternate analysis was completed to evaluate the potential of westbound left turns entering the site at the main driveway in lieu of using Parkway Drive to access the site. The figures and analyses for this scenario are contained in Appendix G of this document. As can be seen from a review of Tables 2A and 2AR in this appendix, the lack of a separate left turn lane on Route 6 at the driveway would result in poor levels of service during the Saturday peak hours under this access scenario.

H. SUMMARY OF RECOMMENDED IMPROVEMENTS

Based upon the results of the field inspections, as well as the results of the analysis, the following is a summary of the recommendations relative to the access to this site and other recommended off-site improvements.

1. The existing site easterly driveway should be reconstructed to align directly with the Bear Mountain Parkway on/off ramp. The driveway should consist of one entering and three exiting lanes, including a separate right, separate through, and a separate left lane. The westerly driveway should be shifted to the west and the channelization island and angle should be adjusted, and appropriate signing installed to allow right turn entry only (see Drawing CIP-1). The right turn entering driveway should include a portion of standard pavement and a mountable area in order to control traffic movements while at the same time allowing delivery vehicles access to the site.

2. Associated with the driveway reconstruction opposite the Bear Mountain Parkway eastbound on/off ramp, the existing traffic signal should be upgraded to include replacement of the existing poles, additional signal heads, and updated vehicle actuation for all lanes. Based on a review of the accident data, signal backplates and lane designation signing should also be included as part of the replacement signal

system. Also, as part of the signal upgrades, additional pedestrian accommodations should be incorporated into the work. The existing pedestrian poles crossing the ramps should be replaced and additional crosswalk provided as needed crossing U.S. Route 6. Appropriate modifications of the existing sidewalks to accommodate ADA ramps, as well as a sidewalk in the vicinity of the site connecting west to Parkway Drive should be installed.

3. The traffic signal upgrades for the U.S. Route 6 and Bear Mountain Parkway EB On/Off Ramp intersection should also include a modem, as well as the infrastructure necessary to provide adaptive signal control at this intersection, as well as at the intersection of Route 6 and Parkway Drive/Jacobs Hill Road if it is required by the Town and NYSDOT as part of the work permit for the project.

4. Under existing conditions, it was observed that during certain peak periods that traffic exiting the Bear Mountain Parkway eastbound off ramp currently queues on the ramp and extends to the right lane exit of the parkway. In addition to the adaptive and other signal improvements, a back-queue-detector should be installed. Lastly, if acceptable to NYSDOT, possible consideration should be given to restriping the ramp to provide a separate left lane and a lane designated for left, through, and right movements to better accommodate the overall flows and reduce queues.

5. The limited width of U.S. Route 6 under the Bear Mountain Parkway does not allow the ability to provide a left turn lane for left turn movements into the site at the U.S. Route 6 driveway. If it is decided as part of the final review that no lefts will be permitted at this driveway, “No Left Turn” signs should be installed at this location. Those vehicles arriving from the east would then have to make a left turn onto Parkway Drive and enter that limited access driveway of the site. Appropriate signing will have to be incorporated into the final plans.

6. The intersection of U.S. Route 6 and the Bear Mountain Parkway westbound on/off ramps/Sinclair Gas Station driveway should continue to be monitored for potential signalization. In the interim, some pruning of vegetation to improve the sight distance for vehicles exiting the off-ramp and some additional “Intersection Ahead” advisory signs should be installed to address some of the crash history at this location.

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

IV. SUMMARY AND CONCLUSION

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

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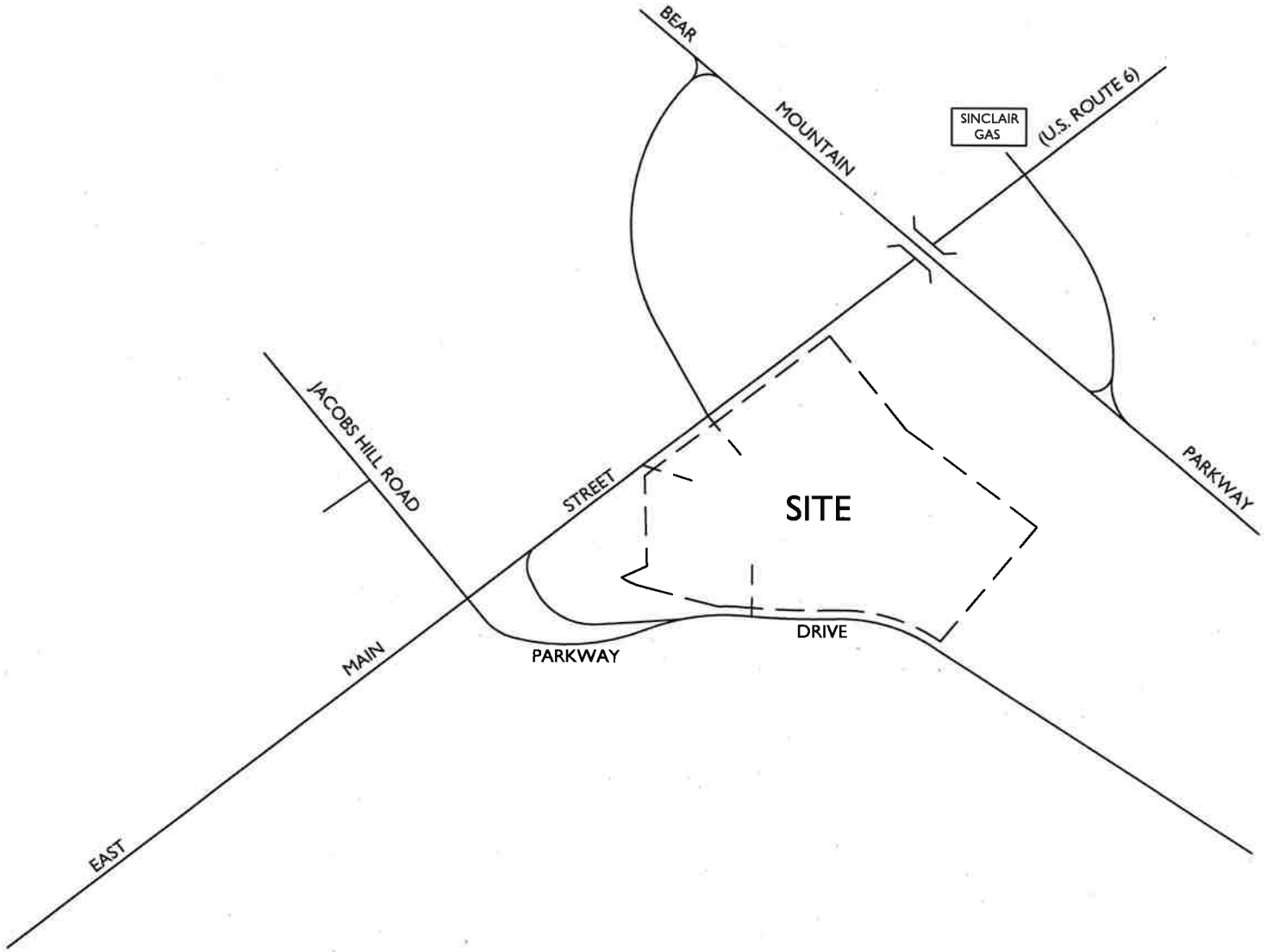
GASLAND CORTLANDT

APPENDIX A

FIGURES



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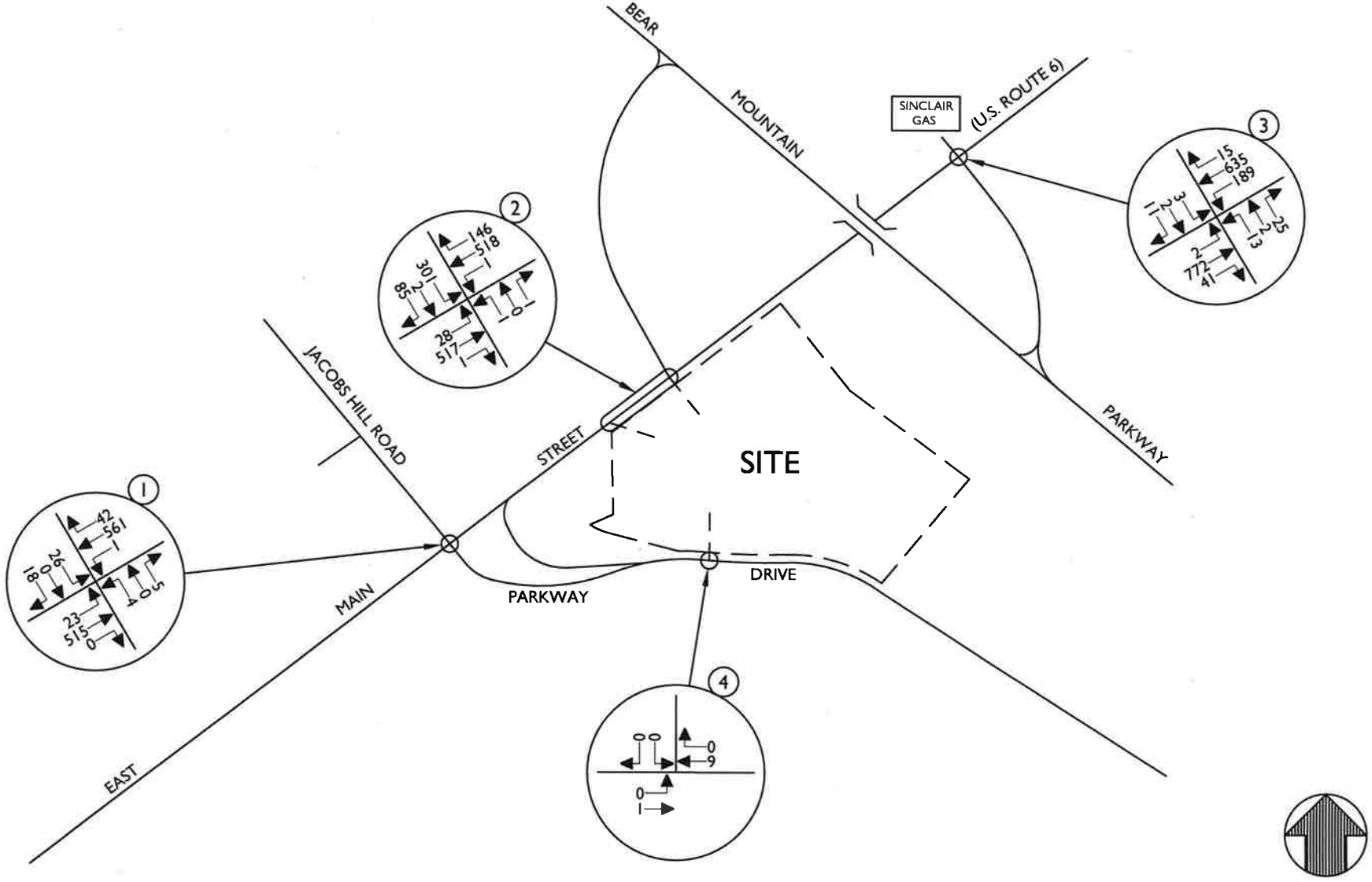

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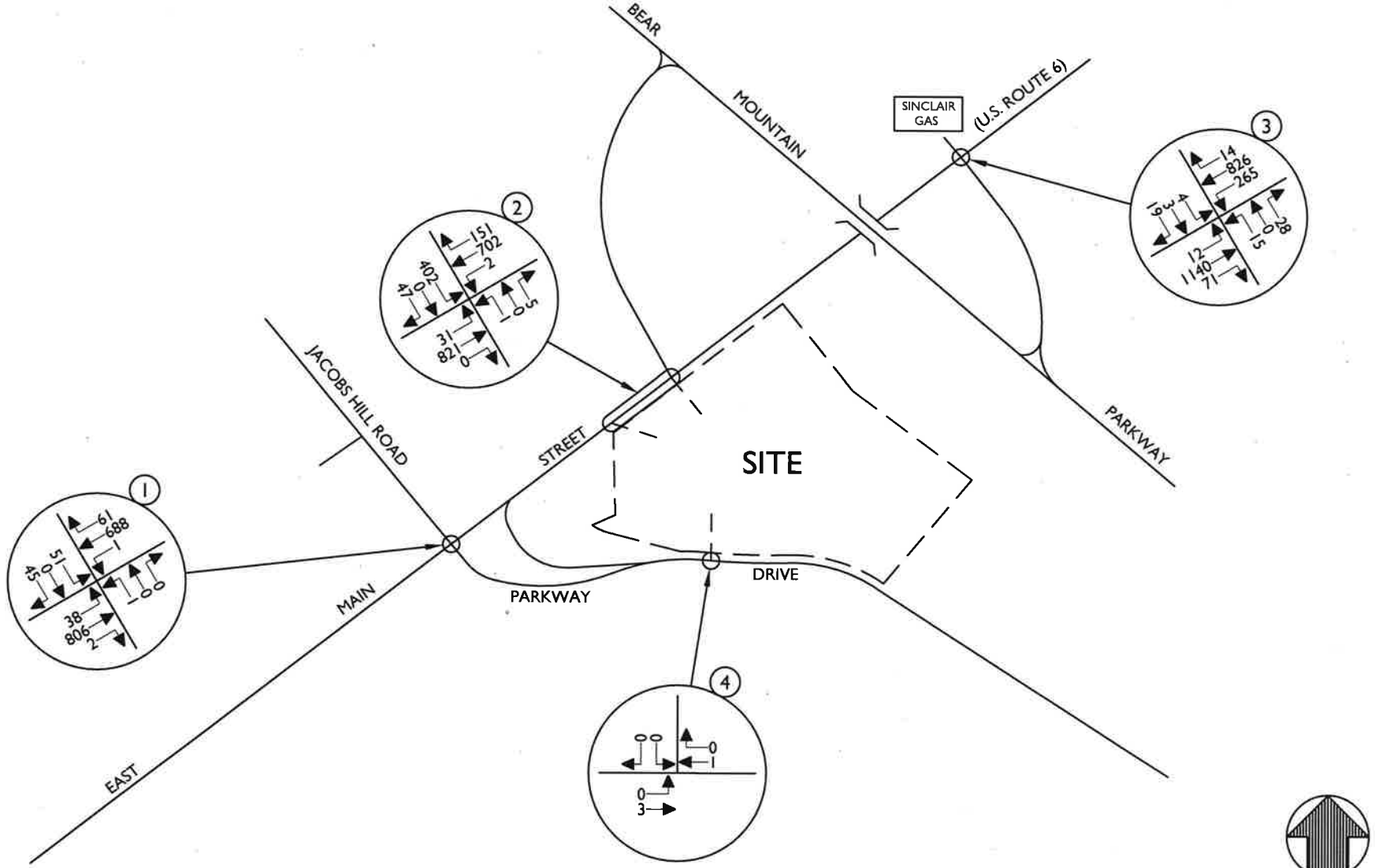

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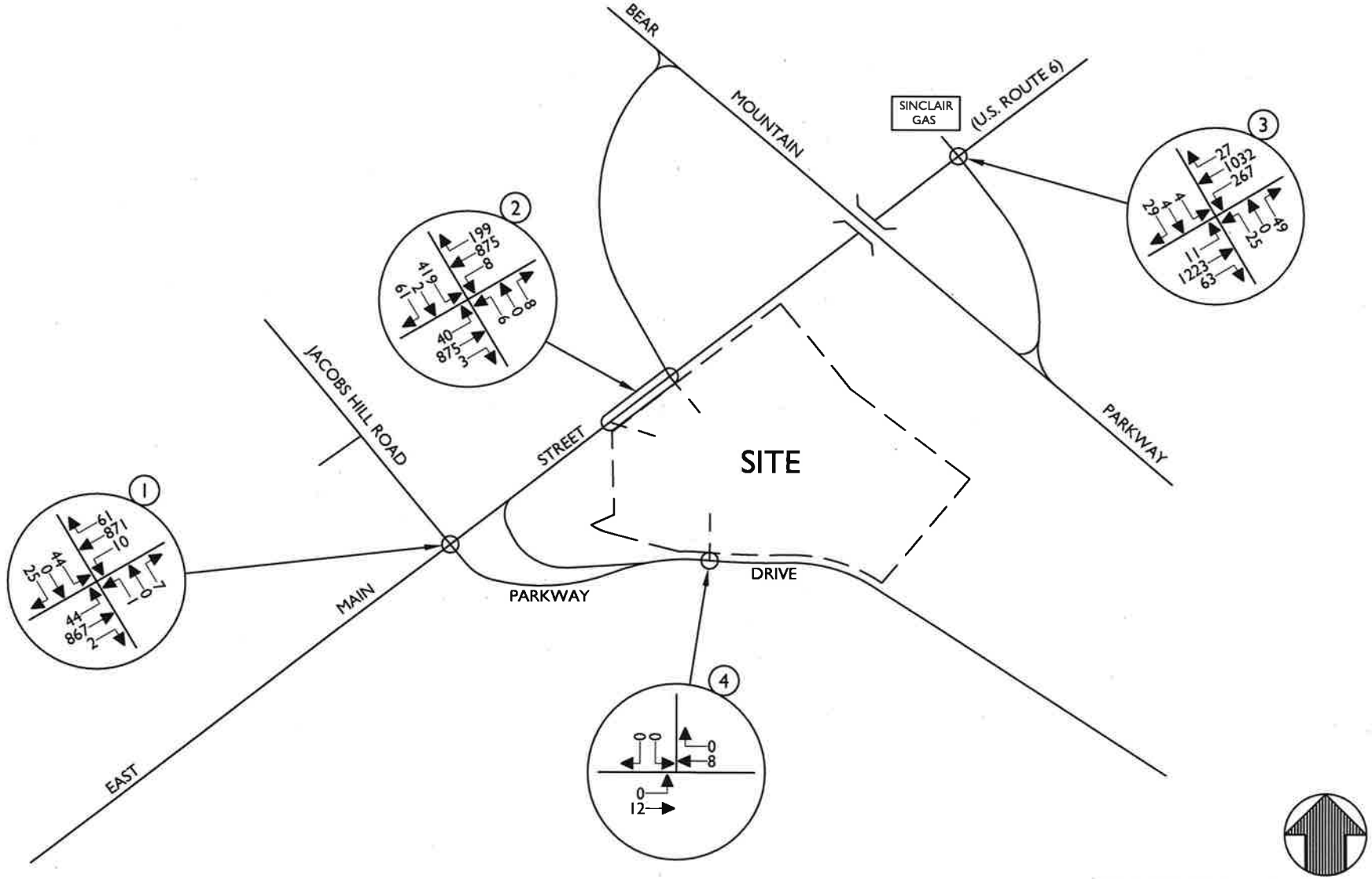

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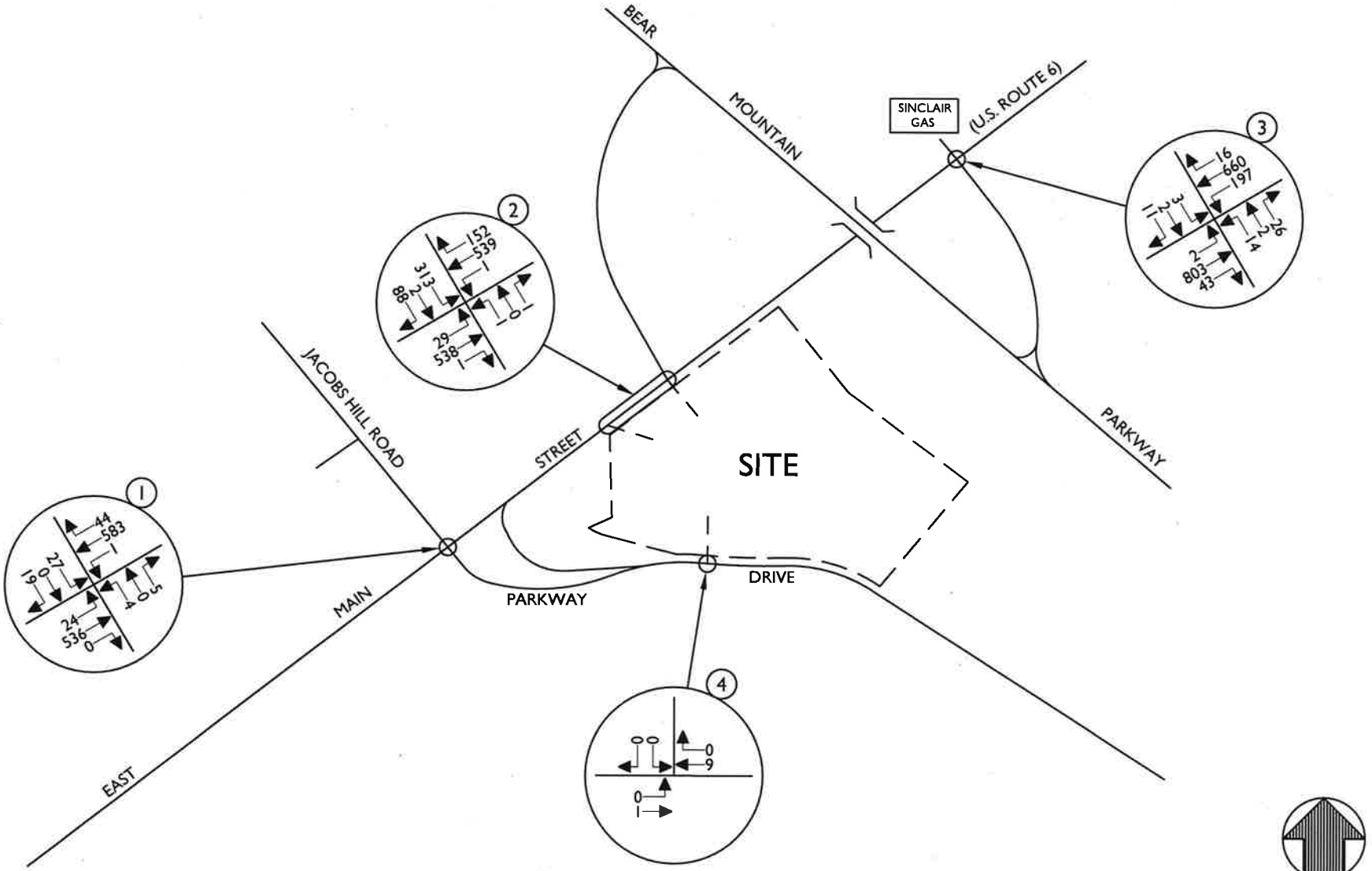
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER: 19003182A

DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
4



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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
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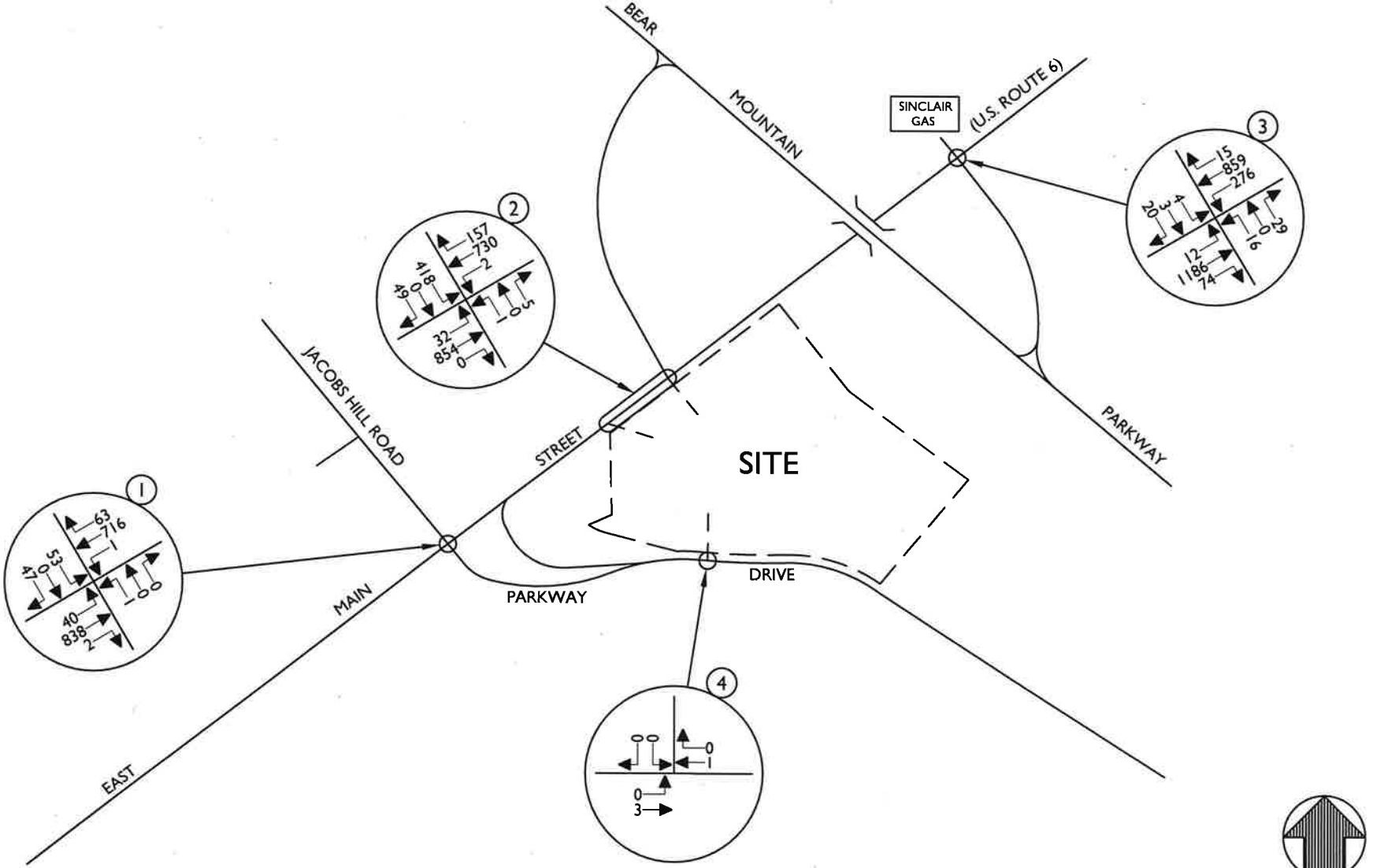
PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
2021 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
5



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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
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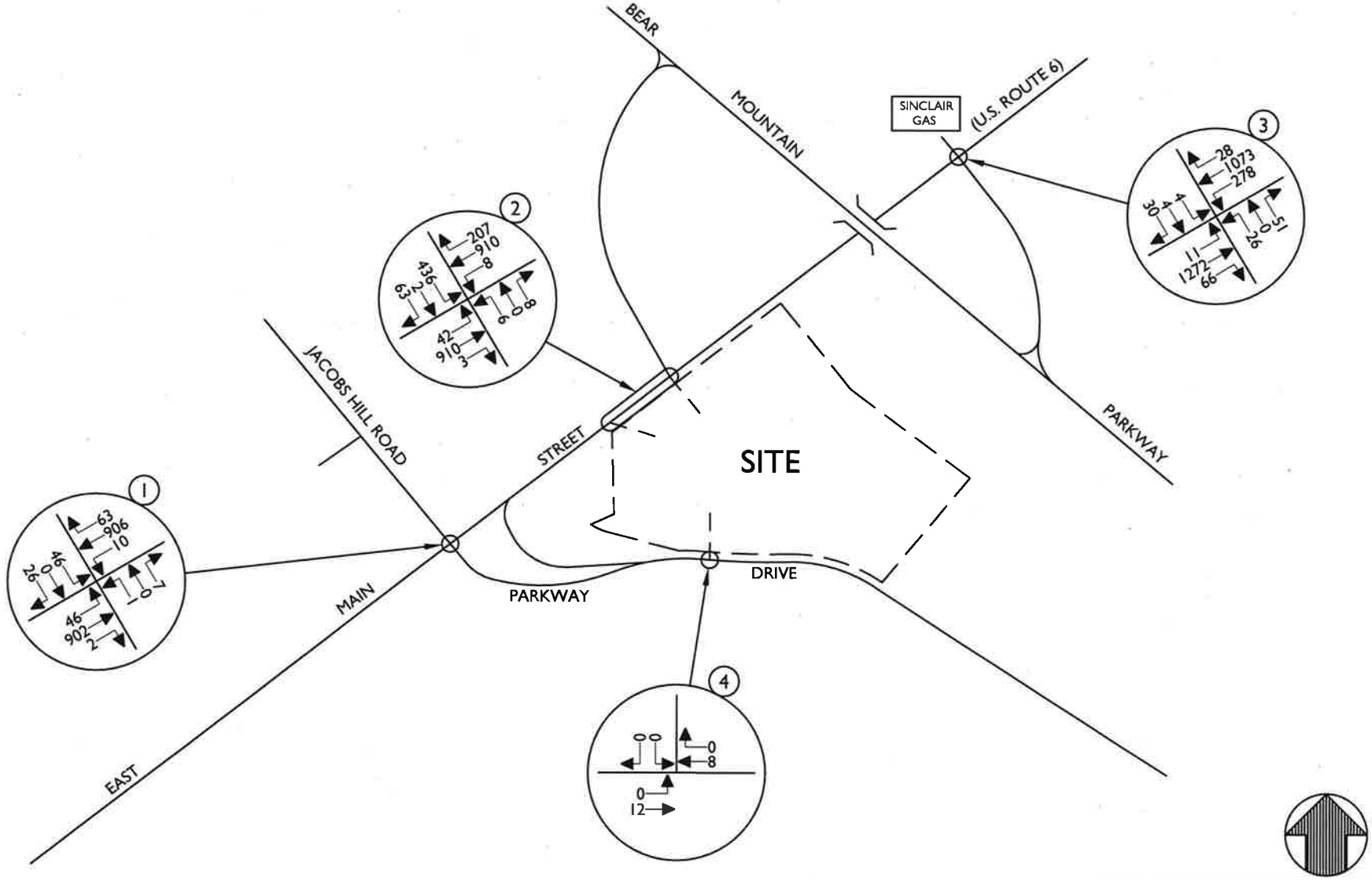
PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
2021 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
6



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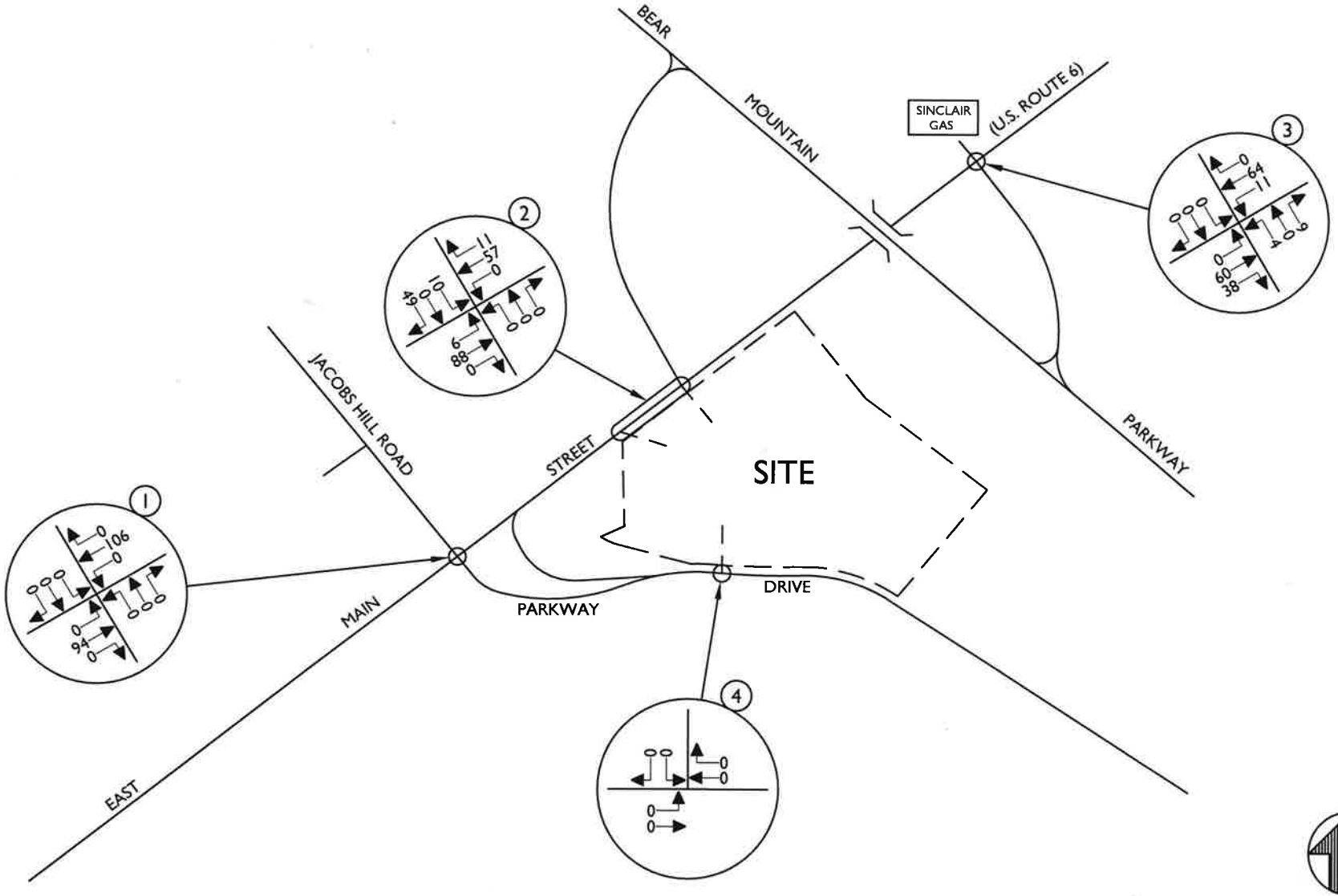
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
2021 PROJECTED TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
7



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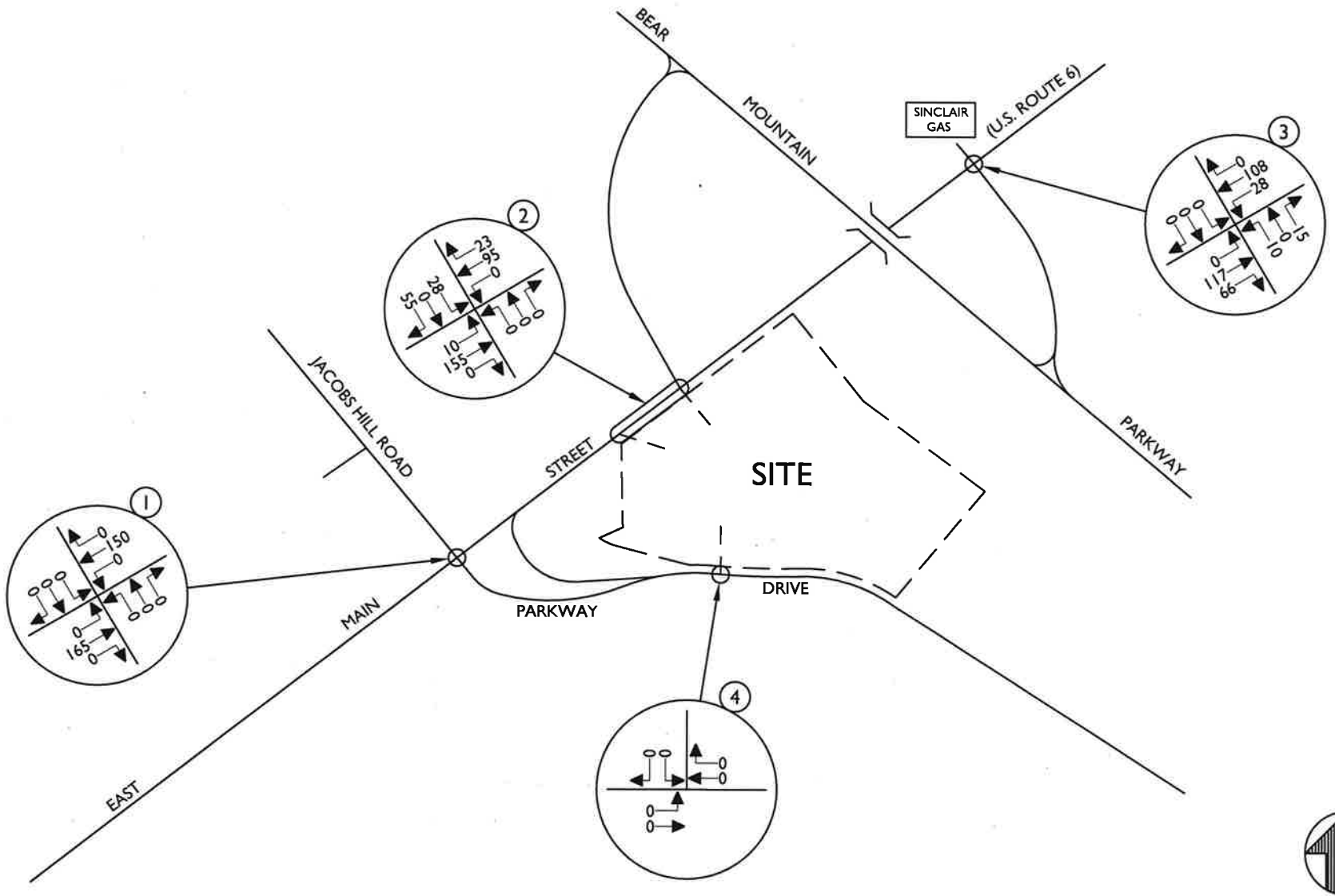
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
8



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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
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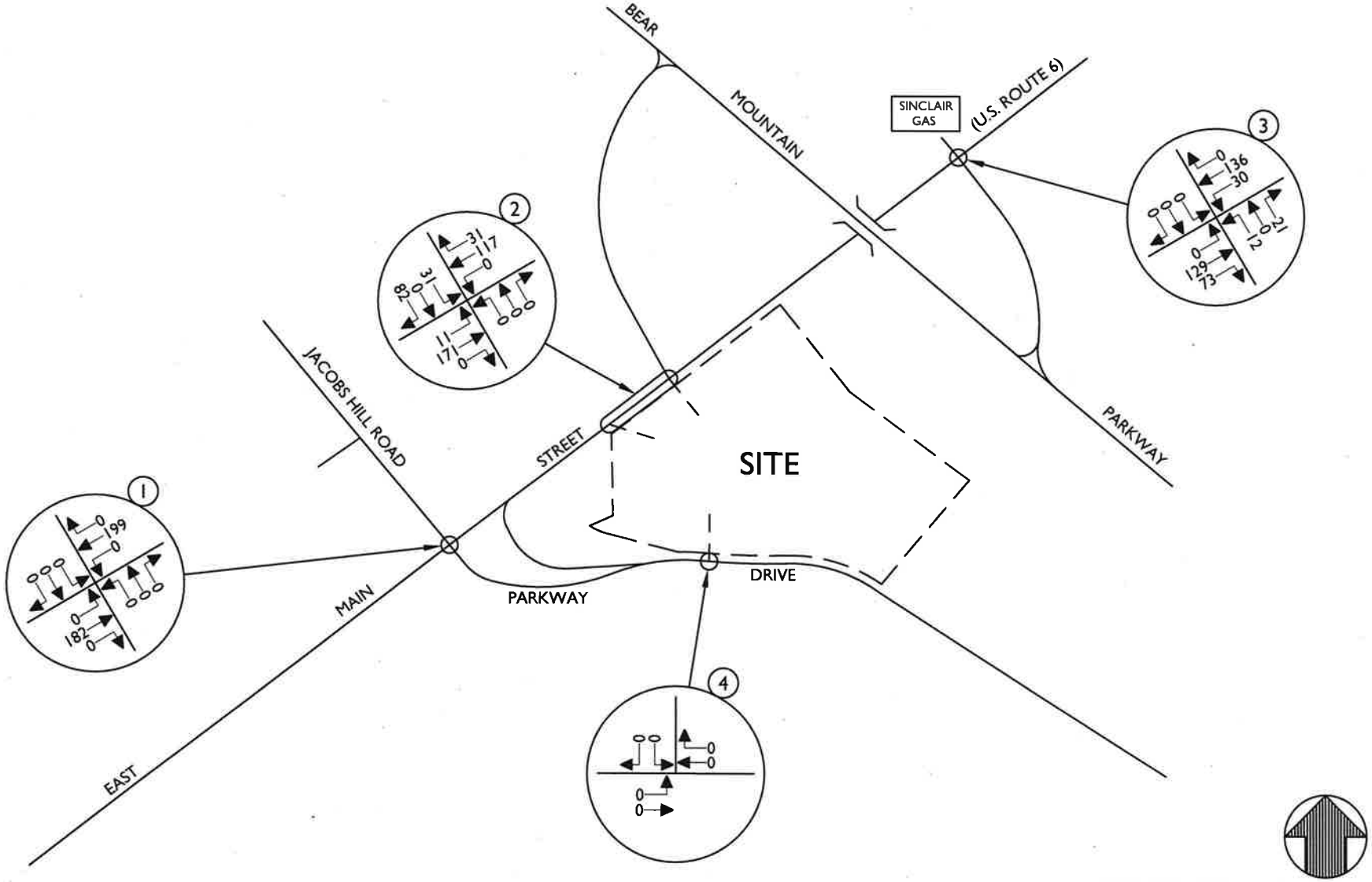
PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 9



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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
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PROJECT NUMBER:	DRAWING NAME:
19003182A	190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
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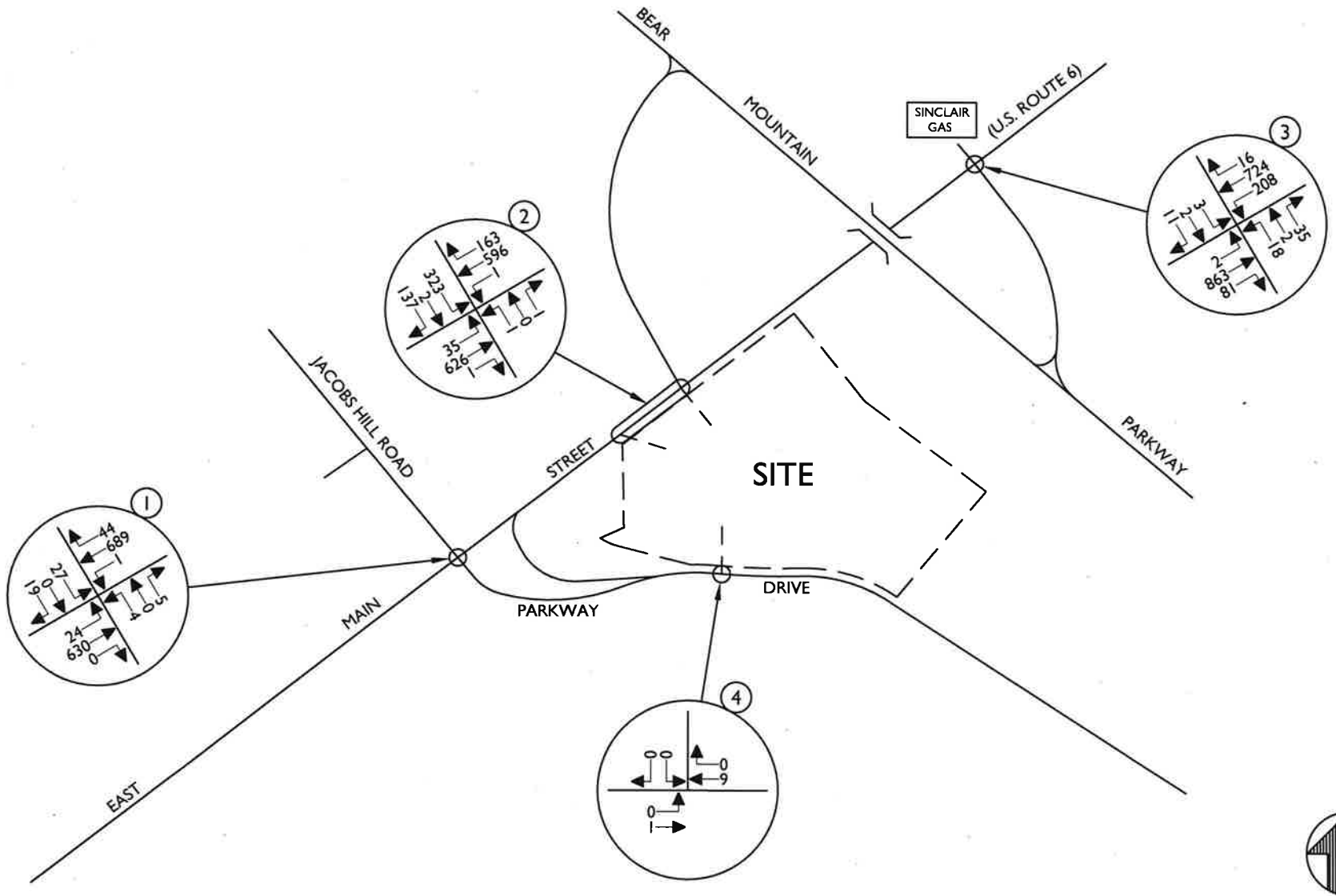

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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH FIGURE-NO PARKWAY DR EXIT

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

SHEET NUMBER:
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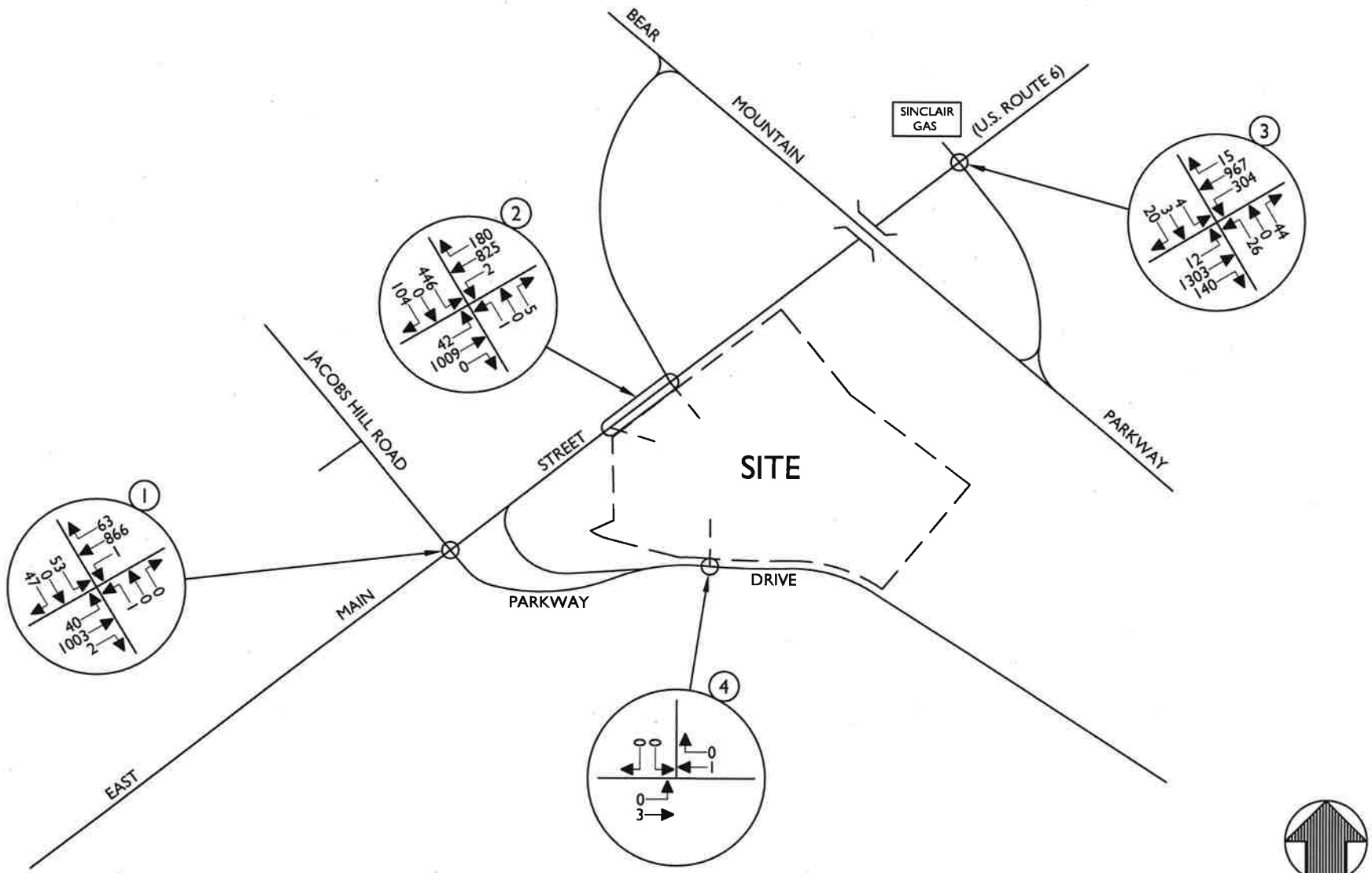

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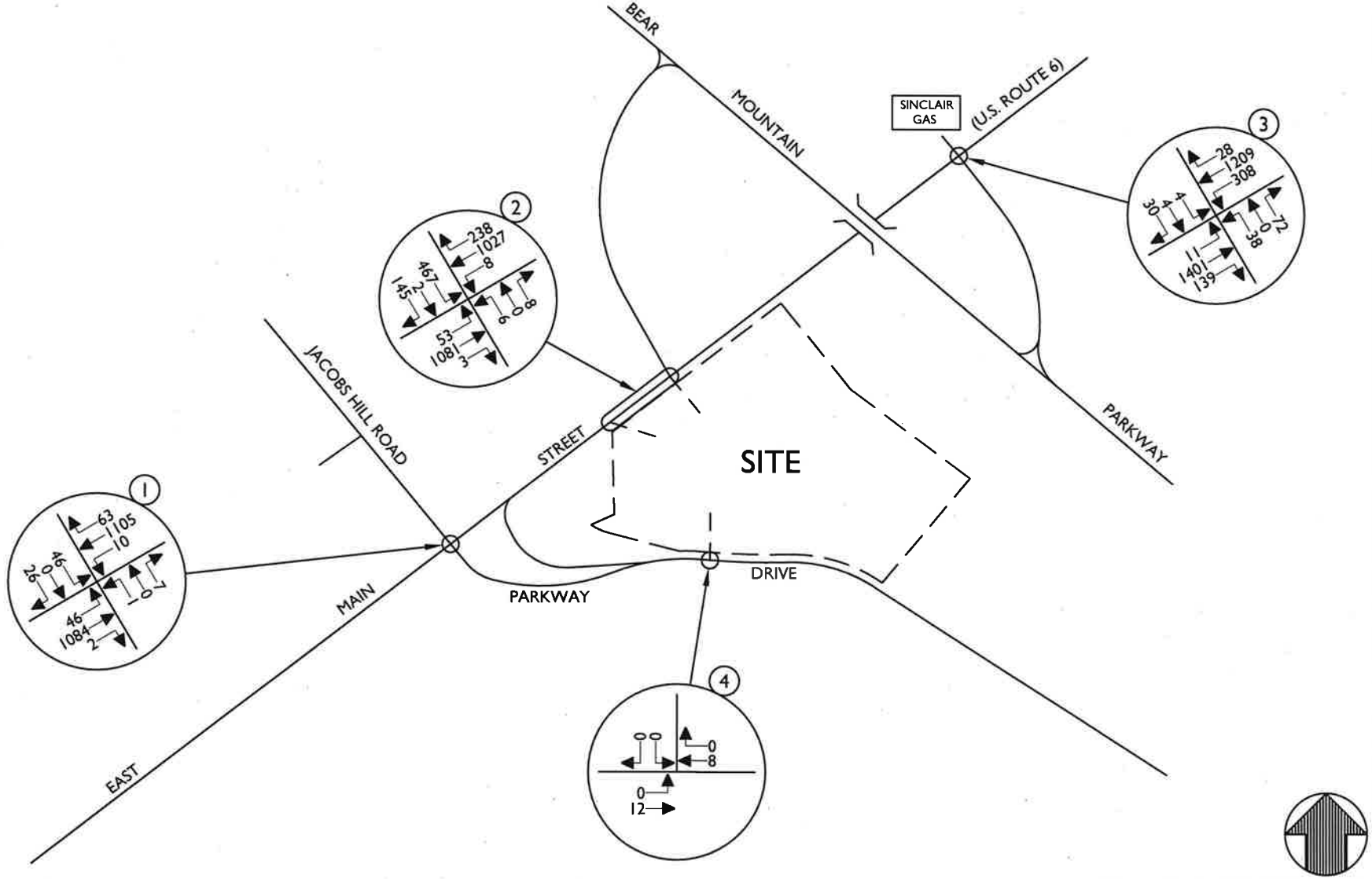
PROJECT NUMBER: 19003182A

DRAWING NAME: 190522RH FIGURE-NO PARKWAY DR EXIT

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

SHEET NUMBER:
12



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AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER	DRAWING NAME
19003182A	190522RH_FIGURE-NO PARKWAY DR EXIT

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

SHEET NUMBER
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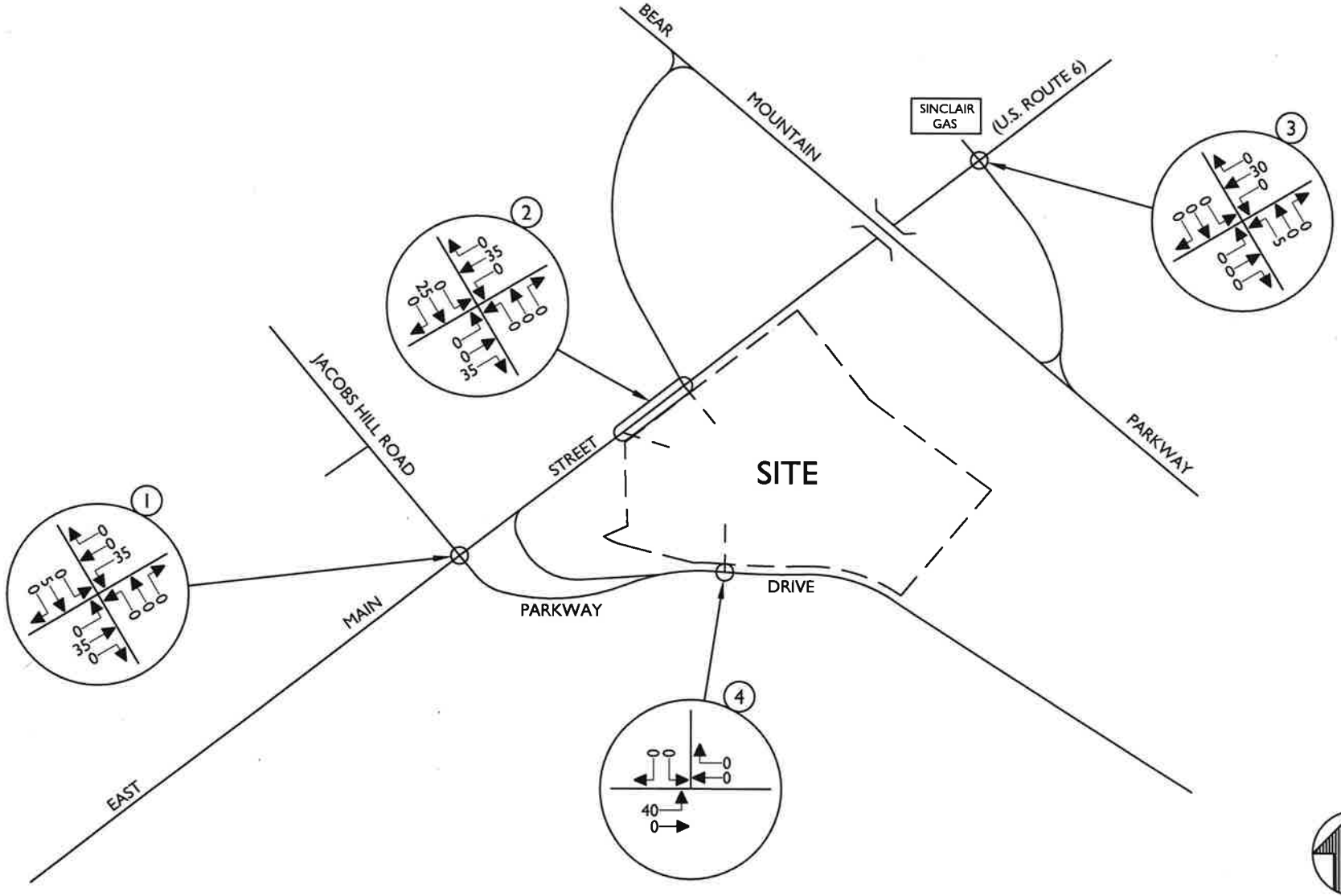

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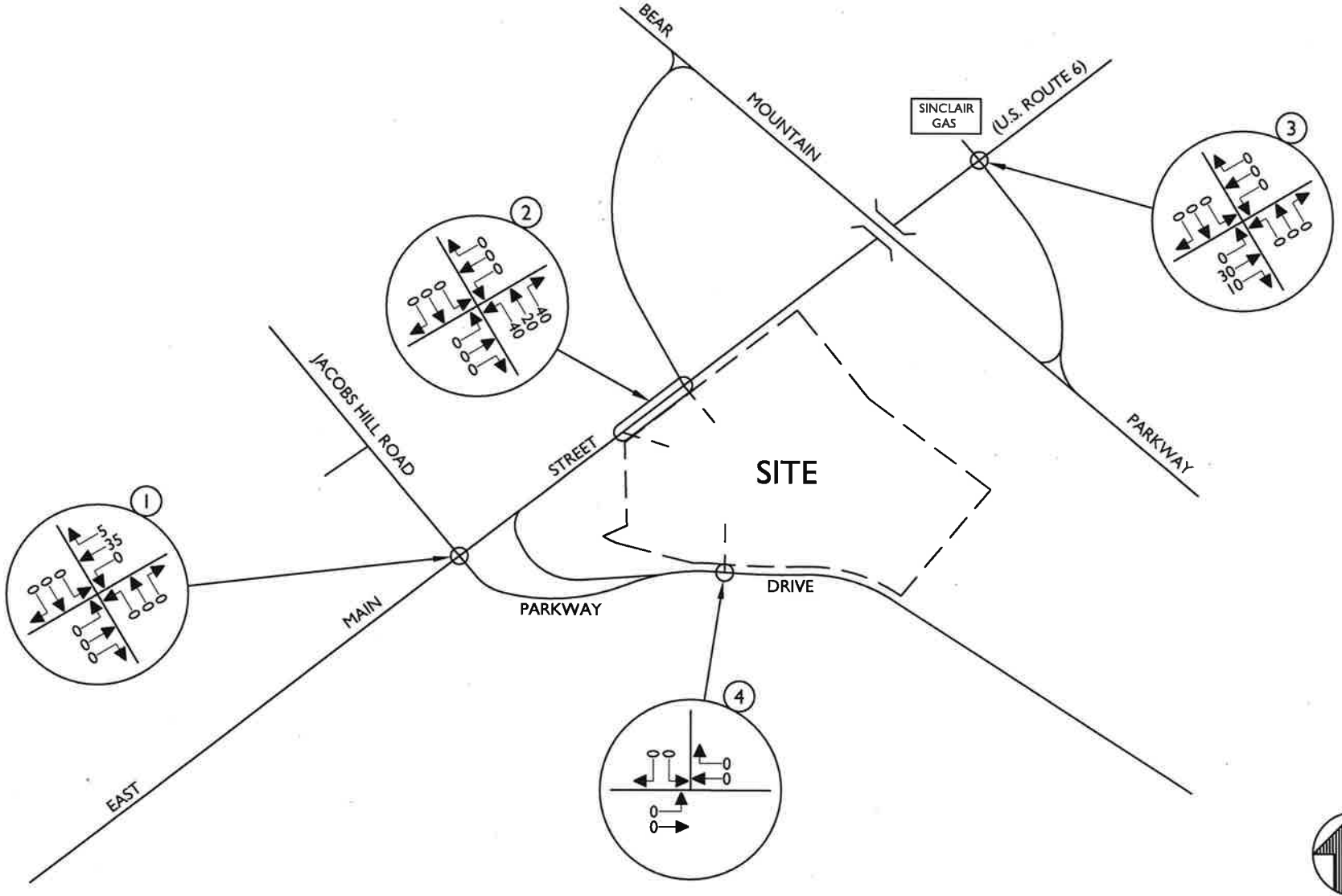
SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

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

SHEET NUMBER:
14



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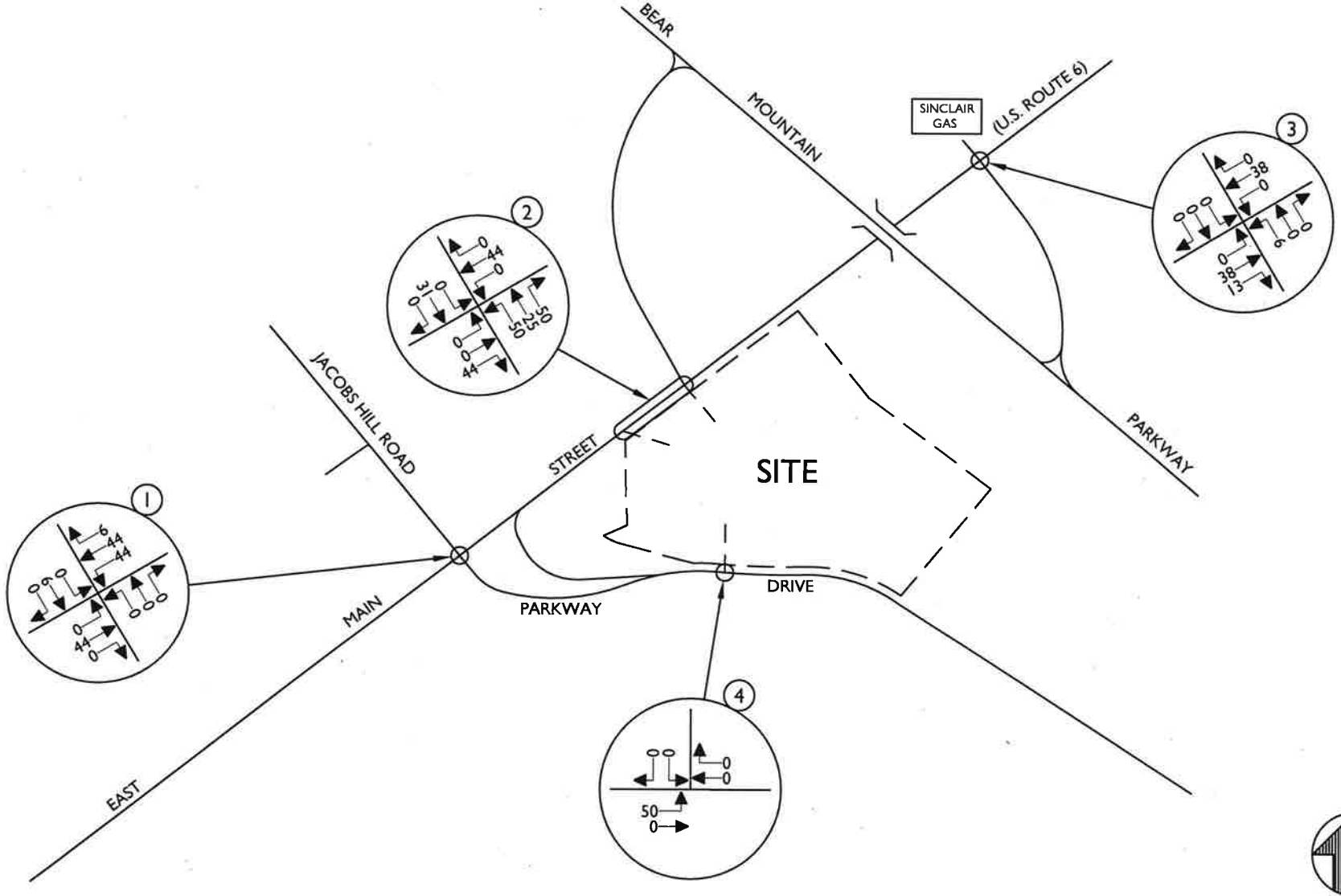
PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

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

SHEET NUMBER:
15



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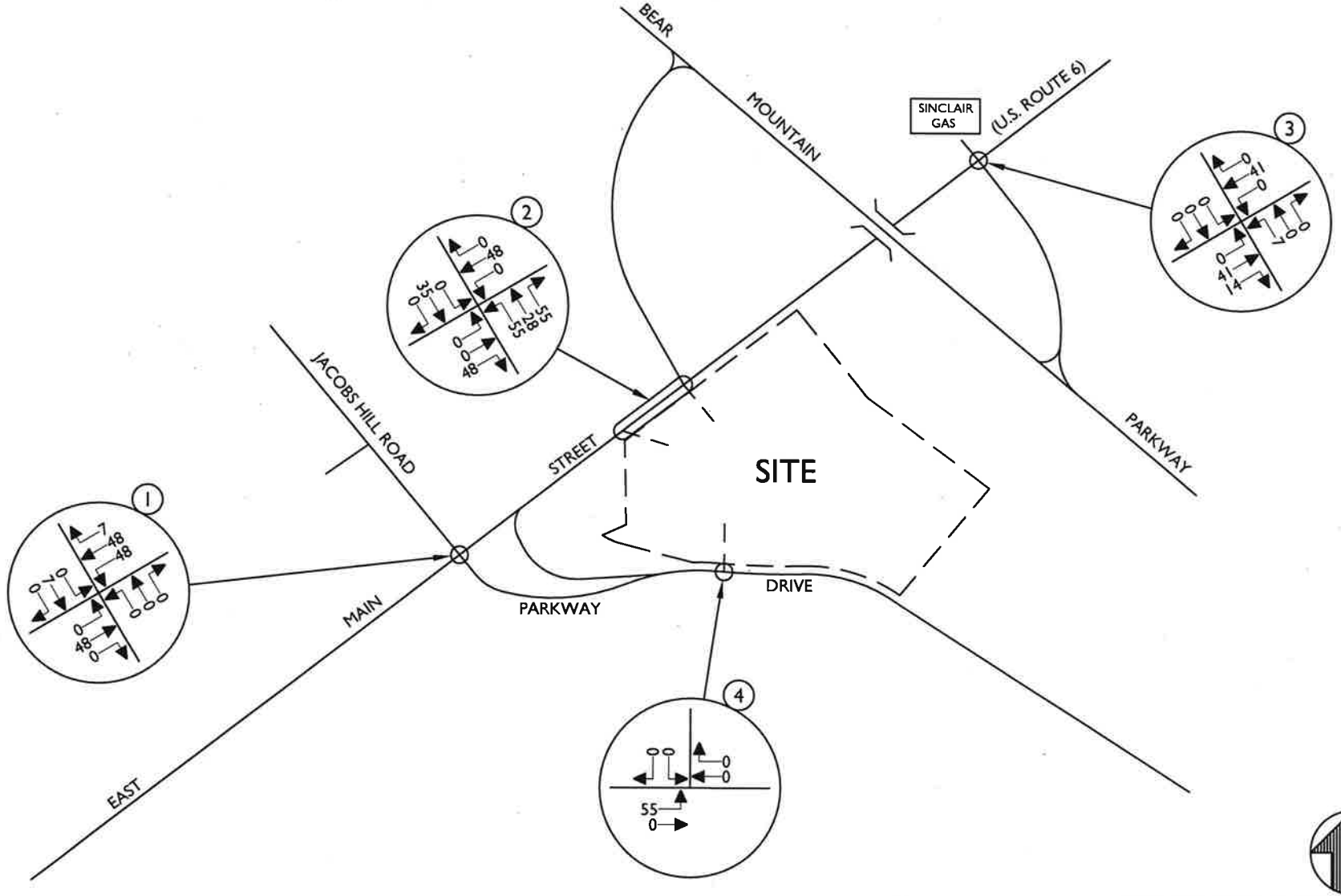
PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
16



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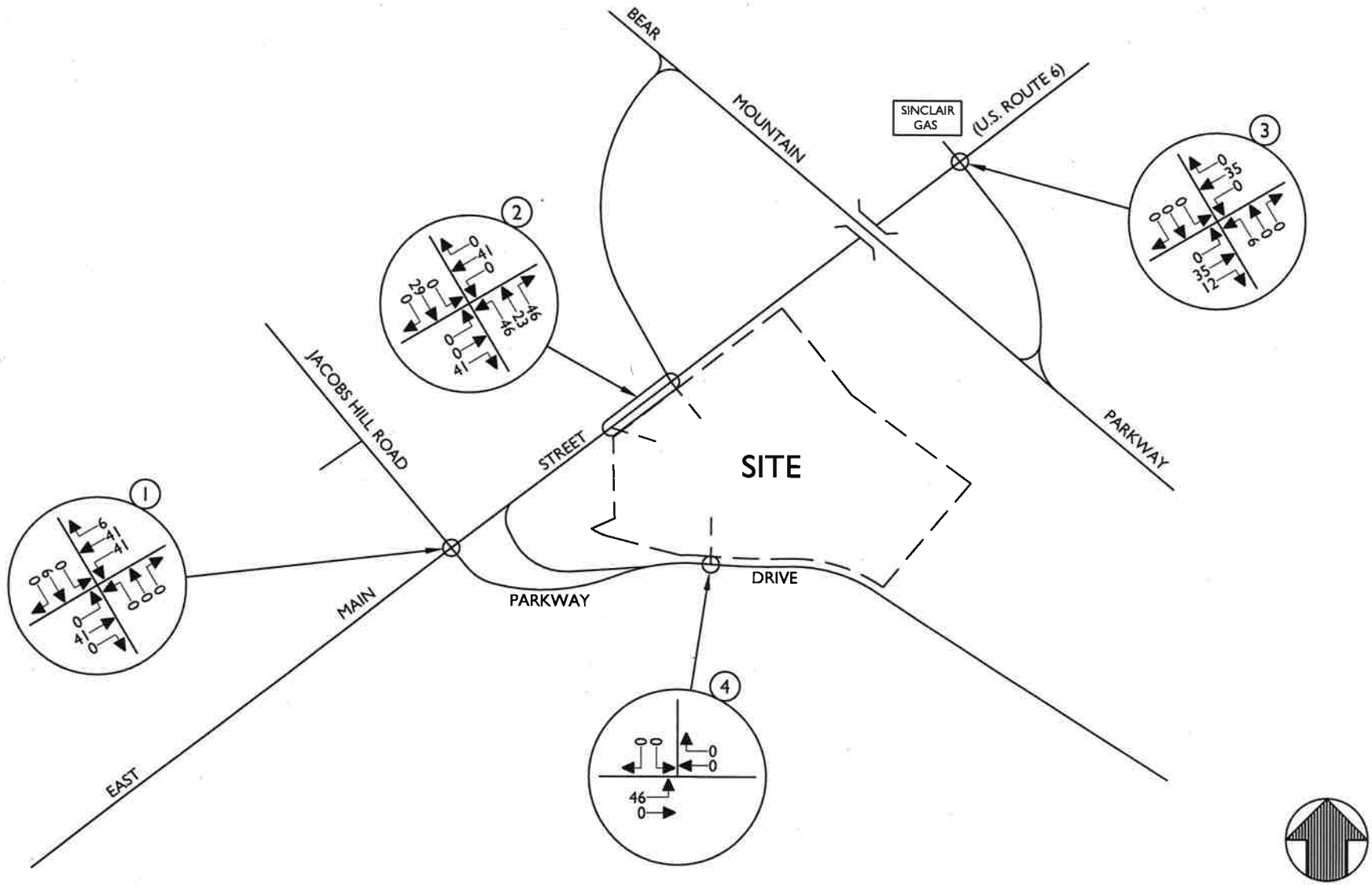
PROJECT NUMBER: 19003182A

DRAWING NAME: 19052281H_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
17



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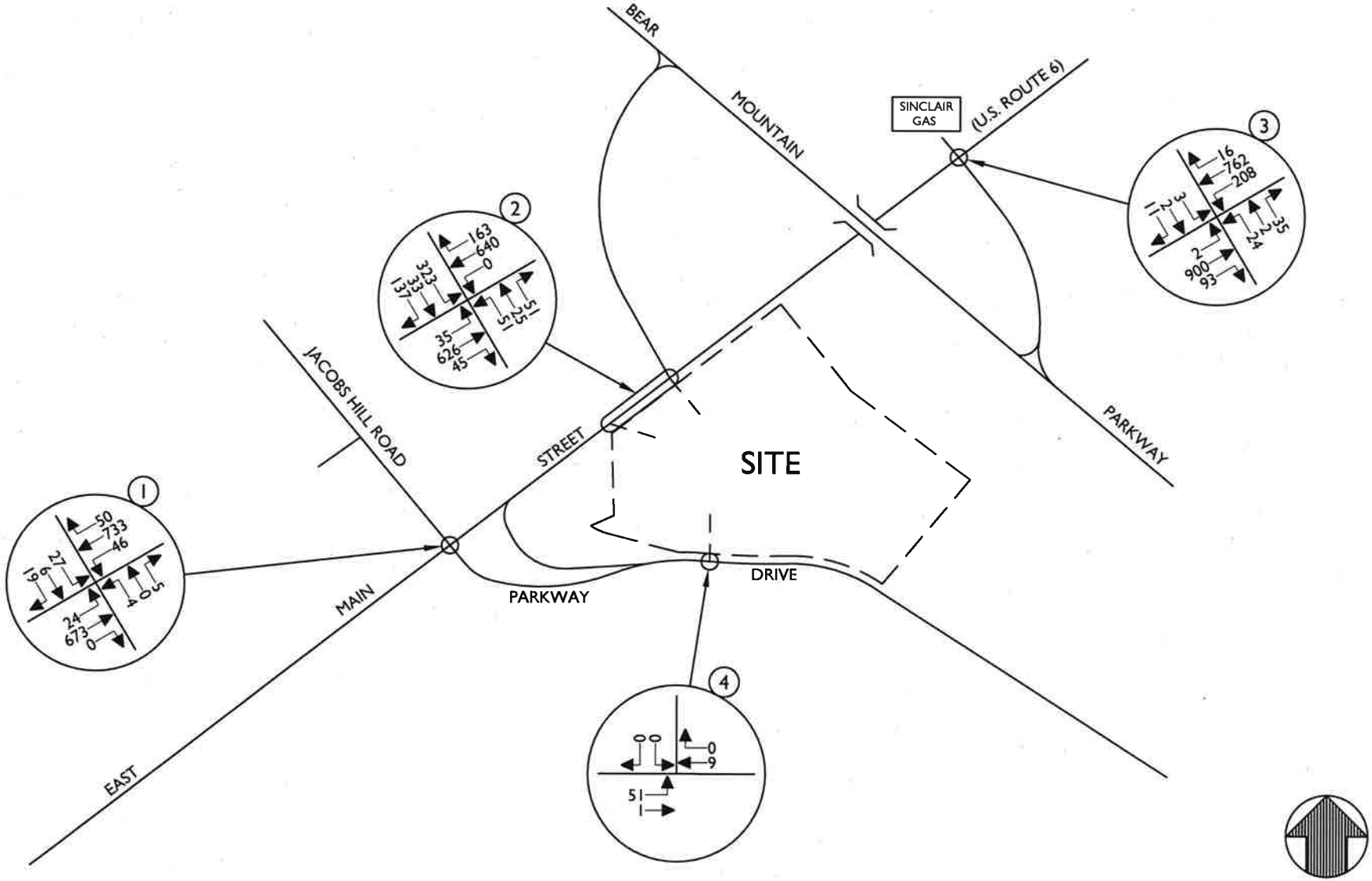
PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE
SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER
18



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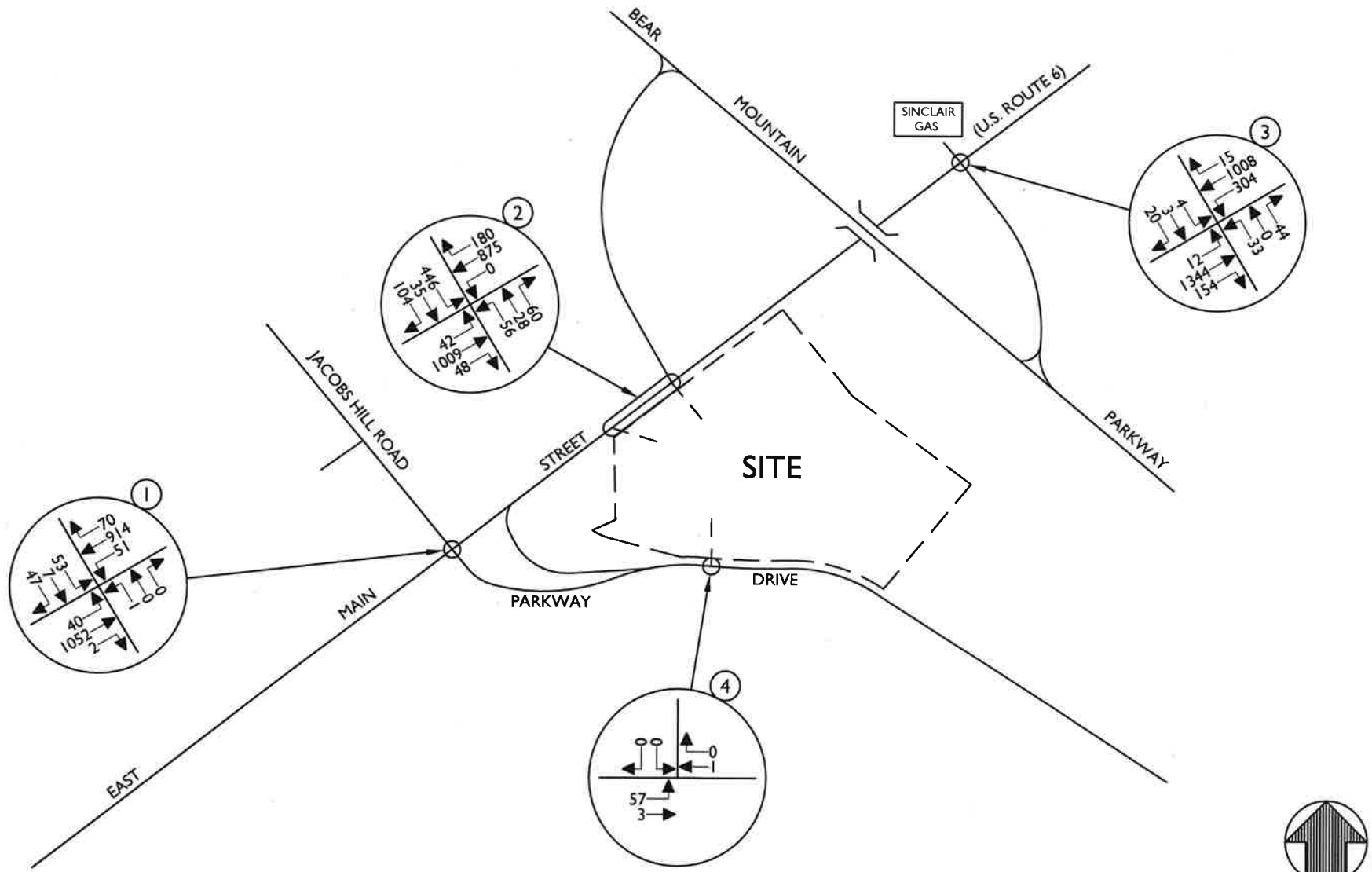
PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
2021 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
19



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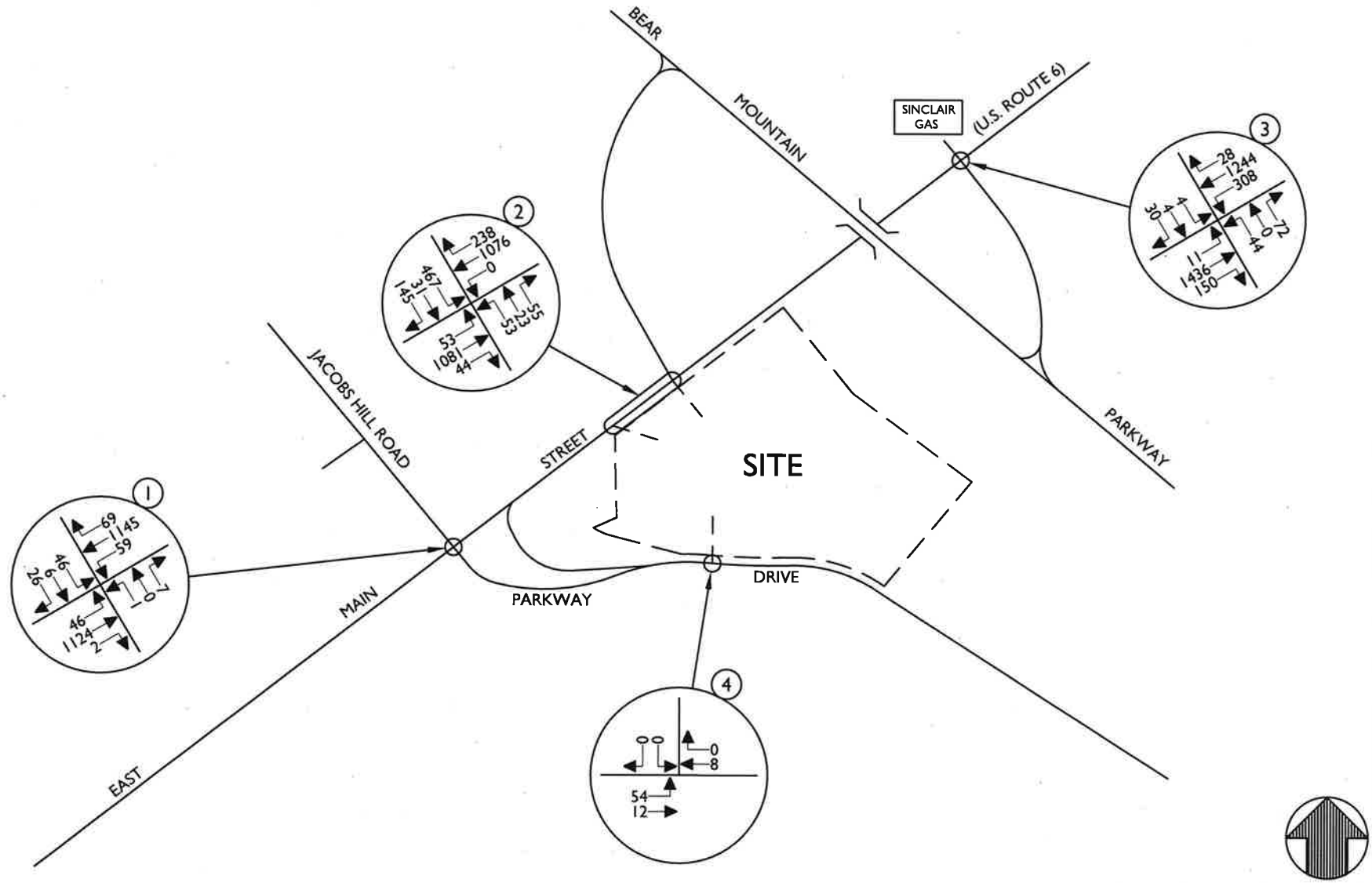
PROJECT NUMBER	DRAWING NAME
19003182A	190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE
2021 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER
20



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PROJECT NUMBER: 19003182A
DRAWING NAME: 190522RH_FIGURE-NO PARKWAY DR EXIT

SHEET TITLE:
2021 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR

SHEET NUMBER:
21

BEAR MOUNTAIN STATE PARKWAY EB OFF RAMP

U.S. ROUTE 6

JACOBS HILL ROAD

PARKWAY DRIVE

INSTALL REPLACEMENT TRAFFIC SIGNAL INSTALLATION WITH SYNCHRO GREEN ADAPTIVE CAPABILITES SEE NOTE 1 BELOW

INSTALL REPLACEMENT TRAFFIC SIGNAL INSTALLATION WITH SYNCHRO GREEN ADAPTIVE CAPABILITES SEE NOTE 1 BELOW

INSTALL ITEM 645.5202, 645.81 — R3-2 (24"x24")

INSTALL ITEM 645.5202, 645.81 — R3-2 (24"x24")

PROPOSED PEDESTRIAN CROSSING

REMOVE EXISTING VEHICLE DETECTION LOOP

INSTALL NEW VEHICLE DETECTION LOOPS

INSTALL ITEM 645.5102, 645.81 — R6-1 (36"x12") — ONE WAY / ONE WAY

INSTALL ITEM 645.5202, 645.81 — R5-1 (30"x30") — DO NOT ENTER

INSTALL ITEM 645.5102, 645.81 — R6-1 (36"x12") — ONE WAY / ONE WAY

LOADING AREA

NO PARKING

ONLY

ONLY

ONLY

NOTES:

1. CONTRACTOR SHALL INSTALL A SYNCHRO GREEN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT THIS INTERSECTION AS WELL AS AT NYSDOT SIGNAL NO. O-181: NYS ROUTE 17A AT HATFIELD LANE/NYS ROUTE 17 EB RAMPS (SEE DWG. NO. V-TS-04), NYSDOT SIGNAL NO. O-182: NYS ROUTE 207 AT N. CONNECTOR ROAD/MATTHEWS STREET (SEE DWG. NO. V-TS-05) AND NYSDOT SIGNAL NO. O-183: N. CONNECTOR ROAD AT NYS ROUTE 17 WB RAMPS (SEE DWG. NO. V-TS-06). CONTRACTOR SHALL INSTALL AT EACH INTERSECTION A 2070 CONTROLLER VERSION 76 WITH APOGEE SOFTWARE INCLUDING COMMUNICATIONS SYSTEM (MODEM, ANTENNA, ROUTER, ETC.) WITH CAT 5 ETHERNET CABLE.

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PROJECT NUMBER:	DRAWING NAME:
19003182A	R-CNPT 2

SHEET TITLE:

CONCEPTUAL IMPROVEMENT PLAN

SHEET NUMBER:

CIP-1

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2019\19003182A\Drawings\Transportation\Concept Plan\R-CNPT 2.dwg\R-CNPT 2 By: JFM,CCH,

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PROJECT NUMBER:	DRAWING NAME:
19003182A	R-CNPT

SHEET TITLE:
TURNING MOVEMENT PLAN PASSENGER CAR

SHEET NUMBER:
TT-1

2019\19003182A\Drawings\Transportation\Concept Plan\R-CNPT.dwg(TT-1 By: JNUCCIN

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APPENDIX B

TABLES

TABLE NO. 1

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

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

NOTES:

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

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

TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

				2019 EXISTING			2021 NO-BUILD			NO EXIT TO PARKWAY DRIVE 2021 BUILD			DELAY CHANGE (SEC) NO-BUILD TO BUILD		
				AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY
1	U.S. ROUTE 6 & JACOBS HILL ROAD/ PARKWAY DRIVE	SIGNALIZED													
		EB	L	A [2.1]	A [2.5]	A [2.6]	A [2.2]	A [2.7]	A [3.1]	A [2.4]	A [2.9]	A [3.3]	0.2	0.2	0.2
			TR	A [2.5]	A [3.4]	A [3.6]	A [2.6]	A [3.9]	A [4.4]	A [3.7]	A [5.5]	A [5.7]	1.1	1.6	1.3
		EB APPROACH		A [2.4]	A [3.4]	A [3.7]	A [2.6]	A [3.9]	A [4.3]	A [3.7]	A [5.4]	A [5.5]	1.1	1.5	1.2
		WB	L	A [2.4]	A [2.9]	A [2.7]	A [2.4]	A [3.1]	A [2.9]	A [2.2]	A [3.0]	A [3.1]	-0.2	-0.1	0.2
			TR	A [3.3]	A [4.1]	A [4.3]	A [3.5]	A [4.5]	A [4.5]	A [3.6]	A [4.3]	A [4.6]	0.1	-0.2	0.1
		WB APPROACH		A [3.3]	A [4.1]	A [4.3]	A [3.5]	A [4.4]	A [4.4]	A [3.5]	A [4.3]	A [4.5]	0.0	-0.1	0.1
		NB	LT	D [42.8]	D [42.8]	D [42.8]	D [42.7]	D [42.8]	D [42.9]	D [42.8]	D [43.0]	D [43.0]	0.1	0.2	0.1
			R	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	0.0	0.0	0.0
		NB APPROACH		D [42.8]	D [42.8]	D [42.8]	D [42.7]	D [42.8]	D [42.9]	D [42.8]	D [43.0]	D [43.0]	0.1	0.2	0.1
		SB	LT	D [42.3]	D [42.0]	D [42.2]	D [42.2]	D [42.0]	D [42.2]	D [42.2]	D [42.1]	D [42.3]	0.0	0.1	0.1
			R	D [42.8]	D [43.2]	D [42.3]	D [42.8]	D [43.4]	D [42.2]	D [42.5]	D [43.1]	D [42.1]	-0.3	-0.3	-0.1
		SB APPROACH		D [42.5]	D [42.8]	D [42.2]	D [42.5]	D [42.7]	D [42.2]	D [42.3]	D [42.5]	D [42.2]	-0.2	-0.2	0.0
		OVERALL		**A [4.5]**	**A [6.0]**	**A [5.4]**	**A [4.5]**	**A [6.0]**	**A [5.5]**	**A [5.0]**	**A [6.7]**	**A [6.2]**	**0.5**	**0.7**	**0.7**
2	U.S. ROUTE 6 & BEAR MOUNTAIN PARKWAY EB ON/OFF RAMPS/ SITE ACCESS DRIVEWAY	SIGNALIZED													
		EB	L	D [45.9]	D [46.0]	D [46.5]	D [46.1]	D [46.4]	D [46.7]	-	-	-	-	-	-
			T	C [27.8]	C [26.7]	C [24.0]	C [27.0]	C [25.9]	C [27.8]	-	-	-	-	-	-
			TR	C [27.7]	A [0.0]	C [23.8]	C [26.8]	A [0.0]	C [27.8]	-	-	-	-	-	-
		EB APPROACH		C [28.7]	C [27.4]	C [24.9]	C [27.9]	C [26.8]	C [28.6]	-	-	-	-	-	-
		WB	LT	D [40.0]	D [41.6]	D [50.1]	D [41.2]	D [45.1]	F [119.3]	-	-	-	-	-	-
			TR	D [45.8]	D [49.2]	E [64.5]	D [48.6]	E [55.8]	F [123.6]	-	-	-	-	-	-
		WB APPROACH		D [42.7]	D [45.1]	E [56.8]	D [44.6]	D [50.0]	F [121.3]	-	-	-	-	-	-
		NB	LTR	E [72.8]	E [59.9]	D [54.6]	E [72.6]	E [59.9]	D [54.6]	-	-	-	-	-	-
		NB APPROACH		E [72.8]	E [59.9]	D [54.6]	E [72.6]	E [59.9]	D [54.6]	-	-	-	-	-	-
		SB	L	D [51.7]	E [59.6]	E [61.6]	D [53.2]	E [71.9]	F [84.7]	-	-	-	-	-	-
			TR	C [34.7]	C [30.6]	C [30.3]	C [35.0]	C [30.9]	C [31.8]	-	-	-	-	-	-
		SB APPROACH		D [47.9]	E [56.6]	E [57.5]	D [47.7]	E [64.1]	E [72.1]	-	-	-	-	-	-
		OVERALL		**D [39.2]**	**D [40.6]**	**D [45.2]**	**D [39.5]**	**D [43.6]**	**E [76.3]**	-	-	-	-	-	-
	W/ RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	D [48.1]	D [46.4]	D [46.6]	0.0	0.0	-0.1
			T	-	-	-	-	-	-	C [27.1]	C [28.2]	C [28.9]	0.1	2.3	1.1
			TR	-	-	-	-	-	-	C [27.1]	C [28.1]	C [28.7]	0.3	28.1	1.1
		EB APPROACH		-	-	-	-	-	-	C [28.0]	C [28.9]	C [29.6]	0.1	2.1	1.0
		WB	LT	-	-	-	-	-	-	D [47.7]	E [55.4]	F [117.4]	8.5	10.3	-1.9
			TR	-	-	-	-	-	-	D [48.0]	E [55.8]	F [122.7]	-0.8	0.0	-0.9
		WB APPROACH		-	-	-	-	-	-	D [47.9]	E [55.8]	F [120.1]	3.3	5.6	-1.2
		NB	L	-	-	-	-	-	-	D [45.7]	D [45.3]	D [46.6]	-	-	-
			TR	-	-	-	-	-	-	D [53.8]	E [57.0]	D [52.7]	-	-	-
		NB APPROACH		-	-	-	-	-	-	D [50.5]	D [52.4]	D [50.2]	-22.3	-7.5	-4.4
		SB	L	-	-	-	-	-	-	D [52.9]	E [71.9]	F [84.7]	-0.3	0.0	0.0
			TR	-	-	-	-	-	-	D [35.7]	C [31.5]	C [32.4]	0.7	0.6	0.6
		SB APPROACH		-	-	-	-	-	-	D [47.0]	E [62.3]	E [70.4]	-0.7	-1.8	-1.7
		OVERALL		-	-	-	-	-	-	**D [41.2]**	**D [46.6]**	**E [74.9]**	**1.7**	**3.0**	**-1.4**
	W/ SIGNAL IMPROVEMENTS TIMING CHANGES	EB	L	-	-	-	-	-	-	C [25.6]	C [32.5]	D [37.6]	-20.5	-13.9	-9.1
			T	-	-	-	-	-	-	B [11.2]	A [2.6]	A [2.6]	-15.8	-23.3	-25.2
			TR	-	-	-	-	-	-	B [11.1]	A [2.5]	A [2.5]	-15.7	2.5	-25.1
		EB APPROACH		-	-	-	-	-	-	B [11.9]	A [3.7]	A [4.1]	-16	-23.1	-24.5
		WB	LT	-	-	-	-	-	-	C [32.7]	C [33.6]	D [35.5]	-8.5	-11.5	-83.8
			TR	-	-	-	-	-	-	C [32.8]	C [33.6]	D [37.2]	-15.8	-22.0	-86.4
		WB APPROACH		-	-	-	-	-	-	C [32.8]	C [33.7]	D [36.3]	-11.8	-16.3	-85.0
		NB	L	-	-	-	-	-	-	C [28.0]	C [21.8]	C [24.5]	-	-	-
			TR	-	-	-	-	-	-	C [22.6]	B [18.7]	B [19.7]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [24.8]	B [19.9]	C [21.7]	-48	-40	-32.9
		SB	L	-	-	-	-	-	-	C [34.4]	D [36.5]	D [45.8]	-18.8	-35.4	-38.9
			TR	-	-	-	-	-	-	C [24.0]	B [19.2]	C [20.9]	-11.0	-11.7	-10.9
		SB APPROACH		-	-	-	-	-	-	C [30.8]	C [32.4]	D [39.0]	-16.9	-31.7	-33.1
		OVERALL		-	-	-	-	-	-	**C [24.9]**	**C [21.3]**	**C [24.7]**	**-14.6**	**-22.3**	**-51.6**
	W/RECONSTRUCTED SITE DRIVEWAY ADDITIONAL LANES & SIGNAL IMPROVEMENTS TIMING CHANGES	EB	L	-	-	-	-	-	-	C [23.9]	C [29.8]	D [37.6]	-22.2	-16.6	-9.1
			T	-	-	-	-	-	-	A [9.9]	A [2.2]	A [2.6]	-17.1	-23.7	-25.2
			TR	-	-	-	-	-	-	A [9.9]	A [2.2]	A [2.5]	-16.9	2.2	-25.1
		EB APPROACH		-	-	-	-	-	-	B [10.6]	A [3.2]	A [4.1]	-17.3	-23.8	-24.5
		WB	LT	-	-	-	-	-	-	C [32.7]	C [33.6]	D [35.5]	-8.5	-11.5	-83.8
			TR	-	-	-	-	-	-	C [32.8]	C [33.8]	D [37.2]	-15.8	-22.0	-86.4
		WB APPROACH		-	-	-	-	-	-	C [32.8]	C [33.7]	D [36.3]	-11.8	-16.3	-85.0
		NB	L	-	-	-	-	-	-	C [30.1]	C [23.4]	C [24.5]	-	-	-
			T	-	-	-	-	-	-	C [23.4]	B [19.2]	B [19.0]	-	-	-
			R	-	-	-	-	-	-	C [23.9]	B [19.7]	B [19.4]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [26.3]	C [21.1]	C [21.4]	-46.5	-38.8	-33.2
		SB	L	-	-	-	-	-	-	C [33.5]	C [34.8]	D [37.7]	-19.7	-37.1	-47.0
			TR	-	-	-	-	-	-	C [25.8]	C [20.6]	C [20.9]	-9.2	-10.3	-10.9
		SB APPROACH		-	-	-	-	-	-	C [30.9]	C [31.4]	C [33.1]	-16.8	-32.7	-39
		OVERALL		-	-	-	-	-	-	**C [24.6]**	**C [21.0]**	**C [23.5]**	**-14.9**	**-22.6**	**-52.8**
3	U.S. ROUTE 6 & BEAR MOUNTAIN PARKWAY WB ON/OFF RAMPS/ SINCLAIR GAS STATION	UNSIGNALIZED													
		EB	LTR	A [9.0]	A [9.7]	B [10.9]	A [9.4]	B [10.4]	B [11.9]	A [9.5]	B [10.6]	B [12.2]	0.1	0.2	0.3
		WB	LTR	B [11.3]	C [17.3]	C [20.2]	B [12.7]	D [28.4]	E [40.6]	B [13.3]	D [31.9]	E [46.2]	0.6	3.5	5.6
		NB	L	F [60.8]	F [386.7]	F [*]	F [110.1]	F [*]	F [*]	F [155.1]	F [*]	F [*]	45.0	-	-
			TR	C [15.0]	B [13.8]	B [14.6]	C [16.6]	C [16.1]	C [17.9]	C [17.6]	C [16.6]	C [16.4]	1.0	0.5	0.5
		SB	LTR	D [30.0]	F [111.4]	F [325.4]	E [44.0]	F [*]	F [*]	F [50.4]	F [*]	F [*]	6.4	201.1	581.8
	W/ SIGNALIZATION	EB	LT	-	-	-	A [5.4]	A [8.0]	B [10.3]	A [0.8]	A [1.2]	A [1.5]	-4.6	-6.8	-8.6
			TR	-	-	-	A [5.6]	A [8.4]	B [11.0]	A [0.9]	A [1.6]	A [2.0]	-4.7	-6.8	-9.0
		EB APPROACH		-	-	-	A [5.5]	A [8.2]	B [10.6]	A [0.8]	A [1.4]	A [1.7]	-4.7	-6.8	-8.9
		WB	L	-	-	-	A [3.8]	B [16.5]	C [29.7]	A [2.4]	A [4.1]	A [8.2]	-1.4	-14.4	-21.5
			T	-	-	-	A [1.9]	A [2.2]	A [3.1]	A [2.0]	A [2.3]	A [3.1]	0.1	0.1	0.0
			TR	-	-	-	A [1.9]	A [2.2]	A [3.0]	A [1.9]	A [2.3]	A [3.1]	0.0	0.1	0.1
		WB APPROACH		-	-	-	A [2.3]	A [6.0]	A [8.4]	A [2.0]	A [2.7]	A [4.1]	-0.3	-3.3	-4.3
		NB	L	-	-	-	D [41.6]	D [41.6]	D [40.8]	D [41.8]	D [41.8]	D [41.0]	0.2	0.2	0.2
			TR	-	-	-	D [48.1]	D [46.3]	D [51.4]	D [45.7]	D [46.0]	D [51.2]	-0.4	-0.3	-0.2
		NB APPROACH		-	-	-	D [44.6]	D [44.5]	D [47.7]	D [44.1]	D [44.2]	D [47.4]	-0.5	-0.3	-0.3
		SB	LTR	-	-	-	D [41.9]	D [42.2]	D [41.7]	D [41.7]	D [42.0]	D [41.6]	-0.2	-0.2	-0.1
		SB APPROACH					D [41.9]	D [42.2]	D [41.7]	D [41.7]	D [42.0]	D [41.6]	-0.2	-0.2	-0.1
		OVERALL		-	-	-	**A [5.3]**	**A [8.4]**	**B [11.2]**	**A [3.0]**	**A [3.5]**	**A [4.9]**	**-2.3**	**-4.9**	**-6.3**
4	PARKWAY DRIVE & SITE ACCESS DRIVEWAY	UNSIGNALIZED													
		EB	LTR	-	-	-	-	-	-	A [7.3]	A [7.3]	A [7.4]	-	-	-

NOTES:

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

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

3) * REPRESENTS ESTIMATED AVERAGE VEHICLE DELAYS GREATER THAN 500 SECONDS.

TABLE NO. 2R

LEVEL OF SERVICE SUMMARY TABLE

				2019 EXISTING			2021 NO-BUILD			NO EXIT TO PARKWAY DRIVE 2021 BUILD			% CHANGE NO-BUILD TO BUILD		
				AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY
1	U.S. ROUTE 6 &	SIGNALIZED													
	JACOBS HILL ROAD/ PARKWAY DRIVE	EB	L	A [2.1]	A [2.5]	A [2.6]	A [2.2]	A [2.7]	A [3.1]	A [2.4]	A [2.9]	A [3.3]	9.1%	7.4%	6.5%
			TR	A [2.5]	A [3.4]	A [3.8]	A [2.6]	A [3.9]	A [4.4]	A [3.7]	A [5.5]	A [5.7]	42.3%	41.0%	29.5%
		EB APPROACH		A [2.4]	A [3.4]	A [3.7]	A [2.6]	A [3.9]	A [4.3]	A [3.7]	A [5.4]	A [5.5]	42.3%	38.5%	27.9%
		WB	L	A [2.4]	A [2.9]	A [2.7]	A [2.4]	A [3.1]	A [2.9]	A [2.2]	A [3.0]	A [3.1]	-8.3%	-3.2%	6.9%
			TR	A [3.3]	A [4.1]	A [4.3]	A [3.5]	A [4.5]	A [4.5]	A [3.6]	A [4.3]	A [4.6]	2.9%	-4.4%	2.2%
		WB APPROACH		A [3.3]	A [4.1]	A [4.3]	A [3.5]	A [4.4]	A [4.4]	A [3.5]	A [4.3]	A [4.5]	0.0%	-2.3%	2.3%
		NB	LT	D [42.8]	D [42.6]	D [42.8]	D [42.7]	D [42.8]	D [42.9]	D [42.6]	D [43.0]	D [43.0]	0.2%	0.5%	0.2%
			R	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	0.0%	0.0%	0.0%
		NB APPROACH		D [42.8]	D [42.8]	D [42.8]	D [42.7]	D [42.8]	D [42.9]	D [42.8]	D [43.0]	D [43.0]	0.2%	0.5%	0.2%
		SB	LT	D [42.3]	D [42.0]	D [42.2]	D [42.2]	D [42.0]	D [42.2]	D [42.2]	D [42.1]	D [42.3]	0.0%	0.2%	0.2%
			R	D [42.8]	D [43.2]	D [42.3]	D [42.8]	D [43.4]	D [42.2]	D [42.5]	D [43.1]	D [42.1]	-0.7%	-0.7%	-0.2%
		SB APPROACH		D [42.5]	D [42.6]	D [42.2]	D [42.5]	D [42.7]	D [42.2]	D [42.3]	D [42.5]	D [42.2]	-0.5%	-0.5%	0.0%
		OVERALL		**A [4.5]**	**A [6.0]**	**A [5.4]**	**A [4.5]**	**A [6.0]**	**A [5.5]**	**A [5.0]**	**A [6.7]**	**A [6.2]**	**11.1%**	**11.7%**	**12.7%**
2	U.S. ROUTE 6 &	SIGNALIZED													
	BEAR MOUNTAIN PARKWAY EB ON/OFF	EB	L	D [45.9]	D [46.0]	D [46.5]	D [46.1]	D [46.4]	D [46.7]	-	-	-	-	-	-
	RAMPS/ SITE ACCESS DRIVEWAY		T	C [27.8]	C [26.7]	C [24.0]	C [27.0]	C [25.9]	C [27.8]	-	-	-	-	-	-
			TR	C [27.7]	A [0.0]	C [23.8]	C [26.8]	A [0.0]	C [27.6]	-	-	-	-	-	-
		EB APPROACH		C [28.7]	C [27.4]	C [24.9]	C [27.9]	C [26.6]	C [28.6]	-	-	-	-	-	-
		WB	LT	D [40.0]	D [41.6]	D [50.1]	D [41.2]	D [45.1]	F [119.3]	-	-	-	-	-	-
			TR	D [45.8]	D [49.2]	E [64.5]	D [48.6]	E [55.8]	F [123.6]	-	-	-	-	-	-
		WB APPROACH		D [42.7]	D [45.1]	E [56.8]	D [44.6]	D [50.0]	F [121.3]	-	-	-	-	-	-
		NB	LTR	E [72.8]	E [59.9]	D [54.6]	E [72.8]	E [59.9]	D [54.6]	-	-	-	-	-	-
		NB APPROACH		E [72.8]	E [59.9]	D [54.6]	E [72.8]	E [59.9]	D [54.6]	-	-	-	-	-	-
		SB	L	D [51.7]	E [59.6]	E [61.6]	D [53.2]	E [71.9]	F [84.7]	-	-	-	-	-	-
			TR	C [34.7]	C [30.6]	C [30.3]	C [35.0]	C [30.9]	C [31.8]	-	-	-	-	-	-
		SB APPROACH		D [47.9]	E [56.6]	E [57.5]	D [47.7]	E [64.1]	E [72.1]	-	-	-	-	-	-
		OVERALL		**D [38.2]**	**D [40.6]**	**D [45.2]**	**D [38.5]**	**D [43.6]**	**E [76.3]**	-	-	-	-	-	-
	W/ RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	D [46.1]	D [46.4]	D [46.6]	0.0%	0.0%	-0.2%
			T	-	-	-	-	-	-	C [27.1]	C [28.2]	C [28.9]	0.4%	8.9%	4.0%
			TR	-	-	-	-	-	-	C [27.1]	C [28.1]	C [28.7]	1.1%	100.0%	4.0%
		EB APPROACH		-	-	-	-	-	-	C [28.0]	C [28.9]	C [29.8]	0.4%	7.8%	3.5%
		WB	LT	-	-	-	-	-	-	D [47.7]	E [55.4]	F [117.4]	15.8%	22.8%	-1.6%
			TR	-	-	-	-	-	-	D [48.0]	E [55.8]	F [122.7]	-1.2%	0.0%	-0.7%
		WB APPROACH		-	-	-	-	-	-	D [47.9]	E [55.6]	F [120.1]	7.4%	11.2%	-1.0%
		NB	L	-	-	-	-	-	-	D [45.7]	D [45.3]	D [46.6]	-	-	-
			TR	-	-	-	-	-	-	D [53.8]	E [57.0]	D [52.7]	-	-	-
		NB APPROACH		-	-	-	-	-	-	D [50.5]	D [52.4]	D [50.2]	-30.6%	-12.5%	-8.1%
		SB	L	-	-	-	-	-	-	D [52.9]	E [71.9]	F [84.7]	-0.6%	0.0%	0.0%
			TR	-	-	-	-	-	-	D [35.7]	C [31.5]	C [32.4]	2.0%	1.9%	1.9%
		SB APPROACH		-	-	-	-	-	-	D [47.0]	E [62.3]	E [70.4]	-1.5%	-2.8%	-2.4%
		OVERALL		-	-	-	-	-	-	**D [41.2]**	**D [46.6]**	**E [74.9]**	**4.3%**	**6.9%**	**-1.8%**
	W/ SIGNAL IMPROVEMENTS TIMING CHANGES	EB	L	-	-	-	-	-	-	C [25.6]	C [32.5]	D [37.6]	-44.5%	-30.0%	-19.5%
			T	-	-	-	-	-	-	B [11.2]	A [2.6]	A [2.6]	-58.5%	-90.0%	-90.6%
			TR	-	-	-	-	-	-	B [11.1]	A [2.5]	A [2.5]	-58.6%	100.0%	-90.9%
		EB APPROACH		-	-	-	-	-	-	B [11.9]	A [3.7]	A [4.1]	-57.3%	-86.2%	-85.7%
		WB	LT	-	-	-	-	-	-	C [32.7]	C [33.6]	D [35.5]	-20.6%	-25.5%	-70.2%
			TR	-	-	-	-	-	-	C [32.8]	C [33.8]	D [37.2]	-32.5%	-39.4%	-69.9%
		WB APPROACH		-	-	-	-	-	-	C [32.8]	C [33.7]	D [36.3]	-26.5%	-32.8%	-70.1%
		NB	L	-	-	-	-	-	-	C [28.0]	C [21.8]	C [24.5]	-	-	-
			TR	-	-	-	-	-	-	C [22.6]	B [18.7]	B [19.7]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [24.8]	B [19.9]	C [21.7]	-65.9%	-66.8%	-80.3%
		SB	L	-	-	-	-	-	-	C [34.4]	D [36.5]	D [45.8]	-35.3%	-49.2%	-45.9%
			TR	-	-	-	-	-	-	C [24.0]	B [19.2]	C [20.9]	-31.4%	-37.9%	-34.3%
		SB APPROACH		-	-	-	-	-	-	C [30.8]	C [32.4]	D [39.0]	-35.4%	-49.5%	-45.9%
		OVERALL		-	-	-	-	-	-	**C [24.9]**	**C [21.3]**	**C [24.7]**	**-37.0%**	**-51.1%**	**-67.6%**
	W/RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	C [23.9]	C [29.8]	D [37.6]	-48.2%	-35.8%	-19.5%
	ADDITIONAL LANES &		T	-	-	-	-	-	-	A [9.9]	A [2.2]	A [2.6]	-83.3%	-91.5%	-90.6%
	SIGNAL IMPROVEMENTS TIMING CHANGES		TR	-	-	-	-	-	-	A [9.9]	A [2.2]	A [2.5]	-83.1%	100.0%	-90.9%
		EB APPROACH		-	-	-	-	-	-	B [10.6]	A [3.2]	A [4.1]	-82.0%	-88.1%	-85.7%
		WB	LT	-	-	-	-	-	-	C [32.7]	C [33.6]	D [35.5]	-20.6%	-25.5%	-70.2%
			TR	-	-	-	-	-	-	C [32.8]	C [33.8]	D [37.2]	-32.5%	-39.4%	-69.9%
		WB APPROACH		-	-	-	-	-	-	C [32.8]	C [33.7]	D [36.3]	-26.5%	-32.8%	-70.1%
		NB	L	-	-	-	-	-	-	C [30.1]	C [23.4]	C [24.5]	-	-	-
			T	-	-	-	-	-	-	C [23.4]	B [19.2]	B [19.0]	-	-	-
			R	-	-	-	-	-	-	C [23.9]	B [19.7]	B [19.4]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [26.3]	C [21.1]	C [21.4]	-63.9%	-64.8%	-60.8%
		SB	L	-	-	-	-	-	-	C [33.5]	C [34.8]	D [37.7]	-37.0%	-51.6%	-55.5%
			TR	-	-	-	-	-	-	C [25.8]	C [20.8]	C [20.9]	-26.3%	-33.3%	-34.3%
		SB APPROACH		-	-	-	-	-	-	C [30.9]	C [31.4]	C [33.1]	-35.2%	-51.0%	-54.1%
		OVERALL		-	-	-	-	-	-	**C [24.6]**	**C [21.0]**	**C [23.5]**	**-37.7%**	**-51.8%**	**-69.2%**
3	U.S. ROUTE 6 &	UNSIGNALIZED													
	BEAR MOUNTAIN PARKWAY WB ON/OFF	EB	LTR	A [9.0]	A [9.7]	B [10.9]	A [9.4]	B [10.4]	B [11.9]	A [9.5]	B [10.6]	B [12.2]	1.1%	1.9%	2.5%
	RAMPS/ SINCLAIR GAS STATION	WB	LTR	B [11.3]	C [17.3]	C [20.2]	B [12.7]	D [28.4]	E [40.6]	B [13.3]	D [31.9]	E [46.2]	4.7%	12.3%	13.8%
		NB	L	F [60.8]	F [386.7]	F [*]	F [110.1]	F [*]	F [*]	F [155.1]	F [*]	F [*]	40.9%	-	-
			TR	C [15.0]	B [13.8]	B [14.6]	C [18.6]	C [16.1]	C [17.9]	C [17.6]	C [16.6]	C [18.4]	6.0%	3.1%	2.8%
		SB	LTR	D [30.0]	F [111.4]	F [325.4]	E [44.0]	F [*]	F [*]	F [50.4]	F [*]	F [*]	14.5%	35.1%	18.7%
	W/ SIGNALIZATION	EB	LT	-	-	-	A [5.4]	A [8.0]	B [10.3]	A [0.8]	A [1.2]	A [1.5]	-85.2%	-85.0%	-85.4%
			TR	-	-	-	A [5.8]	A [8.4]	B [11.0]	A [0.9]	A [1.8]	A [2.0]	-83.9%	-81.0%	-81.8%
		EB APPROACH		-	-	-	A [5.5]	A [8.2]	B [10.6]	A [0.8]	A [1.4]	A [1.7]	-85.5%	-82.9%	-84.0%
		WB	L	-	-	-	A [3.8]	B [18.5]	C [29.7]	A [2.4]	A [4.1]	A [6.2]	-36.8%	-77.8%	-72.4%
			T	-	-	-	A [1.9]	A [2.2]	A [3.1]	A [2.0]	A [2.3]	A [3.1]	5.3%	4.5%	0.0%
			TR	-	-	-	A [1.9]	A [2.2]	A [3.0]	A [1.9]	A [2.3]	A [3.1]	0.0%	4.5%	3.3%
		WB APPROACH		-	-	-	A [2.3]	A [6.0]	A [8.4]	A [2.0]	A [2.7]	A [4.1]	-13.0%	-55.0%	-51.2%
		NB	L	-	-	-	D [41.6]	D [41.6]	D [40.6]	D [41.8]	D [41.8]	D [41.0]	0.5%	0.5%	0.5%
			TR	-	-	-	D [46.1]	D [46.3]	D [51.4]	D [45.7]	D [48.0]	D [51.2]	-0.9%	-0.6%	-0.4%
		NB APPROACH		-	-	-	D [44.6]	D [44.5]	D [47.7]	D [44.1]	D [44.2]	D [47.4]	-1.1%	-0.7%	-0.6%
		SB	LTR	-	-	-	D [41.9]	D [42.2]	D [41.7]	D [41.7]	D [42.0]	D [41.6]	-0.5%	-0.5%	-0.2%
		SB APPROACH					D [41.9]	D [42.2]	D [41.7]	D [41.7]	D [42.0]	D [41.6]	-0.5%	-0.5%	-0.2%
		OVERALL		-	-	-	**A [5.3]**	**A [8.4]**	**B [11.2]**	**A [3.0]**	**A [3.5]**	**A [4.9]**	**-43.4%**	**-58.3%**	**-56.3%**
4	PARKWAY DRIVE &	UNSIGNALIZED													
	SITE ACCESS DRIVEWAY	EB	LTR	-	-	-	-	-	-	A [7.3]	A [7.3]	A [7.4]	-	-	-

NOTES:

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

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

3) * REPRESENTS ESTIMATED AVERAGE VEHICLE DELAYS GREATER THAN 500 SECONDS.

TABLE NO. 3

QUEUING SUMMARY TABLE

				STORAGE LENGTH (FT.)	2019 EXISTING						2021 NO-BUILD						NO EXIT TO PARKWAY DRIVE 2021 BUILD					
					AM		PM		SATURDAY		AM		PM		SATURDAY		AM		PM		SATURDAY	
					50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%	50%	95%
1	U.S. ROUTE 6 &	SIGNALIZED																				
	JACOBS HILL ROAD/ PARKWAY DRIVE	EB	L	115	2	6	4	11	4	12	2	6	4	12	4	12	2	7	4	12	4	13
			TR	605	24	75	51	146	53	154	31	94	71	198	76	214	67	106	143	226	153	239
		WB	L	90	0	1	0	1	1	4	0	1	0	1	1	4	4	10	5	15	5	15
			TR	195	28	92	86	138	113	177	36	116	117	184	161	248	41	126	129	203	173	265
		NB	LT	215	2	12	1	5	1	5	2	12	1	5	1	5	2	12	1	5	1	5
			R	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		SB	LT	125	15	40	30	65	26	58	15	41	31	67	27	60	19	47	36	74	30	66
			R	125	0	0	0	12	0	0	0	0	0	14	0	0	0	0	0	14	0	0
2	U.S. ROUTE 6 &	SIGNALIZED																				
	BEAR MOUNTAIN PARKWAY EB ON/OFF	EB	L	45	7	28	9	29	12	34	9	33	13	35	18	41	14	33	15	35	20	39
	RAMPS/ SITE ACCESS DRIVEWAY		TR	190	77	169	161	270	183	288	105	211	235	350	285	376	179	226	297	366	326	378
		WB	TR	305	137	267	215	347	317	545	174	320	295	484	555	732	267	337	356	503	566	703
		NB	L	50	-	-	-	-	-	-	-	-	-	-	-	-	35	100	36	111	35	122
			TR	50	0	0	0	0	0	0	0	0	0	0	0	0	16	60	17	64	15	61
		SB	L	135	200	272	241	357	249	413	212	294	260	453	260	503	213	380	348	543	378	576
			TR	350	1	36	0	0	1	30	1	44	0	0	1	46	18	76	18	69	16	73
	W/ SIGNAL IMPROVEMENTS TIMING CHANGES	EB	L	45	-	-	-	-	-	-	-	-	-	-	-	-	12	33	15	m27	18	m36
			TR	190	-	-	-	-	-	-	-	-	-	-	-	-	147	218	278	368	291	379
		WB	TR	305	-	-	-	-	-	-	-	-	-	-	-	-	237	299	293	384	292	554
		NB	L	50	-	-	-	-	-	-	-	-	-	-	-	-	22	47	21	47	22	50
			TR	50	-	-	-	-	-	-	-	-	-	-	-	-	11	39	10	40	9	38
		SB	L	135	-	-	-	-	-	-	-	-	-	-	-	-	186	286	253	451	315	505
			TR	350	-	-	-	-	-	-	-	-	-	-	-	-	14	55	13	51	13	57
3	U.S. ROUTE 6 &	UNSIGNALIZED																				
	BEAR MOUNTAIN PARKWAY WB ON/OFF	EB	LTR	305	-	1	-	0	-	3	-	0	-	3	-	3	-	0	-	3	-	3
	RAMPS/ SINCLAIR GAS STATION	WB	LTR	905	-	25	-	65	-	80	-	35	-	128	-	173	-	38	-	140	-	190
		NB	L	65	-	15	-	55	-	118	-	33	-	-	-	-	-	53	-	-	-	-
			TR	180	-	5	-	5	-	10	-	10	-	10	-	20	-	10	-	10	-	20
		SB	LTR	25	-	10	-	50	-	113	-	15	-	98	-	160	-	18	-	108	-	163
	W/ SIGNALIZATION	EB	TR	305	-	-	-	-	-	-	125	212	322	406	367	479	210	m155	163	m231	165	m301
		WB	L	700	-	-	-	-	-	-	19	38	95	216	125	268	20	41	105	232	127	271
			TR	905	-	-	-	-	-	-	39	63	57	72	81	103	44	71	62	76	84	108
		NB	L	65	-	-	-	-	-	-	10	31	15	41	22	55	14	39	19	49	25	63
			TR	180	-	-	-	-	-	-	1	31	0	0	0	0	1	31	0	0	0	0
		SB	LTR	25	-	-	-	-	-	-	3	22	4	29	4	35	3	22	4	29	4	35
4	PARKWAY DRIVE &	UNSIGNALIZED																				
	SITE ACCESS DRIVEWAY	EB	LTR	50	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3	-	3

NOTES:

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

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

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SYNCHRO PERCENTILE METHODOLOGY DELAY RESULTS

TABLE NO. 5-1 (SYNCHRO PERCENTILE METHODOLOGY DELAY)

LEVEL OF SERVICE SUMMARY TABLE

				2019 EXISTING			2021 NO-BUILD			NO EXIT TO PARKWAY DRIVE 2021 BUILD			ALTERNATE W/ LEFT TURN INTO SITE NO EXIT TO PARKWAY DRIVE 2021 BUILD		
				AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY
1	U.S. ROUTE 6 &	**SIGNALIZED**													
	JACOBS HILL ROAD/ PARKWAY DRIVE	EB	L	A [1.9]	A [2.6]	A [2.6]	A [1.9]	A [2.8]	A [3.0]	A [2.0]	A [3.0]	A [3.2]	A [2.0]	A [2.9]	A [3.1]
			TR	A [2.6]	A [4.0]	A [3.9]	A [2.8]	A [4.5]	A [4.5]	A [4.4]	A [7.6]	A [7.6]	A [2.8]	A [4.6]	A [4.7]
		EB APPROACH		A [2.6]	A [3.9]	A [3.8]	A [2.7]	A [4.4]	A [4.4]	A [4.3]	A [7.4]	A [7.5]	A [2.8]	A [4.7]	A [4.7]
		WB	L	A [2.0]	A [3.0]	A [2.5]	A [2.0]	A [3.0]	A [2.6]	A [2.1]	A [3.4]	A [3.7]	A [2.0]	A [3.0]	A [2.7]
			TR	A [3.9]	A [6.0]	A [6.5]	A [4.2]	A [6.8]	A [7.8]	A [4.4]	A [7.2]	A [8.2]	A [4.4]	A [7.2]	A [8.2]
		WB APPROACH		A [3.9]	A [6.0]	A [6.5]	A [4.2]	A [6.8]	A [7.7]	A [4.2]	A [7.1]	A [8.0]	A [4.4]	A [7.2]	A [8.1]
		NB	LT	D [38.0]	C [35.0]	D [36.0]	D [38.0]	C [35.0]	D [36.0]	D [37.8]	C [35.0]	C [35.0]	D [37.8]	C [35.0]	C [35.0]
			R	A [0.2]	A [0.0]	A [0.3]	A [0.2]	A [0.0]	A [0.3]	A [0.2]	A [0.0]	A [0.3]	A [0.2]	A [0.0]	A [0.3]
		NB APPROACH		B [17.0]	C [35.0]	A [4.8]	B [17.0]	C [35.0]	A [4.8]	B [16.9]	C [35.0]	A [4.8]	B [16.9]	C [35.0]	A [4.8]
		SB	LT	D [43.0]	D [47.7]	D [47.1]	D [43.0]	D [47.9]	D [47.3]	D [46.0]	D [49.5]	D [48.6]	D [46.0]	D [49.5]	D [48.6]
			R	A [1.1]	A [5.0]	A [1.2]	A [1.2]	A [5.6]	A [1.3]	A [1.2]	A [5.4]	A [1.2]	A [1.2]	A [5.4]	A [1.2]
		SB APPROACH		C [25.7]	C [27.8]	C [30.4]	C [25.6]	C [27.9]	C [30.6]	C [29.4]	C [30.1]	C [32.7]	C [29.4]	C [30.1]	C [32.7]
		OVERALL		**A [4.2]**	**A [6.2]**	**A [6.1]**	**A [4.3]**	**A [6.6]**	**A [6.9]**	**A [5.1]**	**A [8.4]**	**A [8.5]**	**A [4.6]**	**A [7.1]**	**A [7.3]**
2	U.S. ROUTE 6 &	**SIGNALIZED**													
	BEAR MOUNTAIN PARKWAY EB ON/OFF	EB	L	B [12.0]	B [15.0]	C [24.2]	B [13.3]	C [22.1]	C [31.1]	-	-	-	-	-	-
	RAMPS/ SITE ACCESS DRIVEWAY		T	B [11.5]	B [17.6]	C [24.3]	B [13.1]	D [46.9]	E [74.6]	-	-	-	-	-	-
			TR	B [11.5]	B [17.6]	C [24.3]	B [13.1]	D [46.9]	E [74.6]	-	-	-	-	-	-
		EB APPROACH		B [11.5]	B [17.5]	C [24.3]	B [13.1]	D [45.9]	E [72.6]	-	-	-	-	-	-
		WB	LT	B [16.3]	C [22.1]	C [31.7]	B [18.3]	C [29.4]	F [140.2]	-	-	-	-	-	-
			TR	B [16.3]	C [22.1]	C [31.7]	B [18.3]	C [29.4]	F [140.2]	-	-	-	-	-	-
		WB APPROACH		B [16.3]	C [22.1]	C [31.7]	B [18.3]	C [29.4]	F [140.2]	-	-	-	-	-	-
		NB	LTR	A [0.0]	A [0.2]	A [0.5]	A [0.0]	A [0.2]	A [0.5]	-	-	-	-	-	-
		NB APPROACH		A [0.0]	A [0.2]	A [0.5]	A [0.0]	A [0.2]	A [0.5]	-	-	-	-	-	-
		SB	L	D [49.5]	D [42.1]	D [41.1]	D [48.0]	D [37.5]	D [37.4]	-	-	-	-	-	-
			TR	A [7.0]	A [0.1]	A [7.3]	A [6.0]	A [0.3]	A [5.4]	-	-	-	-	-	-
		SB APPROACH		D [40.0]	D [37.7]	D [36.7]	D [35.4]	C [30.5]	C [29.8]	-	-	-	-	-	-
		OVERALL		**C [20.4]**	**C [23.5]**	**C [29.6]**	**C [20.7]**	**D [36.2]**	**F [92.0]**	-	-	-	-	-	-
	W/ RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	B [19.7]	C [28.8]	C [31.2]	B [19.4]	C [28.8]	C [31.2]
			T	-	-	-	-	-	-	C [20.5]	D [49.2]	E [70.5]	C [20.4]	D [49.2]	E [70.5]
			TR	-	-	-	-	-	-	C [20.5]	D [49.2]	E [70.5]	C [20.4]	D [49.2]	E [70.5]
		EB APPROACH		-	-	-	-	-	-	C [20.5]	D [48.5]	E [68.7]	C [20.3]	D [48.4]	E [68.7]
		WB	LT	-	-	-	-	-	-	C [27.9]	D [51.2]	F [132.9]	C [32.8]	F [291.0]	F [464.2]
			TR	-	-	-	-	-	-	C [27.9]	D [51.2]	F [132.9]	C [32.8]	F [291.0]	F [464.2]
		WB APPROACH		-	-	-	-	-	-	C [27.9]	D [51.2]	F [132.9]	C [32.8]	F [291.0]	F [464.2]
		NB	L	-	-	-	-	-	-	F [97.9]	F [103.9]	F [124.8]	F [97.9]	F [103.9]	F [124.8]
			TR	-	-	-	-	-	-	C [21.1]	C [21.1]	C [21.8]	C [21.1]	C [21.1]	C [21.8]
		NB APPROACH		-	-	-	-	-	-	D [51.9]	D [53.5]	E [63.6]	D [51.9]	D [53.5]	E [63.6]
		SB	L	-	-	-	-	-	-	E [62.3]	E [57.8]	F [87.5]	E [65.2]	E [58.0]	F [87.5]
			TR	-	-	-	-	-	-	B [10.8]	B [11.3]	A [9.9]	B [10.9]	B [11.3]	A [9.9]
		SB APPROACH		-	-	-	-	-	-	D [44.5]	D [46.8]	E [66.2]	D [46.5]	D [47.0]	E [66.2]
		OVERALL		-	-	-	-	-	-	**C [30.7]**	**D [49.4]**	**F [93.8]**	**C [33.0]**	**F [137.1]**	**F [227.1]**
	W/ SIGNAL IMPROVEMENTS TIMING CHANGES	EB	L	-	-	-	-	-	-	B [13.4]	B [17.5]	C [24.9]	B [14.9]	C [20.2]	C [27.8]
			T	-	-	-	-	-	-	B [13.5]	B [19.4]	B [18.2]	B [14.9]	C [22.5]	C [21.3]
			TR	-	-	-	-	-	-	B [13.5]	B [19.4]	B [18.2]	B [14.9]	C [22.5]	C [21.3]
		EB APPROACH		-	-	-	-	-	-	B [13.5]	B [19.4]	B [18.5]	B [14.9]	C [22.4]	C [21.6]
		WB	T	-	-	-	-	-	-	C [22.8]	C [26.8]	D [36.2]	C [25.3]	D [53.9]	F [134.6]
			TR	-	-	-	-	-	-	C [22.8]	C [26.8]	D [36.2]	C [25.3]	D [53.9]	F [134.6]
		WB APPROACH		-	-	-	-	-	-	C [22.8]	C [26.8]	D [36.2]	C [25.3]	D [53.9]	F [134.6]
		NB	L	-	-	-	-	-	-	C [20.7]	B [18.7]	C [21.5]	C [20.7]	B [18.7]	C [21.5]
			TR	-	-	-	-	-	-	A [8.7]	A [8.0]	A [8.8]	A [8.7]	A [8.0]	A [8.8]
		NB APPROACH		-	-	-	-	-	-	B [13.5]	B [12.2]	B [13.9]	B [13.5]	B [12.2]	B [13.9]
		SB	L	-	-	-	-	-	-	D [49.3]	E [61.1]	F [89.3]	D [49.3]	E [61.1]	F [89.3]
			TR	-	-	-	-	-	-	A [6.6]	A [6.8]	A [6.6]	A [6.6]	A [6.8]	A [6.6]
		SB APPROACH		-	-	-	-	-	-	C [34.6]	D [48.2]	E [66.6]	C [34.6]	D [48.2]	E [66.6]
		OVERALL		-	-	-	-	-	-	**C [21.8]**	**C [27.6]**	**C [34.9]**	**C [23.3]**	**D [36.7]**	**E [75.6]**
	W/ RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	B [12.9]	B [16.8]	C [24.9]	B [14.4]	B [19.4]	C [27.8]
	ADDITIONAL LANES &		T	-	-	-	-	-	-	B [12.9]	B [18.5]	B [18.2]	B [14.3]	C [21.4]	C [21.3]
	SIGNAL IMPROVEMENTS TIMING CHANGES		TR	-	-	-	-	-	-	B [12.9]	B [18.5]	B [18.2]	B [14.3]	C [21.4]	C [21.3]
		EB APPROACH		-	-	-	-	-	-	B [12.9]	B [18.4]	B [18.5]	B [14.3]	C [21.3]	C [21.6]
		WB	LT	-	-	-	-	-	-	C [22.0]	C [25.8]	D [36.2]	C [24.4]	D [45.4]	F [134.6]
			TR	-	-	-	-	-	-	C [22.0]	C [25.8]	D [36.2]	C [24.4]	D [45.4]	F [134.6]
		WB APPROACH		-	-	-	-	-	-	C [22.0]	C [25.8]	D [36.2]	C [24.4]	D [45.4]	F [134.6]
		NB	L	-	-	-	-	-	-	C [21.3]	B [18.8]	C [21.5]	C [21.3]	B [18.8]	C [21.5]
			T	-	-	-	-	-	-	B [19.0]	B [17.5]	B [19.3]	B [19.0]	B [17.5]	B [19.3]
			R	-	-	-	-	-	-	A [2.3]	A [2.8]	A [2.8]	A [2.3]	A [2.8]	A [2.8]
		NB APPROACH		-	-	-	-	-	-	B [13.2]	B [11.9]	B [13.1]	B [13.2]	B [11.9]	B [13.1]
		SB	L	-	-	-	-	-	-	D [47.4]	E [55.6]	E [73.4]	D [47.4]	E [55.6]	E [73.4]
			TR	-	-	-	-	-	-	A [6.7]	A [6.9]	A [6.6]	A [6.7]	A [6.9]	A [6.6]
		SB APPROACH		-	-	-	-	-	-	C [33.4]	D [44.0]	E [55.0]	C [33.4]	D [44.0]	E [55.0]
		OVERALL		-	-	-	-	-	-	**C [21.1]**	**C [28.0]**	**C [32.6]**	**C [22.5]**	**C [34.3]**	**E [73.3]**
3	U.S. ROUTE 6 &	**UNSIGNALIZED**													
	BEAR MOUNTAIN PARKWAY WB ON/OFF	EB	LTR	A [0.0]	A [0.4]	A [0.5]	A [0.1]	A [0.5]	A [0.6]	A [0.1]	A [0.5]	A [0.6]	A [0.1]	A [0.5]	A [0.6]
	RAMPS/ SINCLAIR GAS STATION	WB	LTR	B [10.7]	B [14.6]	C [16.6]	F [151.6]	C [20.9]	D [27.0]	B [11.9]	C [21.6]	D [30.2]	B [11.9]	C [21.6]	D [30.2]
		NB	L	F [78.6]	F [*]	F [*]	C [16.7]	F [*]	F [*]	F [220.2]	F [*]	F [*]	F [220.2]	F [*]	F [*]
			TR	C [15.2]	B [10.3]	B [10.3]	E [42.1]	A [9.6]	B [10.2]	C [17.5]	B [10.1]	B [10.3]	C [17.5]	B [10.1]	B [10.3]
		SB	LTR	D [28.9]	F [110.9]	F [392.5]		F [*]	F [*]	E [47.1]	F [*]	F [*]	E [47.1]	F [*]	F [*]
	W/ SIGNALIZATION	EB	LT	-	-	-	A [8.0]	B [17.6]	C [25.8]	B [11.9]	B [10.4]	B [12.3]	B [11.9]	B [10.4]	B [12.3]
			TR	-	-	-	A [8.0]	B [17.6]	C [25.8]	B [11.9]	B [10.4]	B [12.3]	B [11.9]	B [10.4]	B [12.3]
		EB APPROACH		-	-	-	A [8.0]	B [17.6]	C [25.6]	B [11.9]	B [10.4]	B [12.3]	B [11.9]	B [10.4]	B [12.3]
		WB	L	-	-	-	A [4.7]	C [31.7]	D [45.6]	A [5.2]	D [38.2]	D [47.0]	A [5.2]	D [36.2]	D [47.0]
			T	-	-	-	A [1.8]	A [2.2]	A [2.7]	A [2.0]	A [2.3]	A [2.8]	A [2.0]	A [2.3]	A [2.8]
			TR	-	-	-	A [1.8]	A [2.2]	A [2.7]	A [2.0]	A [2.3]	A [2.8]	A [2.0]	A [2.3]	A [2.8]
		WB APPROACH		-	-	-	A [2.5]	A [9.2]	B [11.2]	A [2.7]	B [10.1]	B [11.5]	A [2.7]	B [10.1]	B [11.5]
		NB	L	-	-	-	D [41.0]	D [46.3]	D [52.6]	D [42.3]	D [48.6]	E [55.6]	D [42.3]	D [48.6]	E [55.6]
			TR	-	-	-	B [18.0]	A [0.6]	A [1.2]	B [17.4]	A [0.6]	A [1.2]	B [17.4]	A [0.6]	A [1.2]
		NB APPROACH		-	-	-	C [25.5]	B [17.6]	B [19.0]	C [27.3]	C [21.3]	C [21.9]	C [27.3]	C [21.3]	C [21.9]
		SB	LTR	-	-	-	C [25.2]	C [24.5]	C [22.9]	C [24.5]	C [24.2]	C [22.6]	C [24.5]	C [24.2]	C [22.6]
		SB APPROACH					C [25.2]	C [24.5]	C [22.9]	C [24.5]	C [24.2]	C [22.6]	C [24.5]	C [24.2]	C [22.6]
		OVERALL		-	-	-	**A [5.9]**	**B [13.9]**	**B [18.5]**	**A [8.1]**	**B [10.6]**	**B [12.3]**	**A [8.1]**	**B [10.6]**	**B [12.3]**
4	**PARKWAY DRIVE &**	**UNSIGNALIZED**													
	SITE ACCESS DRIVEWAY	EB	LTR	-	-	-	-	-	-	A [7.2]	A [7.0]	A [8.1]	A [7.2]	A [7.0]	A [8.1]

NOTES:

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

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

3) * REPRESENTS ESTIMATED AVERAGE VEHICLE DELAYS GREATER THAN 500 SECONDS.

TABLE TSW-1 E

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

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

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2019 Existing Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

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

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

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

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

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

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

TABLE TSW-2 E

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

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

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2019 Existing Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

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

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

NOTE major peds = highest volume on major street crosswalk

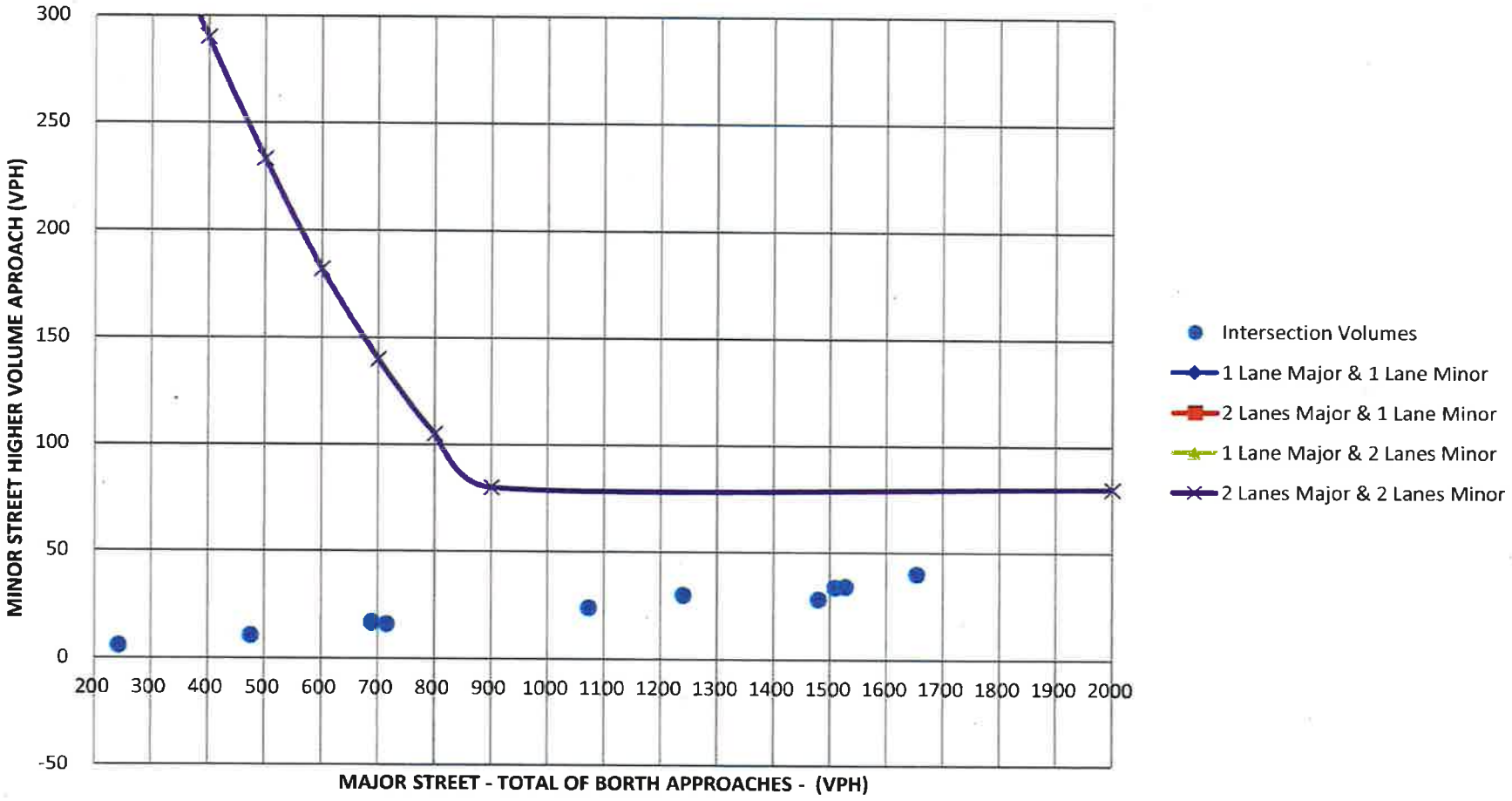
TOTAL HOURS MEETING WARRANTS	**0**	**0**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

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

NOTES:

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

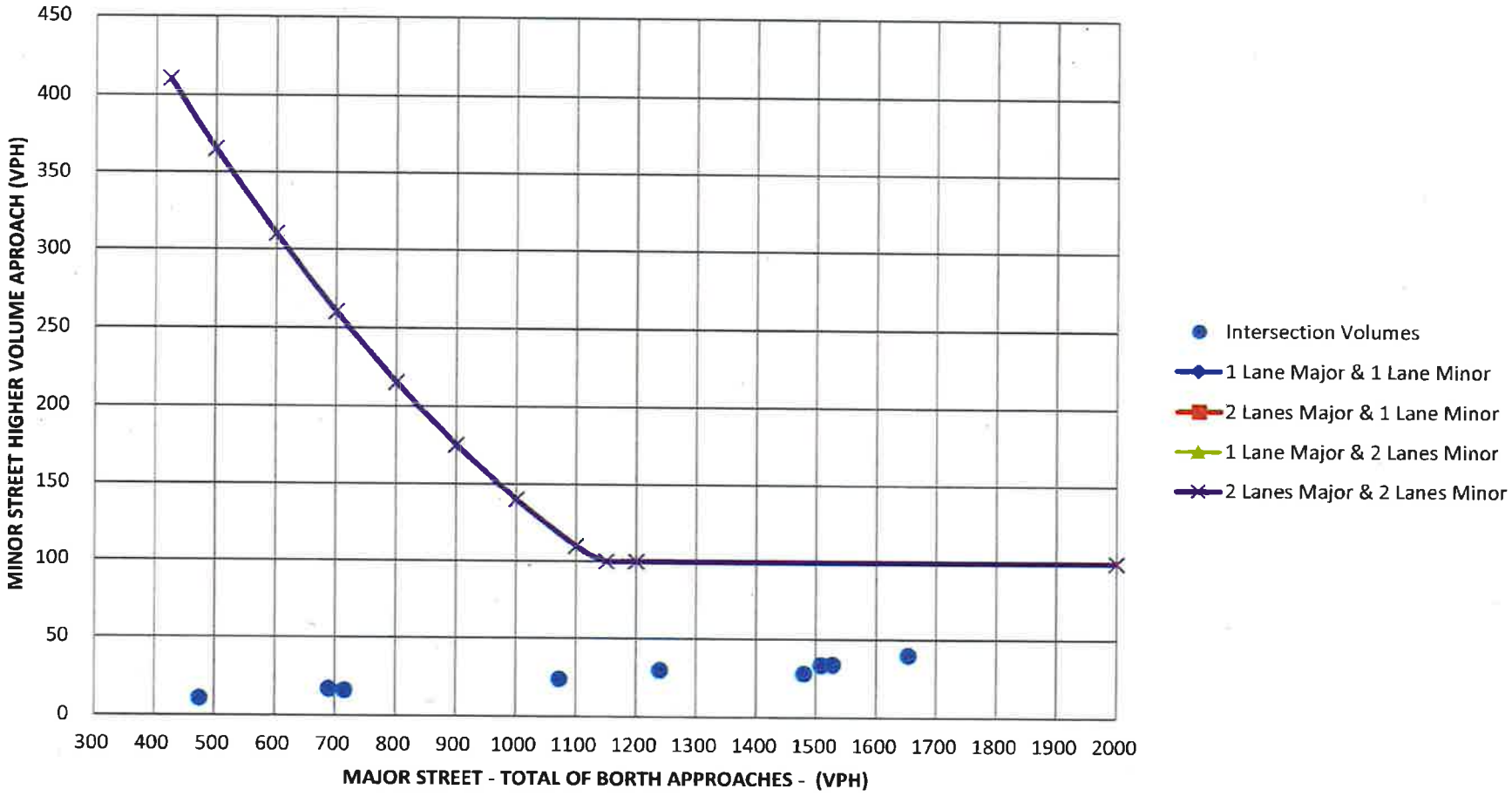
2019 EXISTING FIGURE 4C-2
WARRANT 2 - FOUR HOUR VEHICULAR WARRANT (>40 MPH)



4/2/2019

JOB: 19003182A

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



4/2/2019

JOB: 19003182A

TABLE TSW-1 NB

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

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

LOCATION: Cortlandt, NY

DATE: 4/1/19

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

CONDITION ..... Typical Weekday

CHARACTERISTICS

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

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

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

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

TABLE TSW-2 NB

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

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

LOCATION: Cortlandt, NY

DATE: 4/1/19

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

CONDITION ..... Typical Weekday

CHARACTERISTICS

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

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

NOTE major peds = highest volume on major street crosswalk

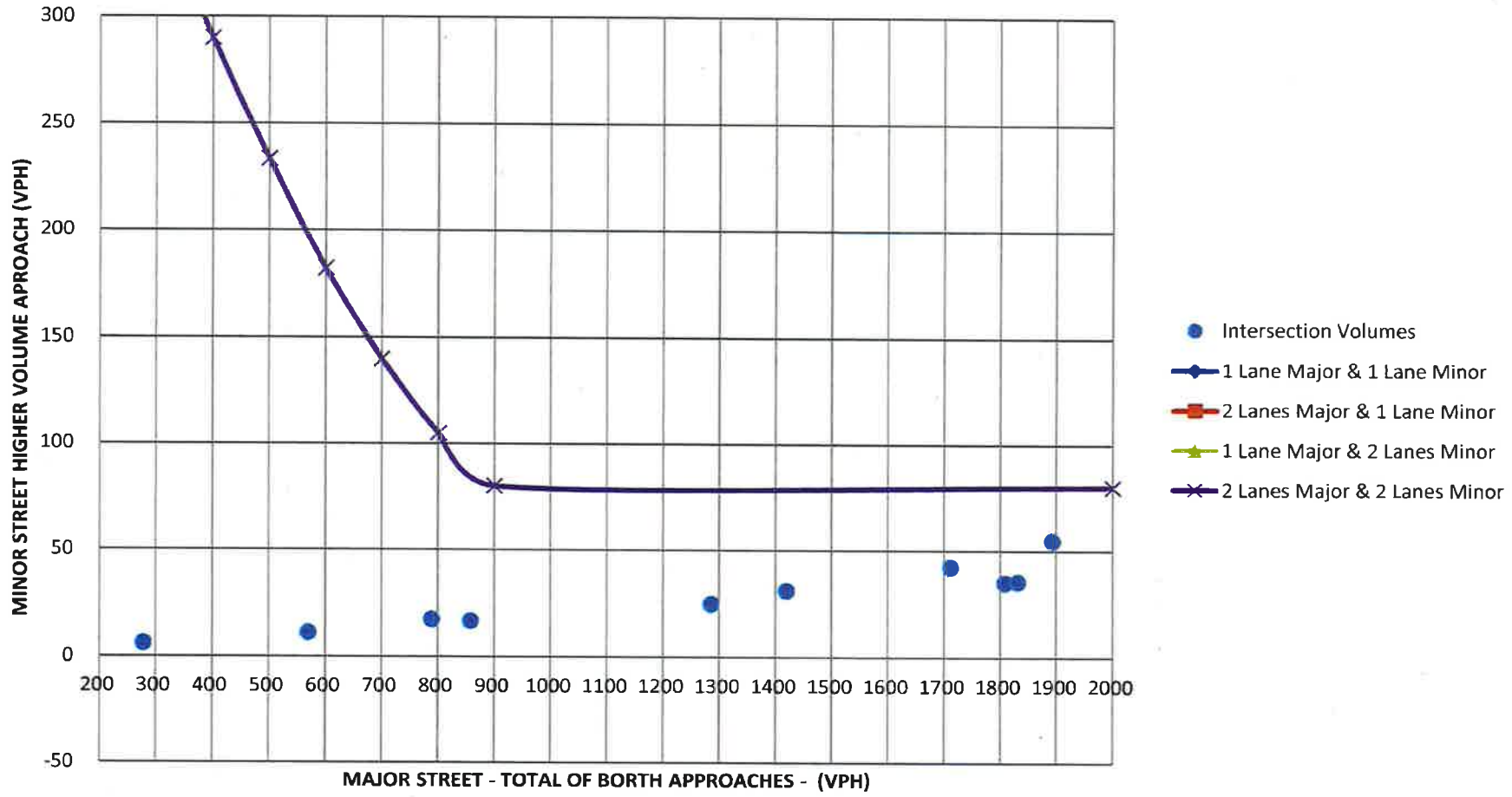
TOTAL HOURS MEETING WARRANTS	**0**	**0**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

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

NOTES:

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

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



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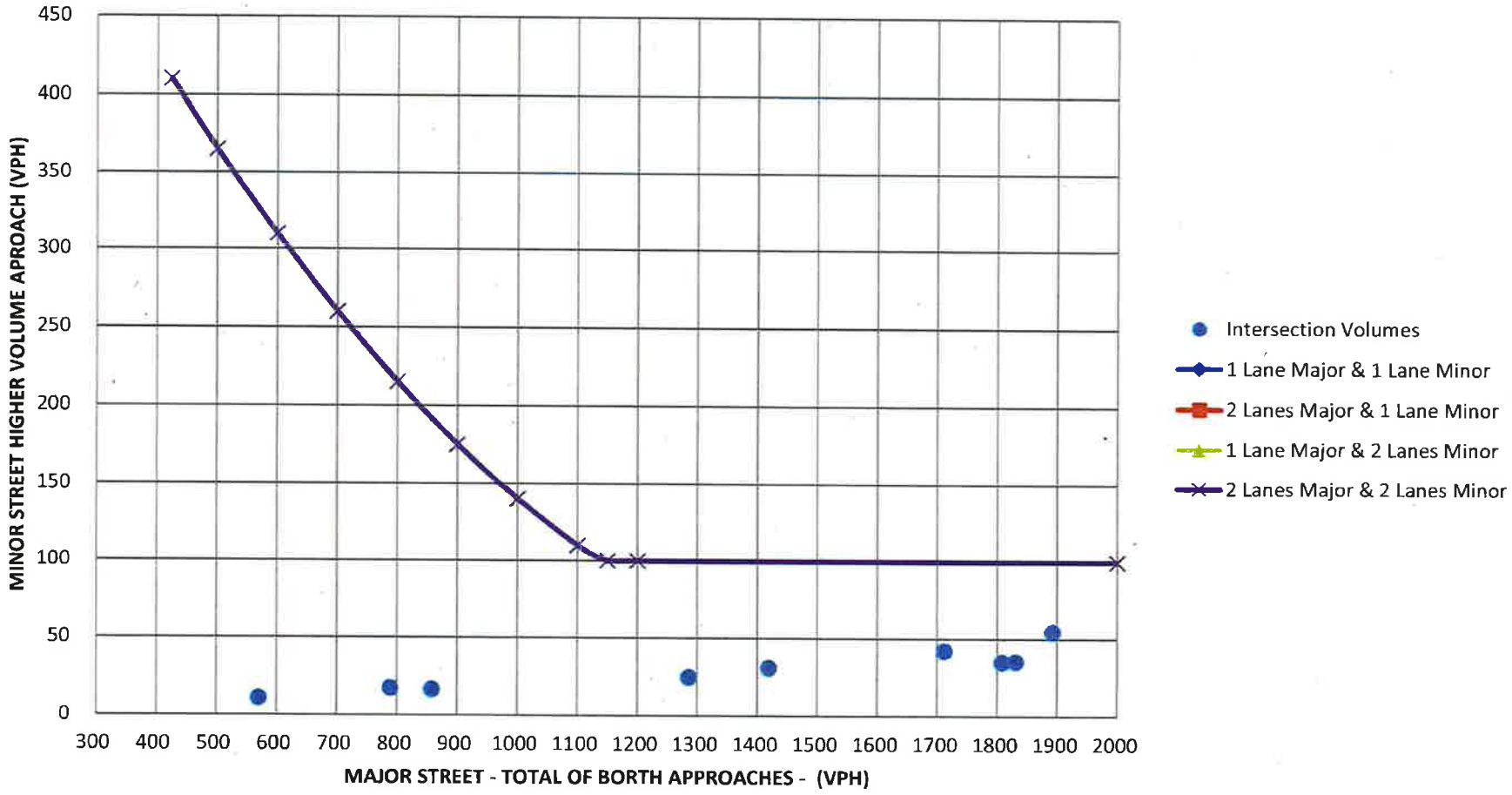
2021 NO-BUILD FIGURE 4C-4
WARRANT 3 - PEAK HOUR WARRANT (>40 MPH)



4/2/2019

JOB: 19003182A

TABLE TSW-1 B

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

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

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2021 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

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

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

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

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

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

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

TABLE TSW-2 B

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

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

LOCATION: Cortlandt, NY

DATE: 4/1/19

VOLUME BASIS..... 2021 Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

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

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

NOTE major peds = highest volume on major street crosswalk

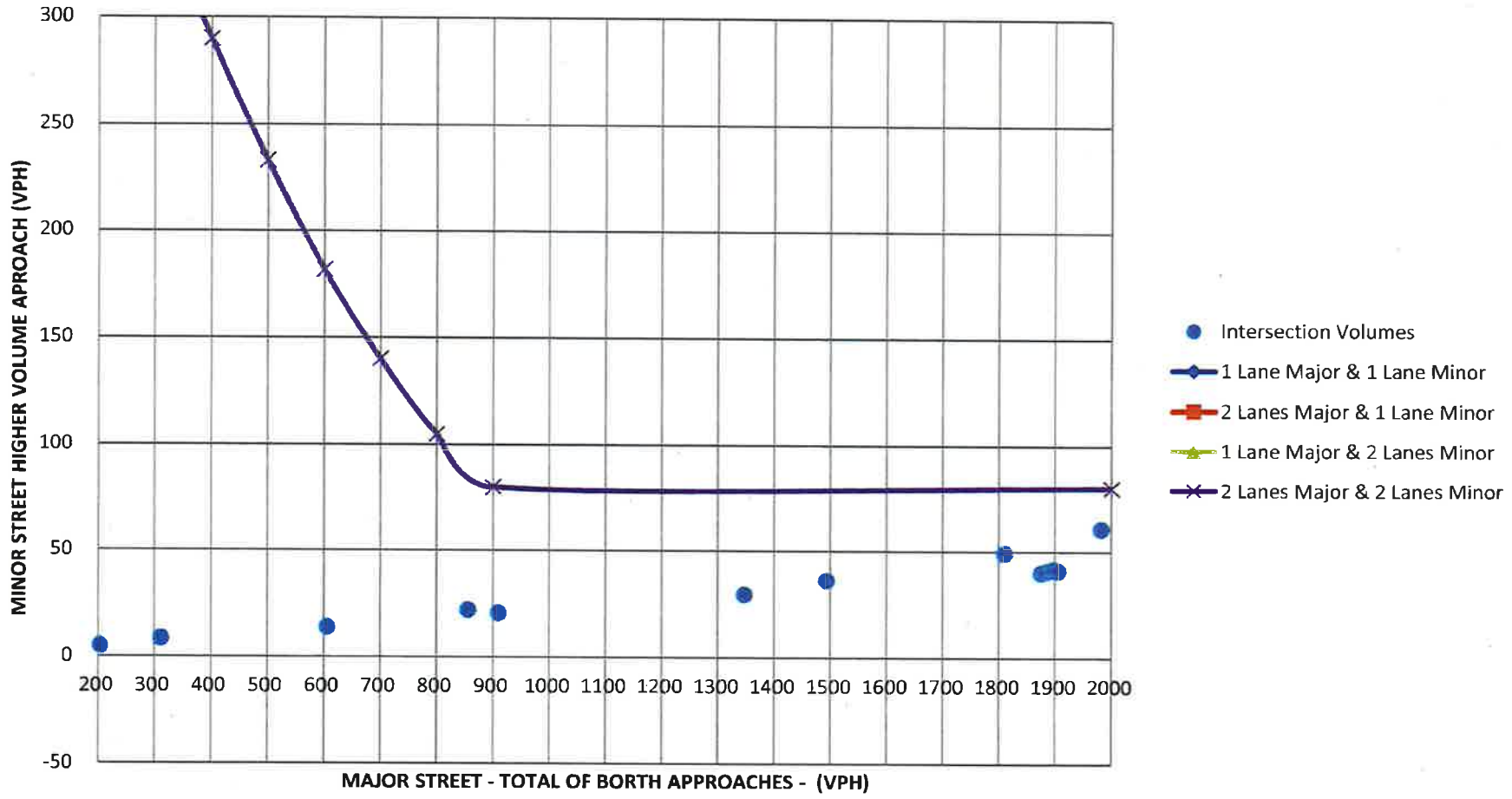
TOTAL HOURS MEETING WARRANTS	**0**	**0**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

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

NOTES:

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

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



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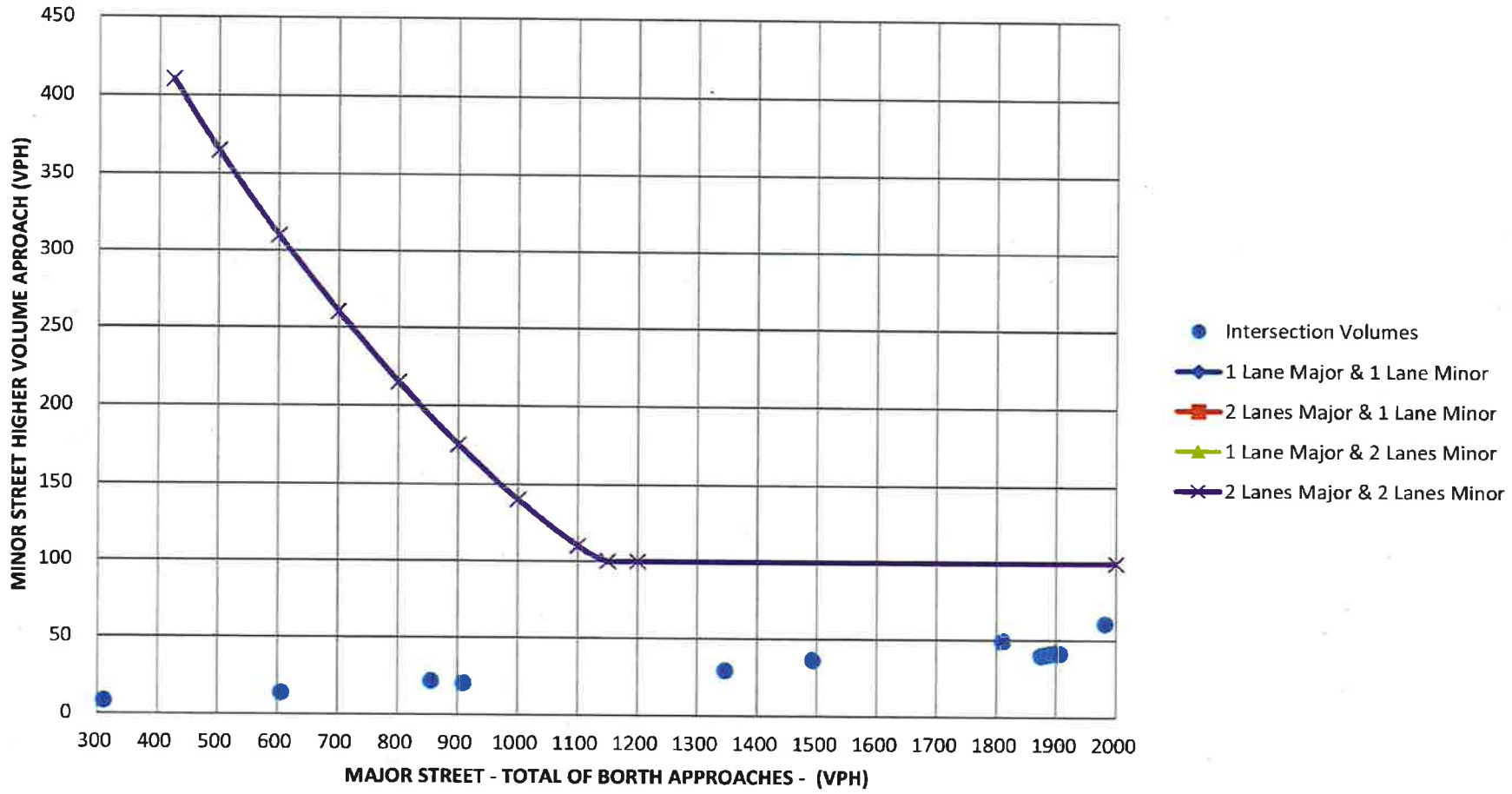
2021 BUILD FIGURE 4C-4
WARRANT 3 - PEAK HOUR WARRANT (>40 MPH)



4/2/2019

JOB: 19003182A

GASLAND CORTLANDT

APPENDIX C

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

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

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

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

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

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

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

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

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

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

Exhibit 19-8

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

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

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

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

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

Exhibit 20-2

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

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

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

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

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

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

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

Exhibit 21-8

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

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

GASLAND CORTLANDT

APPENDIX D

CAPACITY ANALYSIS

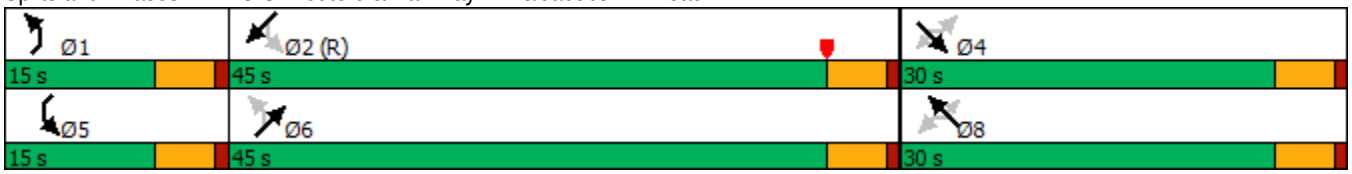
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	26	0	18	4	0	5	23	515	0	1	561	42
Future Volume (vph)	26	0	18	4	0	5	23	515	0	1	561	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.989	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1796	1456	0	1916	1503	1661	3177	0	1719	3292	0
Flt Permitted		0.889			0.889		0.405			0.453		
Satd. Flow (perm)	0	1681	1456	0	1793	1503	708	3177	0	820	3292	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	27	0	19	4	0	5	24	536	0	1	584	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	19	0	4	5	24	536	0	1	628	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.22	0.10		0.03	0.03	0.04	0.20		0.00	0.23	
Control Delay		43.0	1.1		38.0	0.2	1.9	2.6		2.0	3.6	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.3	
Total Delay		43.0	1.1		38.0	0.2	1.9	2.6		2.0	3.9	
Queue Length 50th (ft)		15	0		2	0	2	24		0	28	
Queue Length 95th (ft)		40	0		12	0	6	74		1	91	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		466	465		498	478	715	2737		802	2748	
Starvation Cap Reductn		0	0		0	0	0	0		0	1434	
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		0.06	0.04		0.01	0.01	0.03	0.20		0.00	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	26	0	18	4	0	5	23	515	0	1	561	42
Future Volume (veh/h)	26	0	18	4	0	5	23	515	0	1	561	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2010	1988	2067	1786	1817	1802	1802	1909	1864	1939
Adj Flow Rate, veh/h	27	0	19	4	0	0	24	536	0	1	584	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	11	2	2	20	4	5	5	2	5	5
Cap, veh/h	151	0	68	121	0		681	2713	0	751	2566	193
Arrive On Green	0.04	0.00	0.04	0.04	0.00	0.00	0.03	0.79	0.00	0.00	0.77	0.77
Sat Flow, veh/h	1788	0	1704	1041	0	1514	1731	3515	0	1818	3339	251
Grp Volume(v), veh/h	27	0	19	4	0	0	24	536	0	1	309	319
Grp Sat Flow(s),veh/h/ln	1788	0	1704	1041	0	1514	1731	1712	0	1818	1771	1819
Q Serve(g_s), s	0.0	0.0	1.0	0.2	0.0	0.0	0.3	3.5	0.0	0.0	4.4	4.4
Cycle Q Clear(g_c), s	1.2	0.0	1.0	1.4	0.0	0.0	0.3	3.5	0.0	0.0	4.4	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.14
Lane Grp Cap(c), veh/h	151	0	68	121	0		681	2713	0	751	1361	1398
V/C Ratio(X)	0.18	0.00	0.28	0.03	0.00		0.04	0.20	0.00	0.00	0.23	0.23
Avail Cap(c_a), veh/h	538	0	473	488	0		830	2713	0	951	1361	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	42.1	0.0	42.0	42.7	0.0	0.0	2.1	2.3	0.0	2.4	2.9	2.9
Incr Delay (d2), s/veh	0.2	0.0	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	0.1	0.0	0.0	0.0	0.6	0.0	0.0	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	42.8	42.8	0.0	0.0	2.1	2.5	0.0	2.4	3.3	3.3
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		46			4	A		560			629	
Approach Delay, s/veh		42.5			42.8			2.4			3.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	74.2		8.6	5.1	76.3		8.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	6.4		3.2	2.0	5.5		3.4				
Green Ext Time (p_c), s	0.0	1.9		0.1	0.0	2.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		4.5
HCM 6th LOS		A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

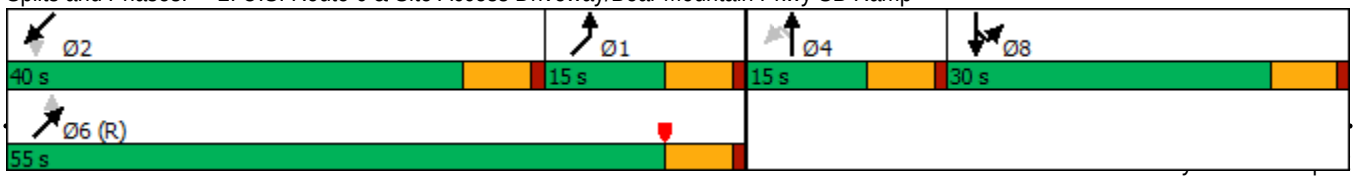
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	1	301	2	85	28	517	1	1	518	146
Future Volume (vph)	1	0	1	301	2	85	28	517	1	1	518	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.932			0.853						0.967	
Flt Protected		0.976		0.950			0.950					
Satd. Flow (prot)	0	1694	0	1745	1582	0	1669	3276	0	0	3222	0
Flt Permitted				0.950			0.314				0.955	
Satd. Flow (perm)	0	1736	0	1745	1582	0	551	3276	0	0	3077	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164			94						39	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	1	0	1	334	2	94	31	574	1	1	576	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	334	96	0	31	575	0	0	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.01		0.80	0.21		0.08	0.28			0.43	
Control Delay		0.0		49.5	7.0		12.0	11.0			16.3	
Queue Delay		0.0		0.0	0.0		0.0	0.5			0.0	
Total Delay		0.0		49.5	7.0		12.0	11.5			16.3	
Queue Length 50th (ft)		0		201	1		7	76			135	
Queue Length 95th (ft)		0		273	36		27	167			265	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		305		456	484		475	2047			1721	
Starvation Cap Reductn		0		0	0		0	1007			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		0.73	0.20		0.07	0.55			0.43	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	0	1	301	2	85	28	517	1	1	518	146
Future Volume (veh/h)	1	0	1	301	2	85	28	517	1	1	518	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2091	2106	2106	1835	1805	1805	1841	1841	1841
Adj Flow Rate, veh/h	1	0	1	334	2	94	31	574	1	1	576	162
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
Percent Heavy Veh, %	2	2	2	3	2	2	4	6	6	4	4	4
Cap, veh/h	2	0	2	381	7	335	156	1230	2	36	660	185
Arrive On Green	0.00	0.00	0.00	0.19	0.19	0.19	0.04	0.35	0.35	0.25	0.25	0.25
Sat Flow, veh/h	839	0	839	1991	37	1753	1747	3513	6	1	2640	739
Grp Volume(v), veh/h	2	0	0	334	0	96	31	280	295	401	0	338
Grp Sat Flow(s),veh/h/ln	1677	0	0	1991	0	1790	1747	1715	1804	1840	0	1540
Q Serve(g_s), s	0.1	0.0	0.0	16.3	0.0	4.6	0.0	12.7	12.7	0.0	0.0	21.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	16.3	0.0	4.6	0.0	12.7	12.7	20.9	0.0	21.0
Prop In Lane	0.50		0.50	1.00		0.98	1.00		0.00	0.00		0.48
Lane Grp Cap(c), veh/h	5	0	0	381	0	342	156	600	631	496	0	385
V/C Ratio(X)	0.44	0.00	0.00	0.88	0.00	0.28	0.20	0.47	0.47	0.81	0.00	0.88
Avail Cap(c_a), veh/h	151	0	0	478	0	430	243	840	884	661	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	0.0	39.3	0.0	34.6	45.6	25.2	25.2	36.0	0.0	36.0
Incr Delay (d2), s/veh	23.1	0.0	0.0	12.4	0.0	0.2	0.2	2.6	2.4	4.1	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	9.2	0.0	2.0	0.7	5.4	5.6	9.5	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	0.0	0.0	51.7	0.0	34.7	45.9	27.8	27.7	40.0	0.0	45.8
LnGrp LOS	E	A	A	D	A	C	D	C	C	D	A	D
Approach Vol, veh/h		2			430			606			739	
Approach Delay, s/veh		72.8			47.9			28.7			42.7	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	31.0		6.3		41.0		25.1				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	23.0		2.1		14.7		18.3				
Green Ext Time (p_c), s	0.0	1.9		0.0		1.7		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			39.2									
HCM 6th LOS			D									

Lane Group	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	13	2	25	2	772	41	189	635	15
Future Volume (vph)	3	2	11	13	2	25	2	772	41	189	635	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%		-4%				1%			0%	
Storage Length (ft)		0	0	65	0		0		0	0		0
Storage Lanes		1	0	1	1		0		0	1		0
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.905			0.850			0.992			0.997	
Flt Protected		0.986		0.950						0.950		
Satd. Flow (prot)	0	1670	0	1745	1586	0	0	3363	0	1711	3462	0
Flt Permitted		0.986		0.950						0.950		
Satd. Flow (perm)	0	1670	0	1745	1586	0	0	3363	0	1711	3462	0
Link Speed (mph)		30		30				40			40	
Link Distance (ft)		118		261				430			307	
Travel Time (s)		2.7		5.9				7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	14	2	27	2	821	44	201	676	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	14	29	0	0	867	0	201	692	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Sign Control		Stop		Stop				Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

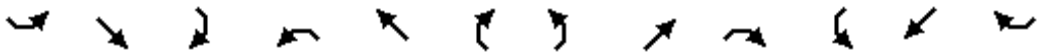
Intersection	
Int Delay, s/veh	2.2

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

Major/Minor	Minor2		Minor1		Major1			Major2		
Conflicting Flow All	1504	348	1589	434	693	0	0	865	0	0
Stage 1	1087	-	847	-	-	-	-	-	-	-
Stage 2	417	-	742	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.84	6.74	6.58	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	-	5.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	-	5.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	3.52	3.34	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	91	654	103	592	898	-	-	774	-	-
Stage 1	245	-	390	-	-	-	-	-	-	-
Stage 2	598	-	441	-	-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	68	653	78	591	897	-	-	774	-	-
Mov Cap-2 Maneuver	68	-	78	-	-	-	-	-	-	-
Stage 1	244	-	388	-	-	-	-	-	-	-
Stage 2	566	-	317	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	897	-	-	78	387	161	774	-	-
HCM Lane V/C Ratio	0.002	-	-	0.177	0.074	0.106	0.26	-	-
HCM Control Delay (s)	9	0	-	60.8	15	30	11.3	-	-
HCM Lane LOS	A	A	-	F	C	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0.3	1	-	-

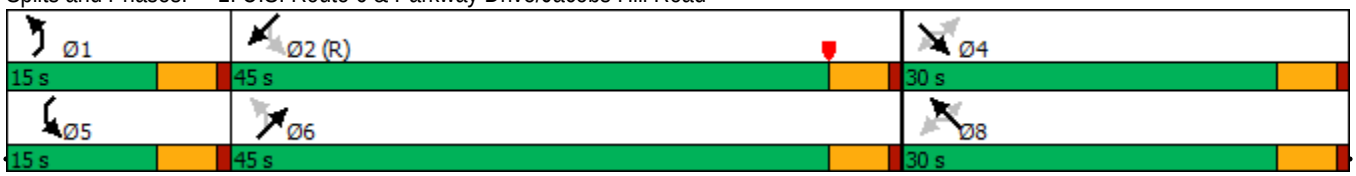


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	0	45	1	0	0	38	806	2	1	688	61
Future Volume (vph)	51	0	45	1	0	0	38	806	2	1	688	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.988	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	2080	1694	3270	0	1719	3390	0
Flt Permitted		0.757			0.721		0.317			0.326		
Satd. Flow (perm)	0	1459	1584	0	1454	2080	565	3270	0	590	3390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								13	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	55	0	48	1	0	0	41	867	2	1	740	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	48	0	1	0	41	869	0	1	806	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.42	0.22		0.01		0.08	0.33		0.00	0.31	
Control Delay		47.7	5.0		35.0		2.6	4.0		3.0	5.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.4	
Total Delay		47.7	5.0		35.0		2.6	4.0		3.0	6.0	
Queue Length 50th (ft)		30	0		1		4	51		0	86	
Queue Length 95th (ft)		65	12		5		11	146		1	138	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		405	501		403		589	2650		604	2569	
Starvation Cap Reductn		0	0		0		0	0		0	1131	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.14	0.10		0.00		0.07	0.33		0.00	0.56	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	51	0	45	1	0	0	38	806	2	1	688	61
Future Volume (veh/h)	51	0	45	1	0	0	38	806	2	1	688	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1988	2067	2067	1847	1847	1847	1909	1909	1986
Adj Flow Rate, veh/h	55	0	48	1	0	0	41	867	2	1	740	66
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	0	94	118	0		593	2803	6	544	2513	224
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.00	0.04	0.78	0.78	0.00	0.75	0.75
Sat Flow, veh/h	1844	0	1818	735	0	1752	1759	3591	8	1818	3368	300
Grp Volume(v), veh/h	55	0	48	1	0	0	41	424	445	1	398	408
Grp Sat Flow(s),veh/h/ln	1844	0	1818	735	0	1752	1759	1754	1845	1818	1814	1854
Q Serve(g_s), s	0.0	0.0	2.3	0.1	0.0	0.0	0.5	6.3	6.3	0.0	6.4	6.4
Cycle Q Clear(g_c), s	2.4	0.0	2.3	2.4	0.0	0.0	0.5	6.3	6.3	0.0	6.4	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	175	0	94	118	0		593	1369	1440	544	1354	1384
V/C Ratio(X)	0.31	0.00	0.51	0.01	0.00		0.07	0.31	0.31	0.00	0.29	0.29
Avail Cap(c_a), veh/h	543	0	505	457	0		725	1369	1440	744	1354	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	41.6	0.0	41.6	42.8	0.0	0.0	2.4	2.9	2.9	2.9	3.7	3.7
Incr Delay (d2), s/veh	0.4	0.0	1.6	0.0	0.0	0.0	0.0	0.6	0.6	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.1	0.0	0.0	0.0	0.1	1.4	1.5	0.0	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	0.0	43.2	42.8	0.0	0.0	2.5	3.4	3.4	2.9	4.1	4.1
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		103			1	A		910			807	
Approach Delay, s/veh		42.6			42.8			3.4			4.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	72.2		9.6	5.1	75.2		9.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.5	8.4		4.4	2.0	8.3		4.4				
Green Ext Time (p_c), s	0.0	2.6		0.3	0.0	2.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		6.0
HCM 6th LOS		A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

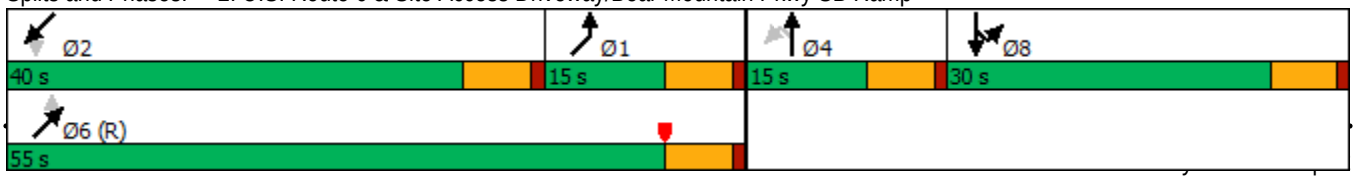
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	5	402	0	47	31	821	0	2	702	151
Future Volume (vph)	1	0	5	402	0	47	31	821	0	2	702	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.887			0.850						0.973	
Flt Protected		0.992		0.950			0.950					
Satd. Flow (prot)	0	1639	0	1762	1576	0	1686	3404	0	0	3314	0
Flt Permitted				0.950			0.216				0.954	
Satd. Flow (perm)	0	1652	0	1762	1576	0	383	3404	0	0	3161	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164			413						28	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	0	5	423	0	49	33	864	0	2	739	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	423	49	0	33	864	0	0	900	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.03		0.77	0.06		0.12	0.46			0.58	
Control Delay		0.2		42.1	0.1		15.0	15.6			22.1	
Queue Delay		0.0		0.0	0.0		0.0	1.9			0.0	
Total Delay		0.2		42.1	0.1		15.0	17.6			22.1	
Queue Length 50th (ft)		0		242	0		9	158			213	
Queue Length 95th (ft)		0		354	0		29	270			347	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		297		546	773		350	1894			1545	
Starvation Cap Reductn		0		0	0		0	832			0	
Spillback Cap Reductn		0		0	0		0	0			0	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.02		0.77	0.06		0.09	0.81			0.58	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	0	5	402	0	47	31	821	0	2	702	151
Future Volume (veh/h)	1	0	5	402	0	47	31	821	0	2	702	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1850	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	1	0	5	423	0	49	33	864	0	2	739	159
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	2	2	2
Cap, veh/h	2	0	10	459	0	409	154	1379	0	37	823	177
Arrive On Green	0.01	0.00	0.01	0.23	0.00	0.23	0.04	0.39	0.00	0.29	0.29	0.29
Sat Flow, veh/h	269	0	1346	2006	0	1785	1762	3636	0	1	2844	611
Grp Volume(v), veh/h	6	0	0	423	0	49	33	864	0	486	0	414
Grp Sat Flow(s),veh/h/ln	1615	0	0	2006	0	1785	1762	1771	0	1868	0	1588
Q Serve(g_s), s	0.4	0.0	0.0	20.6	0.0	2.2	0.0	19.7	0.0	1.1	0.0	25.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	20.6	0.0	2.2	0.0	19.7	0.0	25.0	0.0	25.0
Prop In Lane	0.17		0.83	1.00		1.00	1.00		0.00	0.00		0.38
Lane Grp Cap(c), veh/h	12	0	0	459	0	409	154	1379	0	577	0	460
V/C Ratio(X)	0.48	0.00	0.00	0.92	0.00	0.12	0.21	0.63	0.00	0.84	0.00	0.90
Avail Cap(c_a), veh/h	145	0	0	481	0	428	242	1736	0	671	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.95	0.95	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	0.0	37.7	0.0	30.6	45.7	24.7	0.0	34.1	0.0	34.1
Incr Delay (d2), s/veh	10.5	0.0	0.0	22.0	0.0	0.0	0.2	2.1	0.0	7.5	0.0	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	12.7	0.0	0.9	0.8	8.2	0.0	12.0	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	0.0	59.6	0.0	30.6	46.0	26.7	0.0	41.6	0.0	49.2
LnGrp LOS	E	A	A	E	A	C	D	C	A	D	A	D
Approach Vol, veh/h		6			472			897			900	
Approach Delay, s/veh		59.9			56.6			27.4			45.1	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	34.9		6.8		44.9		28.9				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	27.0		2.4		21.7		22.6				
Green Ext Time (p_c), s	0.0	1.9		0.0		3.4		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		40.6	
HCM 6th LOS		D	

Lane Group	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	19	15	0	28	12	1140	71	265	826	14
Future Volume (vph)	4	3	19	15	0	28	12	1140	71	265	826	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%		-4%				1%			0%	
Storage Length (ft)		0	0	65	0		0		0	0		0
Storage Lanes		1	0	1	1		0		0	1		0
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.901			0.850			0.991			0.998	
Flt Protected		0.987		0.950						0.950		
Satd. Flow (prot)	0	1630	0	1745	1484	0	0	3490	0	1711	3532	0
Flt Permitted		0.987		0.950						0.950		
Satd. Flow (perm)	0	1630	0	1745	1484	0	0	3490	0	1711	3532	0
Link Speed (mph)		30		30				40			40	
Link Distance (ft)		118		261				430			307	
Travel Time (s)		2.7		5.9				7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	19	15	0	29	12	1163	72	270	843	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	15	29	0	0	1247	0	270	857	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Sign Control		Stop		Stop				Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

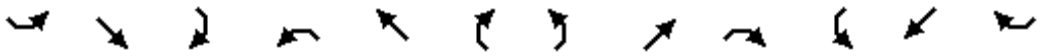
Intersection	
Int Delay, s/veh	5.8

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

Major/Minor	Minor2		Minor1		Major1			Major2		
Conflicting Flow All	2002	435	2189	621	860	0	0	1235	0	0
Stage 1	1393	-	1223	-	-	-	-	-	-	-
Stage 2	609	-	966	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.9	6.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	-	5.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	-	5.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.35	3.52	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	39	568	41	438	777	-	-	560	-	-
Stage 1	161	-	249	-	-	-	-	-	-	-
Stage 2	464	-	339	-	-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	22	565	20	437	775	-	-	560	-	-
Mov Cap-2 Maneuver	22	-	20	-	-	-	-	-	-	-
Stage 1	152	-	236	-	-	-	-	-	-	-
Stage 2	410	-	165	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	775	-	-	20	437	58	560	-	-
HCM Lane V/C Ratio	0.016	-	-	0.765	0.065	0.457	0.483	-	-
HCM Control Delay (s)	9.7	0.2	-	$ 386.7	13.8	111.4	17.3	-	-
HCM Lane LOS	A	A	-	F	B	F	C	-	-
HCM 95th %tile Q(veh)	0	-	-	2.1	0.2	1.8	2.6	-	-



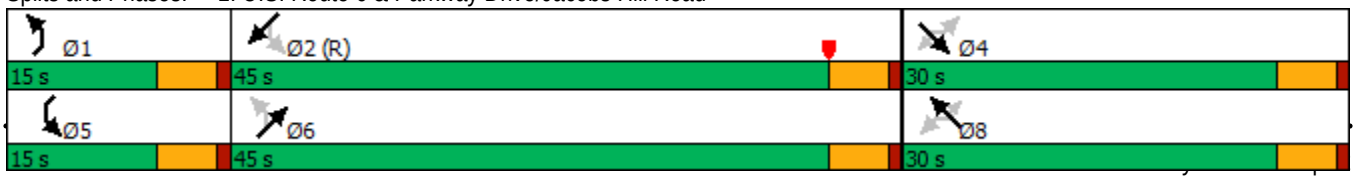
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	44	0	25	1	0	7	44	867	2	10	871	61
Future Volume (vph)	44	0	25	1	0	7	44	867	2	10	871	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.990	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	1768	1694	3270	0	1594	3392	0
Flt Permitted		0.757			0.726		0.253			0.307		
Satd. Flow (perm)	0	1459	1584	0	1464	1768	451	3270	0	515	3392	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					10	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	47	0	27	1	0	7	47	922	2	11	927	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	27	0	1	7	47	924	0	11	992	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.38	0.13		0.01	0.03	0.10	0.35		0.02	0.38	
Control Delay		47.1	1.2		36.0	0.3	2.6	3.9		2.5	6.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.5	
Total Delay		47.1	1.2		36.0	0.3	2.6	3.9		2.5	6.5	
Queue Length 50th (ft)		26	0		1	0	4	53		1	113	
Queue Length 95th (ft)		58	0		5	0	12	154		4	176	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		405	501		406	552	510	2666		540	2585	
Starvation Cap Reductn		0	0		0	0	0	0		0	1059	
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		0.12	0.05		0.00	0.01	0.09	0.35		0.02	0.65	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	44	0	25	1	0	7	44	867	2	10	871	61
Future Volume (veh/h)	44	0	25	1	0	7	44	867	2	10	871	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1988	2067	2067	1847	1847	1847	1789	1909	1986
Adj Flow Rate, veh/h	47	0	27	1	0	0	47	922	2	11	927	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	10	2	2
Cap, veh/h	166	0	86	118	0		514	2776	6	505	2571	180
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.00	0.04	0.77	0.77	0.01	0.75	0.75
Sat Flow, veh/h	1831	0	1818	800	0	1752	1759	3592	8	1704	3438	241
Grp Volume(v), veh/h	47	0	27	1	0	0	47	450	474	11	489	503
Grp Sat Flow(s),veh/h/ln	1831	0	1818	800	0	1752	1759	1754	1845	1704	1814	1865
Q Serve(g_s), s	0.0	0.0	1.3	0.1	0.0	0.0	0.5	7.1	7.1	0.1	8.4	8.4
Cycle Q Clear(g_c), s	2.0	0.0	1.3	2.1	0.0	0.0	0.5	7.1	7.1	0.1	8.4	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	166	0	86	118	0		514	1356	1426	505	1357	1395
V/C Ratio(X)	0.28	0.00	0.32	0.01	0.00		0.09	0.33	0.33	0.02	0.36	0.36
Avail Cap(c_a), veh/h	541	0	505	470	0		642	1356	1426	671	1357	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.49	0.49	0.49
Uniform Delay (d), s/veh	41.8	0.0	41.5	42.8	0.0	0.0	2.5	3.1	3.1	2.7	3.9	3.9
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.0	0.0	0.0	0.1	0.7	0.6	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.6	0.0	0.0	0.0	0.1	1.7	1.7	0.0	2.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	42.3	42.8	0.0	0.0	2.6	3.8	3.7	2.7	4.3	4.3
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		74			1	A		971			1003	
Approach Delay, s/veh		42.2			42.8			3.7			4.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	72.3		9.2	6.2	74.6		9.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.5	10.4		4.0	2.1	9.1		4.1				
Green Ext Time (p_c), s	0.1	3.3		0.2	0.0	3.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

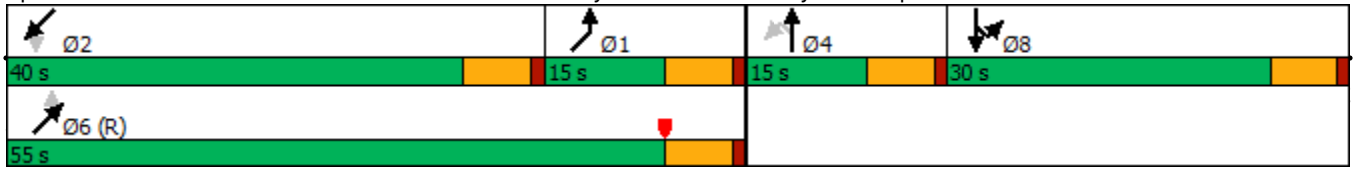
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	0	8	419	2	61	40	875	3	8	875	199
Future Volume (vph)	6	0	8	419	2	61	40	875	3	8	875	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor					0.99						0.99	
Frt		0.923			0.855						0.972	
Flt Protected		0.979		0.950			0.950					
Satd. Flow (prot)	0	1583	0	1762	1565	0	1702	3404	0	0	3309	0
Flt Permitted				0.950			0.111				0.947	
Satd. Flow (perm)	0	1617	0	1762	1565	0	199	3404	0	0	3133	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164			64						29	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	6	0	8	441	2	64	42	921	3	8	921	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	441	66	0	42	924	0	0	1138	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.06		0.77	0.12		0.24	0.53			0.81	
Control Delay		0.5		41.1	7.3		24.2	18.7			31.7	
Queue Delay		0.0		0.0	0.0		0.0	5.6			0.0	
Total Delay		0.5		41.1	7.3		24.2	24.3			31.7	
Queue Length 50th (ft)		0		249	1		12	181			314	
Queue Length 95th (ft)		0		#408	30		34	288			#545	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		294		573	553		248	1790			1409	
Starvation Cap Reductn		0		0	0		0	794			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		0.77	0.12		0.17	0.93			0.81	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	0	8	419	2	61	40	875	3	8	875	199
Future Volume (veh/h)	6	0	8	419	2	61	40	875	3	8	875	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	6	0	8	441	2	64	42	921	3	8	921	209
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	0	15	474	13	410	143	1594	5	39	952	215
Arrive On Green	0.02	0.00	0.02	0.24	0.24	0.24	0.04	0.44	0.44	0.34	0.34	0.34
Sat Flow, veh/h	713	0	951	2006	54	1737	1776	3622	12	8	2800	631
Grp Volume(v), veh/h	14	0	0	441	0	66	42	450	474	613	0	525
Grp Sat Flow(s),veh/h/ln	1664	0	0	2006	0	1791	1776	1771	1862	1855	0	1584
Q Serve(g_s), s	0.8	0.0	0.0	21.5	0.0	2.9	0.0	19.1	19.1	9.4	0.0	32.7
Cycle Q Clear(g_c), s	0.8	0.0	0.0	21.5	0.0	2.9	0.0	19.1	19.1	32.6	0.0	32.7
Prop In Lane	0.43		0.57	1.00		0.97	1.00		0.01	0.01		0.40
Lane Grp Cap(c), veh/h	27	0	0	474	0	423	143	779	819	667	0	539
V/C Ratio(X)	0.52	0.00	0.00	0.93	0.00	0.16	0.29	0.58	0.58	0.92	0.00	0.97
Avail Cap(c_a), veh/h	150	0	0	481	0	430	232	868	913	667	0	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	37.4	0.0	30.3	46.1	21.0	21.0	32.4	0.0	32.6
Incr Delay (d2), s/veh	5.7	0.0	0.0	24.2	0.0	0.1	0.4	3.0	2.8	17.7	0.0	31.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	13.5	0.0	1.3	1.0	8.0	8.4	17.0	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	0.0	0.0	61.6	0.0	30.3	46.5	24.0	23.8	50.1	0.0	64.5
LnGrp LOS	D	A	A	E	A	C	D	C	C	D	A	E
Approach Vol, veh/h		14			507			966			1138	
Approach Delay, s/veh		54.6			57.5			24.9			56.8	
Approach LOS		D			E			C			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	40.0		7.6		50.0		29.6				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	34.7		2.8		21.1		23.5				
Green Ext Time (p_c), s	0.0	0.0		0.0		3.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		45.2	
HCM 6th LOS		D	

Lane Group	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	29	25	0	49	11	1223	63	267	1032	27
Future Volume (vph)	4	4	29	25	0	49	11	1223	63	267	1032	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%		-4%				1%			0%	
Storage Length (ft)		0	0	65	0		0		0	0		0
Storage Lanes		1	0	1	1		0		0	1		0
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.893			0.850			0.993			0.996	
Flt Protected		0.990		0.950						0.950		
Satd. Flow (prot)	0	1655	0	1711	1615	0	0	3497	0	1711	3525	0
Flt Permitted		0.990		0.950						0.950		
Satd. Flow (perm)	0	1655	0	1711	1615	0	0	3497	0	1711	3525	0
Link Speed (mph)		30		30				40			40	
Link Distance (ft)		118		261				430			307	
Travel Time (s)		2.7		5.9				7.3			5.2	
Confl. Peds. (#/hr)	4		4				4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	30	26	0	51	11	1274	66	278	1075	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	26	51	0	0	1351	0	278	1103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Sign Control		Stop		Stop				Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	24.4

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

Major/Minor	Minor2		Minor1		Major1			Major2		
Conflicting Flow All	2312	560	2429	674	1107	0	0	1340	0	0
Stage 1	1649	-	1329	-	-	-	-	-	-	-
Stage 2	663	-	1100	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.84	6.78	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	-	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	-	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	3.54	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	23	479	28	428	626	-	-	510	-	-
Stage 1	113	-	216	-	-	-	-	-	-	-
Stage 2	432	-	285	-	-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	11	475	~ 8	426	624	-	-	510	-	-
Mov Cap-2 Maneuver	11	-	~ 8	-	-	-	-	-	-	-
Stage 1	105	-	201	-	-	-	-	-	-	-
Stage 2	352	-	114	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	624	-	-	8	426	37	510	-	-
HCM Lane V/C Ratio	0.018	-	-	3.255	0.12	1.042	0.545	-	-
HCM Control Delay (s)	10.9	0.4	$ 1919.8	14.6	$ 325.4	20.2	-	-	
HCM Lane LOS	B	A	-	F	B	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.5	0.4	3.9	3.2	-	-

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

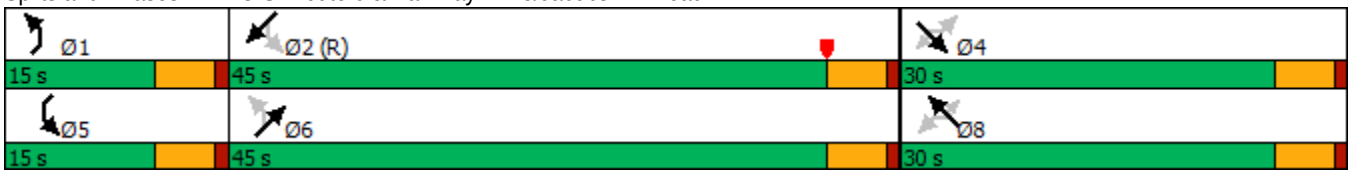
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	0	19	4	0	5	24	630	0	1	689	44
Future Volume (vph)	27	0	19	4	0	5	24	630	0	1	689	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.991	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1796	1456	0	1916	1503	1661	3177	0	1719	3301	0
Flt Permitted		0.889			0.889		0.347			0.402		
Satd. Flow (perm)	0	1681	1456	0	1793	1503	607	3177	0	727	3301	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	28	0	20	4	0	5	25	656	0	1	718	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	20	0	4	5	25	656	0	1	764	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.23	0.11		0.03	0.03	0.04	0.24		0.00	0.28	
Control Delay		43.0	1.2		38.0	0.2	1.9	2.8		2.0	3.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.4	
Total Delay		43.0	1.2		38.0	0.2	1.9	2.8		2.0	4.2	
Queue Length 50th (ft)		15	0		2	0	2	31		0	36	
Queue Length 95th (ft)		41	0		12	0	6	94		1	116	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		466	465		498	478	639	2734		732	2752	
Starvation Cap Reductn		0	0		0	0	0	0		0	1360	
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		0.06	0.04		0.01	0.01	0.04	0.24		0.00	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	27	0	19	4	0	5	24	630	0	1	689	44
Future Volume (veh/h)	27	0	19	4	0	5	24	630	0	1	689	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2010	1988	2067	1786	1817	1802	1802	1909	1864	1939
Adj Flow Rate, veh/h	28	0	20	4	0	0	25	656	0	1	718	46
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	11	2	2	20	4	5	5	2	5	5
Cap, veh/h	152	0	69	122	0		606	2711	0	671	2593	166
Arrive On Green	0.04	0.00	0.04	0.04	0.00	0.00	0.03	0.79	0.00	0.00	0.77	0.77
Sat Flow, veh/h	1790	0	1704	1031	0	1514	1731	3515	0	1818	3380	216
Grp Volume(v), veh/h	28	0	20	4	0	0	25	656	0	1	376	388
Grp Sat Flow(s),veh/h/ln	1790	0	1704	1031	0	1514	1731	1712	0	1818	1771	1825
Q Serve(g_s), s	0.0	0.0	1.0	0.2	0.0	0.0	0.3	4.4	0.0	0.0	5.7	5.7
Cycle Q Clear(g_c), s	1.2	0.0	1.0	1.4	0.0	0.0	0.3	4.4	0.0	0.0	5.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.12
Lane Grp Cap(c), veh/h	152	0	69	122	0		606	2711	0	671	1359	1400
V/C Ratio(X)	0.18	0.00	0.29	0.03	0.00		0.04	0.24	0.00	0.00	0.28	0.28
Avail Cap(c_a), veh/h	538	0	473	487	0		753	2711	0	871	1359	1400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	42.0	0.0	41.9	42.7	0.0	0.0	2.1	2.4	0.0	2.4	3.1	3.1
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.4	0.1	0.0	0.0	0.0	0.8	0.0	0.0	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	42.8	42.7	0.0	0.0	2.2	2.6	0.0	2.4	3.5	3.5
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		48			4	A		681			765	
Approach Delay, s/veh		42.5			42.7			2.6			3.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	74.0		8.6	5.1	76.2		8.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	7.7		3.2	2.0	6.4		3.4				
Green Ext Time (p_c), s	0.0	2.4		0.1	0.0	2.5		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	4.5	
HCM 6th LOS	A	

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

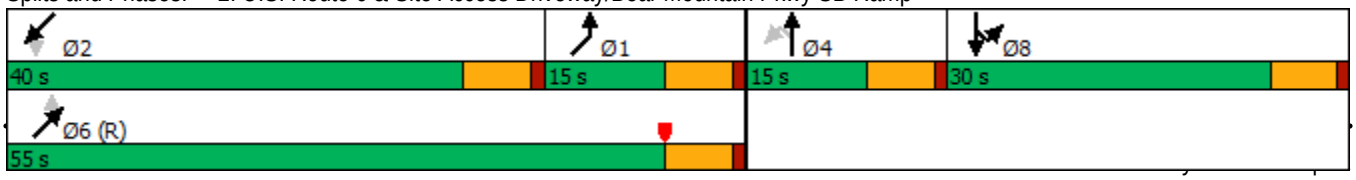
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	1	323	2	137	35	626	1	1	596	163
Future Volume (vph)	1	0	1	323	2	137	35	626	1	1	596	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.932			0.852						0.968	
Flt Protected		0.976		0.950			0.950					
Satd. Flow (prot)	0	1694	0	1745	1580	0	1669	3276	0	0	3226	0
Flt Permitted				0.950			0.261				0.955	
Satd. Flow (perm)	0	1736	0	1745	1580	0	458	3276	0	0	3081	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164			152						38	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	1	0	1	359	2	152	39	696	1	1	662	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	359	154	0	39	697	0	0	844	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.01		0.80	0.30		0.12	0.35			0.51	
Control Delay		0.0		48.0	6.0		13.3	12.4			18.3	
Queue Delay		0.0		0.0	0.0		0.0	0.8			0.0	
Total Delay		0.0		48.0	6.0		13.3	13.1			18.3	
Queue Length 50th (ft)		0		213	1		9	104			172	
Queue Length 95th (ft)		0		292	44		33	211			320	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		305		472	538		412	1995			1671	
Starvation Cap Reductn		0		0	0		0	918			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		0.76	0.29		0.09	0.65			0.51	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	0	1	323	2	137	35	626	1	1	596	163
Future Volume (veh/h)	1	0	1	323	2	137	35	626	1	1	596	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2091	2106	2106	1835	1805	1805	1841	1841	1841
Adj Flow Rate, veh/h	1	0	1	359	2	152	39	696	1	1	662	181
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
Percent Heavy Veh, %	2	2	2	3	2	2	4	6	6	4	4	4
Cap, veh/h	2	0	2	405	5	359	154	1333	2	36	742	202
Arrive On Green	0.00	0.00	0.00	0.20	0.20	0.20	0.04	0.38	0.38	0.28	0.28	0.28
Sat Flow, veh/h	839	0	839	1991	23	1765	1747	3514	5	1	2657	725
Grp Volume(v), veh/h	2	0	0	359	0	154	39	340	357	459	0	385
Grp Sat Flow(s),veh/h/ln	1677	0	0	1991	0	1788	1747	1715	1804	1840	0	1543
Q Serve(g_s), s	0.1	0.0	0.0	17.5	0.0	7.5	0.0	15.3	15.3	0.0	0.0	24.0
Cycle Q Clear(g_c), s	0.1	0.0	0.0	17.5	0.0	7.5	0.0	15.3	15.3	23.9	0.0	24.0
Prop In Lane	0.50		0.50	1.00		0.99	1.00		0.00	0.00		0.47
Lane Grp Cap(c), veh/h	5	0	0	405	0	364	154	650	684	550	0	431
V/C Ratio(X)	0.44	0.00	0.00	0.89	0.00	0.42	0.25	0.52	0.52	0.83	0.00	0.89
Avail Cap(c_a), veh/h	151	0	0	478	0	429	242	840	884	661	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	0.0	38.7	0.0	34.7	45.8	24.0	24.0	34.6	0.0	34.6
Incr Delay (d2), s/veh	23.1	0.0	0.0	14.5	0.0	0.3	0.3	2.9	2.8	6.6	0.0	14.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	10.1	0.0	3.3	0.9	6.4	6.7	11.2	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	0.0	0.0	53.2	0.0	35.0	46.1	27.0	26.8	41.2	0.0	48.6
LnGrp LOS	E	A	A	D	A	C	D	C	C	D	A	D
Approach Vol, veh/h		2			513			736			844	
Approach Delay, s/veh		72.8			47.7			27.9			44.6	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	33.9		6.3		43.9		26.4				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	26.0		2.1		17.3		19.5				
Green Ext Time (p_c), s	0.0	1.9		0.0		2.1		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			39.5									
HCM 6th LOS			D									

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

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

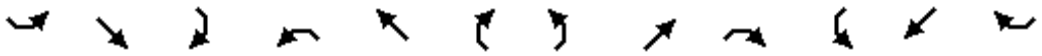
Intersection	
Int Delay, s/veh	3

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

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

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

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

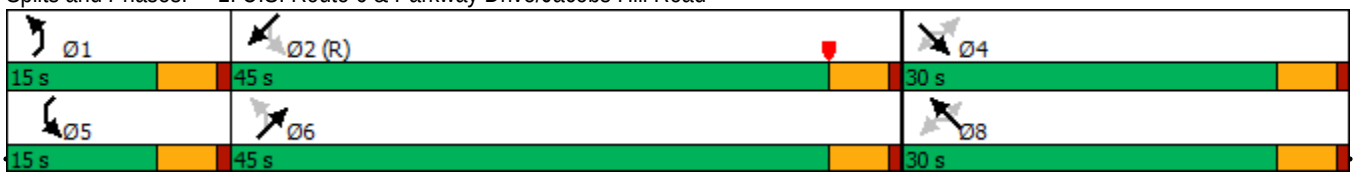


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	0	47	1	0	0	40	1003	2	1	866	63
Future Volume (vph)	53	0	47	1	0	0	40	1003	2	1	866	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	2080	1694	3270	0	1719	3398	0
Flt Permitted		0.757			0.720		0.250			0.253		
Satd. Flow (perm)	0	1459	1584	0	1452	2080	445	3270	0	458	3398	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	57	0	51	1	0	0	43	1078	2	1	931	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	51	0	1	0	43	1080	0	1	999	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.43	0.23		0.01		0.10	0.41		0.00	0.39	
Control Delay		47.9	5.6		35.0		2.8	4.5		3.0	6.3	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.5	
Total Delay		47.9	5.6		35.0		2.8	4.5		3.0	6.8	
Queue Length 50th (ft)		31	0		1		4	71		0	117	
Queue Length 95th (ft)		67	14		5		12	198		1	184	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		405	501		403		503	2646		511	2570	
Starvation Cap Reductn		0	0		0		0	0		0	1040	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.14	0.10		0.00		0.09	0.41		0.00	0.65	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	0	47	1	0	0	40	1003	2	1	866	63
Future Volume (veh/h)	53	0	47	1	0	0	40	1003	2	1	866	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1988	2067	2067	1847	1847	1847	1909	1909	1986
Adj Flow Rate, veh/h	57	0	51	1	0	0	43	1078	2	1	931	68
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	0	94	117	0		506	2803	5	448	2553	186
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.00	0.04	0.78	0.78	0.00	0.74	0.74
Sat Flow, veh/h	1850	0	1818	712	0	1752	1759	3593	7	1818	3427	250
Grp Volume(v), veh/h	57	0	51	1	0	0	43	526	554	1	493	506
Grp Sat Flow(s),veh/h/ln	1850	0	1818	712	0	1752	1759	1754	1846	1818	1814	1863
Q Serve(g_s), s	0.0	0.0	2.5	0.1	0.0	0.0	0.5	8.5	8.5	0.0	8.6	8.6
Cycle Q Clear(g_c), s	2.4	0.0	2.5	2.5	0.0	0.0	0.5	8.5	8.5	0.0	8.6	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	176	0	94	117	0		506	1369	1440	448	1351	1388
V/C Ratio(X)	0.32	0.00	0.54	0.01	0.00		0.09	0.38	0.38	0.00	0.36	0.36
Avail Cap(c_a), veh/h	543	0	505	455	0		637	1369	1440	648	1351	1388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	41.6	0.0	41.6	42.8	0.0	0.0	2.6	3.1	3.1	3.1	4.0	4.0
Incr Delay (d2), s/veh	0.4	0.0	1.8	0.0	0.0	0.0	0.1	0.8	0.8	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.1	0.0	0.0	0.0	0.1	1.9	2.0	0.0	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	0.0	43.4	42.8	0.0	0.0	2.7	3.9	3.9	3.1	4.5	4.4
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		108			1	A		1123			1000	
Approach Delay, s/veh		42.7			42.8			3.9			4.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	72.0		9.7	5.1	75.2		9.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.5	10.6		4.5	2.0	10.5		4.5				
Green Ext Time (p_c), s	0.1	3.4		0.3	0.0	3.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

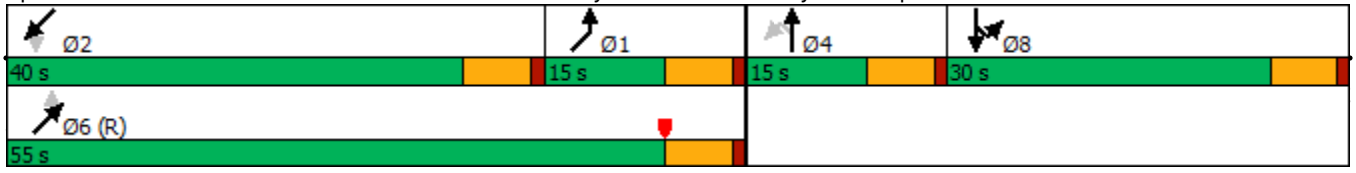
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	0	5	446	0	104	42	1009	0	2	825	180
Future Volume (vph)	1	0	5	446	0	104	42	1009	0	2	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.887			0.850						0.973	
Flt Protected		0.992		0.950			0.950					
Satd. Flow (prot)	0	1639	0	1762	1576	0	1686	3404	0	0	3314	0
Flt Permitted				0.950			0.125				0.953	
Satd. Flow (perm)	0	1652	0	1762	1576	0	222	3404	0	0	3158	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164			397						28	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	0	5	469	0	109	44	1062	0	2	868	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	469	109	0	44	1062	0	0	1059	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.03		0.74	0.13		0.24	0.63			0.76	
Control Delay		0.2		37.5	0.3		22.1	20.5			29.4	
Queue Delay		0.0		0.0	0.0		0.0	26.3			0.0	
Total Delay		0.2		37.5	0.3		22.1	46.9			29.4	
Queue Length 50th (ft)		0		261	0		13	232			292	
Queue Length 95th (ft)		0		#448	0		35	350			#484	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		297		633	820		255	1733			1385	
Starvation Cap Reductn		0		0	0		0	711			0	
Spillback Cap Reductn		0		0	0		0	0			0	
Storage Cap Reductn		0		0	0		0	0			0	
Reduced v/c Ratio		0.02		0.74	0.13		0.17	1.04			0.76	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	0	5	446	0	104	42	1009	0	2	825	180
Future Volume (veh/h)	1	0	5	446	0	104	42	1009	0	2	825	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1850	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	1	0	5	469	0	109	44	1062	0	2	868	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	2	2	2
Cap, veh/h	2	0	10	481	0	428	148	1514	0	36	929	202
Arrive On Green	0.01	0.00	0.01	0.24	0.00	0.24	0.04	0.43	0.00	0.33	0.33	0.33
Sat Flow, veh/h	269	0	1346	2006	0	1785	1762	3636	0	1	2838	617
Grp Volume(v), veh/h	6	0	0	469	0	109	44	1062	0	572	0	487
Grp Sat Flow(s),veh/h/ln	1615	0	0	2006	0	1785	1762	1771	0	1868	0	1588
Q Serve(g_s), s	0.4	0.0	0.0	23.2	0.0	4.9	0.0	24.5	0.0	2.4	0.0	29.7
Cycle Q Clear(g_c), s	0.4	0.0	0.0	23.2	0.0	4.9	0.0	24.5	0.0	29.7	0.0	29.7
Prop In Lane	0.17		0.83	1.00		1.00	1.00		0.00	0.00		0.39
Lane Grp Cap(c), veh/h	12	0	0	481	0	428	148	1514	0	647	0	520
V/C Ratio(X)	0.48	0.00	0.00	0.97	0.00	0.25	0.30	0.70	0.00	0.88	0.00	0.94
Avail Cap(c_a), veh/h	145	0	0	481	0	428	236	1736	0	671	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	0.0	37.7	0.0	30.8	46.0	23.4	0.0	32.6	0.0	32.6
Incr Delay (d2), s/veh	10.5	0.0	0.0	34.2	0.0	0.1	0.4	2.5	0.0	12.5	0.0	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	15.7	0.0	2.1	1.0	10.0	0.0	14.9	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	0.0	71.9	0.0	30.9	46.4	25.9	0.0	45.1	0.0	55.8
LnGrp LOS	E	A	A	E	A	C	D	C	A	D	A	E
Approach Vol, veh/h		6			578			1106			1059	
Approach Delay, s/veh		59.9			64.1			26.8			50.0	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	38.7		6.8		48.7		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	31.7		2.4		26.5		25.2				
Green Ext Time (p_c), s	0.0	1.0		0.0		4.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.6									
HCM 6th LOS			D									

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

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	47.9

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

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

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

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

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

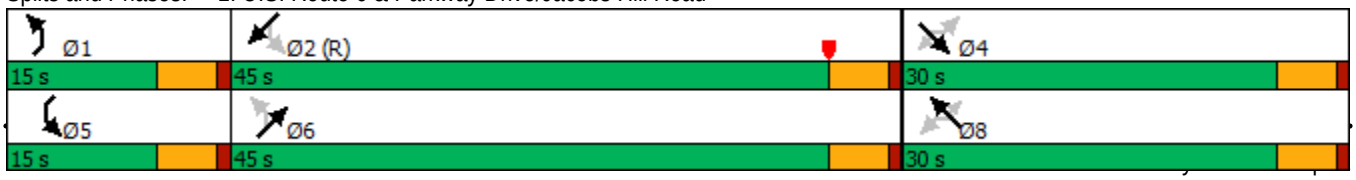
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	46	0	26	1	0	7	46	1084	2	10	1105	63
Future Volume (vph)	46	0	26	1	0	7	46	1084	2	10	1105	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.992	
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1832	1584	0	1916	1768	1694	3270	0	1594	3401	0
Flt Permitted		0.757			0.725		0.183			0.232		
Satd. Flow (perm)	0	1459	1584	0	1462	1768	326	3270	0	389	3401	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					8	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	49	0	28	1	0	7	49	1153	2	11	1176	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	28	0	1	7	49	1155	0	11	1243	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.40	0.13		0.01	0.03	0.14	0.43		0.03	0.48	
Control Delay		47.3	1.3		36.0	0.3	3.0	4.5		2.6	7.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.8	
Total Delay		47.3	1.3		36.0	0.3	3.0	4.5		2.6	7.8	
Queue Length 50th (ft)		27	0		1	0	4	75		1	160	
Queue Length 95th (ft)		60	0		5	0	12	213		4	247	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		405	501		406	552	420	2662		451	2586	
Starvation Cap Reductn		0	0		0	0	0	0		0	939	
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		0.12	0.06		0.00	0.01	0.12	0.43		0.02	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	46	0	26	1	0	7	46	1084	2	10	1105	63
Future Volume (veh/h)	46	0	26	1	0	7	46	1084	2	10	1105	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1988	2067	2067	1847	1847	1847	1789	1909	1986
Adj Flow Rate, veh/h	49	0	28	1	0	0	49	1153	2	11	1176	67
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	10	2	2
Cap, veh/h	168	0	87	117	0		422	2776	5	412	2604	148
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.00	0.04	0.77	0.77	0.01	0.75	0.75
Sat Flow, veh/h	1836	0	1818	777	0	1752	1759	3594	6	1704	3488	199
Grp Volume(v), veh/h	49	0	28	1	0	0	49	563	592	11	611	632
Grp Sat Flow(s),veh/h/ln	1836	0	1818	778	0	1752	1759	1754	1846	1704	1814	1873
Q Serve(g_s), s	0.0	0.0	1.3	0.1	0.0	0.0	0.6	9.7	9.7	0.1	11.6	11.6
Cycle Q Clear(g_c), s	2.1	0.0	1.3	2.2	0.0	0.0	0.6	9.7	9.7	0.1	11.6	11.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.11
Lane Grp Cap(c), veh/h	168	0	87	117	0		422	1355	1425	412	1354	1398
V/C Ratio(X)	0.29	0.00	0.32	0.01	0.00		0.12	0.42	0.42	0.03	0.45	0.45
Avail Cap(c_a), veh/h	542	0	505	469	0		548	1355	1425	579	1354	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	41.8	0.0	41.5	42.9	0.0	0.0	3.0	3.4	3.4	2.9	4.4	4.4
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.0	0.0	0.0	0.1	0.9	0.9	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.6	0.0	0.0	0.0	0.1	2.3	2.4	0.0	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	42.2	42.9	0.0	0.0	3.1	4.4	4.3	2.9	4.5	4.5
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		77			1	A		1204			1254	
Approach Delay, s/veh		42.2			42.9			4.3			4.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	72.2		9.3	6.2	74.5		9.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.6	13.6		4.1	2.1	11.7		4.2				
Green Ext Time (p_c), s	0.1	4.5		0.2	0.0	4.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		5.5
HCM 6th LOS		A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	0	8	467	2	145	53	1081	3	8	1027	238
Future Volume (vph)	6	0	8	467	2	145	53	1081	3	8	1027	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor					0.99						0.99	
Frt		0.923			0.852						0.972	
Flt Protected		0.979		0.950			0.950					
Satd. Flow (prot)	0	1583	0	1762	1560	0	1702	3404	0	0	3308	0
Flt Permitted				0.950			0.104				0.874	
Satd. Flow (perm)	0	1617	0	1762	1560	0	186	3404	0	0	2891	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		164			153						30	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	6	0	8	492	2	153	56	1138	3	8	1081	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	492	155	0	56	1141	0	0	1340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		2	2		1	2	
Detector Template	Left									Left		
Leading Detector (ft)	20	83		83	83		83	83		20	83	
Trailing Detector (ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	0	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	20	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43		43	43			43	
Detector 2 Size(ft)		40		40	40		40	40			40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio		0.06		0.74	0.23		0.34	0.73			1.23	
Control Delay		0.5		37.4	5.4		31.1	25.1			140.2	
Queue Delay		0.0		0.0	0.0		0.0	49.5			0.0	
Total Delay		0.5		37.4	5.4		31.1	74.6			140.2	
Queue Length 50th (ft)		0		264	1		18	278			~534	
Queue Length 95th (ft)		0		#498	46		41	376			#723	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)		294		661	681		230	1671			1091	
Starvation Cap Reductn		0		0	0		0	646			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		0.74	0.23		0.24	1.11			1.23	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow

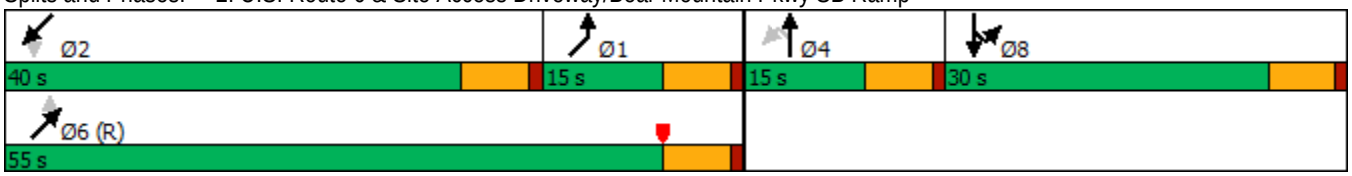
Natural Cycle: 100

Control Type: Actuated-Coordinated

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

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	0	8	467	2	145	53	1081	3	8	1027	238
Future Volume (veh/h)	6	0	8	467	2	145	53	1081	3	8	1027	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	6	0	8	492	2	153	56	1138	3	8	1081	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	0	15	481	6	423	143	1595	4	38	905	217
Arrive On Green	0.02	0.00	0.02	0.24	0.24	0.24	0.04	0.44	0.44	0.34	0.34	0.34
Sat Flow, veh/h	713	0	951	2006	23	1763	1776	3624	10	5	2663	637
Grp Volume(v), veh/h	14	0	0	492	0	155	56	556	585	717	0	623
Grp Sat Flow(s),veh/h/ln	1664	0	0	2006	0	1786	1776	1771	1863	1722	0	1583
Q Serve(g_s), s	0.8	0.0	0.0	24.0	0.0	7.2	0.0	25.6	25.6	8.4	0.0	34.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	24.0	0.0	7.2	0.0	25.6	25.6	34.0	0.0	34.0
Prop In Lane	0.43		0.57	1.00		0.99	1.00		0.01	0.01		0.40
Lane Grp Cap(c), veh/h	27	0	0	481	0	429	143	779	820	622	0	538
V/C Ratio(X)	0.52	0.00	0.00	1.02	0.00	0.36	0.39	0.71	0.71	1.15	0.00	1.16
Avail Cap(c_a), veh/h	150	0	0	481	0	429	232	868	913	622	0	538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	0.0	38.0	0.0	31.6	46.1	22.9	22.9	33.4	0.0	33.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	46.7	0.0	0.2	0.6	5.0	4.8	85.9	0.0	90.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	17.8	0.0	3.1	1.3	11.0	11.5	29.5	0.0	25.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	0.0	0.0	84.7	0.0	31.8	46.7	27.8	27.6	119.3	0.0	123.6
LnGrp LOS	D	A	A	F	A	C	D	C	C	F	A	F
Approach Vol, veh/h		14			647			1197			1340	
Approach Delay, s/veh		54.6			72.1			28.6			121.3	
Approach LOS		D			E			C			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	40.0		7.6		50.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		2.8		27.6		26.0				
Green Ext Time (p_c), s	0.0	0.0		0.0		3.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			76.3									
HCM 6th LOS			E									

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

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	41

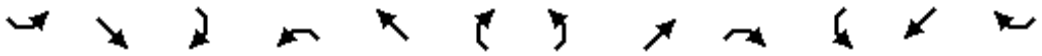
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	4	4	30	38	0	72	11	1401	139	308	1209	28
Future Vol, veh/h	4	4	30	38	0	72	11	1401	139	308	1209	28
Conflicting Peds, #/hr	4	0	4	0	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free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

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

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

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

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



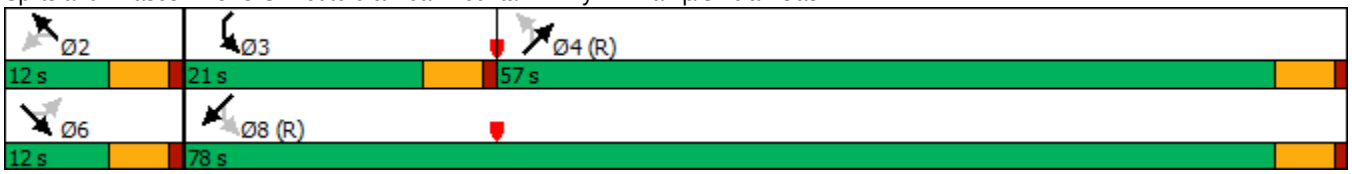
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	18	2	35	2	863	81	208	724	16
Future Volume (vph)	3	2	11	18	2	35	2	863	81	208	724	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99						1.00			1.00	
Frt		0.905			0.858			0.987			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1660	0	1745	1600	0	0	3348	0	1711	3461	0
Flt Permitted		0.929		0.851				0.954		0.235		
Satd. Flow (perm)	0	1555	0	1563	1600	0	0	3194	0	423	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			37			18			9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		100			261			430			307	
Travel Time (s)		2.3			5.9			7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	19	2	37	2	918	86	221	770	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	19	39	0	0	1006	0	221	787	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	82	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	42	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	12.0	12.0		12.0	12.0		57.0	57.0		21.0	78.0	
Total Split (%)	13.3%	13.3%		13.3%	13.3%		63.3%	63.3%		23.3%	86.7%	
Maximum Green (s)	7.0	7.0		7.0	7.0		52.0	52.0		16.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
v/c Ratio		0.13		0.16	0.25			0.44		0.45	0.26	
Control Delay		25.2		41.0	18.0			7.7		4.7	1.8	
Queue Delay		0.0		0.0	0.0			0.3		0.0	0.0	
Total Delay		25.2		41.0	18.0			8.0		4.7	1.8	
Queue Length 50th (ft)		3		10	1			125		19	39	
Queue Length 95th (ft)		22		31	31			212		38	63	
Internal Link Dist (ft)		20			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		141		130	167			2265		592	3071	
Starvation Cap Reductn		0		0	0			618		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.12		0.15	0.23			0.61		0.37	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 4:NETL and 8:SWTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	11	18	2	35	2	863	81	208	724	16
Future Volume (veh/h)	3	2	11	18	2	35	2	863	81	208	724	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1909	1909	1909	2027	2027	2027	1805	1805	1805	1870	1841	1841
Adj Flow Rate, veh/h	3	2	12	19	2	37	2	918	86	221	770	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	6	6	6	2	4	4
Cap, veh/h	54	13	49	160	4	77	41	2262	211	527	2945	65
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.73	0.73	0.73	0.06	0.84	0.84
Sat Flow, veh/h	150	285	1044	1510	89	1643	1	3103	290	1781	3498	77
Grp Volume(v), veh/h	17	0	0	19	0	39	535	0	471	221	385	402
Grp Sat Flow(s),veh/h/ln	1479	0	0	1510	0	1732	1804	0	1590	1781	1749	1827
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	10.3	2.4	4.0	4.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.9	0.0	2.0	10.3	0.0	10.3	2.4	4.0	4.0
Prop In Lane	0.18		0.71	1.00		0.95	0.00		0.18	1.00		0.04
Lane Grp Cap(c), veh/h	117	0	0	160	0	81	1355	0	1159	527	1472	1538
V/C Ratio(X)	0.15	0.00	0.00	0.12	0.00	0.48	0.39	0.00	0.41	0.42	0.26	0.26
Avail Cap(c_a), veh/h	166	0	0	206	0	135	1355	0	1159	742	1472	1538
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.85	0.00	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	0.0	41.3	0.0	41.8	4.7	0.0	4.7	3.3	1.4	1.4
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	4.3	0.7	0.0	0.9	0.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.9	2.9	0.0	2.6	0.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	0.0	0.0	41.6	0.0	46.1	5.4	0.0	5.6	3.8	1.9	1.9
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		17			58			1006			1008	
Approach Delay, s/veh		41.9			44.6			5.5			2.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		9.2	10.2	70.6		9.2		80.8				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		7.0	16.0	52.0		7.0		73.0				
Max Q Clear Time (g_c+I1), s		4.0	4.4	12.3		4.0		6.0				
Green Ext Time (p_c), s		0.0	0.8	6.4		0.0		4.5				

Intersection Summary												
HCM 6th Ctrl Delay			5.3									
HCM 6th LOS			A									

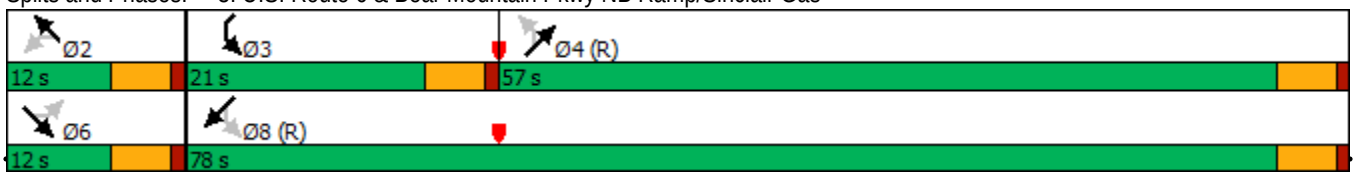
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	26	0	44	12	1303	140	304	967	15
Future Volume (vph)	4	3	20	26	0	44	12	1303	140	304	967	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98						1.00			1.00	
Frt		0.900			0.850			0.986			0.998	
Flt Protected		0.993		0.950						0.950		
Satd. Flow (prot)	0	1609	0	1745	1484	0	0	3472	0	1711	3531	0
Flt Permitted		0.938		0.740				0.945		0.096		
Satd. Flow (perm)	0	1518	0	1359	1484	0	0	3281	0	173	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			295			21			6	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			261			430			307	
Travel Time (s)		2.9			5.9			7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	20	27	0	45	12	1330	143	310	987	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	27	45	0	0	1485	0	310	1002	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	83	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	43	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	12.0	12.0		12.0	12.0		57.0	57.0		21.0	78.0	
Total Split (%)	13.3%	13.3%		13.3%	13.3%		63.3%	63.3%		23.3%	86.7%	
Maximum Green (s)	7.0	7.0		7.0	7.0		52.0	52.0		16.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
v/c Ratio		0.21		0.27	0.12			0.73		0.78	0.33	
Control Delay		24.5		46.3	0.6			15.6		31.7	2.2	
Queue Delay		0.0		0.0	0.0			2.0		0.0	0.0	
Total Delay		24.5		46.3	0.6			17.6		31.7	2.2	
Queue Length 50th (ft)		4		15	0			322		95	57	
Queue Length 95th (ft)		29		41	0			406		#216	72	
Internal Link Dist (ft)		46			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		137		106	388			2045		420	3004	
Starvation Cap Reductn		0		0	0			387		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.20		0.25	0.12			0.90		0.74	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 33 (37%), Referenced to phase 4:NETL and 8:SWTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	4	3	20	26	0	44	12	1303	140	304	967	15
Future Volume (veh/h)	4	3	20	26	0	44	12	1303	140	304	967	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1909	1909	1909	2027	2027	2027	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	4	3	20	27	0	45	12	1330	143	310	987	15
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	13	54	166	0	87	47	2217	236	389	3002	46
Arrive On Green	0.05	0.05	0.05	0.05	0.00	0.05	0.71	0.71	0.71	0.08	0.84	0.84
Sat Flow, veh/h	117	252	1054	1486	0	1718	9	3135	334	1781	3583	54
Grp Volume(v), veh/h	27	0	0	27	0	45	784	0	701	310	489	513
Grp Sat Flow(s),veh/h/ln	1423	0	0	1486	0	1718	1843	0	1636	1781	1777	1860
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	19.8	3.7	5.5	5.5
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.2	0.0	2.3	19.1	0.0	19.8	3.7	5.5	5.5
Prop In Lane	0.15		0.74	1.00		1.00	0.02		0.20	1.00		0.03
Lane Grp Cap(c), veh/h	118	0	0	166	0	87	1343	0	1157	389	1489	1559
V/C Ratio(X)	0.23	0.00	0.00	0.16	0.00	0.51	0.58	0.00	0.61	0.80	0.33	0.33
Avail Cap(c_a), veh/h	161	0	0	206	0	134	1343	0	1157	572	1489	1559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.70	0.00	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	41.1	0.0	41.6	6.7	0.0	6.8	13.6	1.6	1.6
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.5	0.0	4.6	1.3	0.0	1.7	4.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.6	0.0	1.1	5.9	0.0	5.4	5.1	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	0.0	41.6	0.0	46.3	8.0	0.0	8.4	18.5	2.2	2.2
LnGrp LOS	D	A	A	D	A	D	A	A	A	B	A	A
Approach Vol, veh/h		27			72			1485			1312	
Approach Delay, s/veh		42.2			44.5			8.2			6.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		9.6	11.8	68.6		9.6		80.4				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		7.0	16.0	52.0		7.0		73.0				
Max Q Clear Time (g_c+I1), s		4.3	5.7	21.8		4.3		7.5				
Green Ext Time (p_c), s		0.1	1.1	11.2		0.0		6.4				

Intersection Summary												
HCM 6th Ctrl Delay			8.4									
HCM 6th LOS			A									

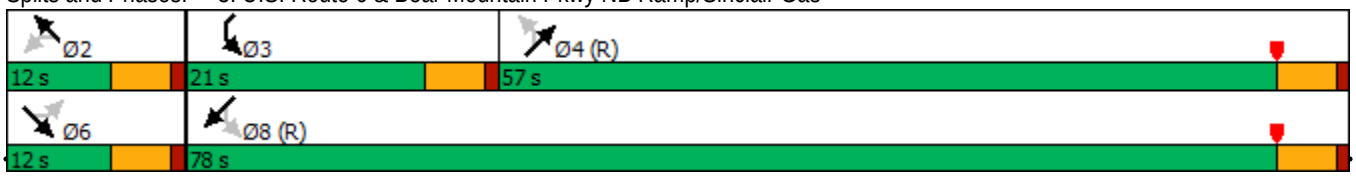
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	30	38	0	72	11	1401	139	308	1209	28
Future Volume (vph)	4	4	30	38	0	72	11	1401	139	308	1209	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.98						1.00			1.00	
Frt		0.893			0.850			0.987			0.997	
Flt Protected		0.995		0.950						0.950		
Satd. Flow (prot)	0	1628	0	1711	1615	0	0	3476	0	1711	3527	0
Flt Permitted		0.952		0.732				0.943		0.070		
Satd. Flow (perm)	0	1555	0	1319	1615	0	0	3278	0	126	3527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			284			19			9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		98			261			430			307	
Travel Time (s)		2.2			5.9			7.3			5.2	
Confl. Peds. (#/hr)	4		4				4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	31	40	0	75	11	1459	145	321	1259	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	40	75	0	0	1615	0	321	1288	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	83	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	43	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	12.0	12.0		12.0	12.0		57.0	57.0		21.0	78.0	
Total Split (%)	13.3%	13.3%		13.3%	13.3%		63.3%	63.3%		23.3%	86.7%	
Maximum Green (s)	7.0	7.0		7.0	7.0		52.0	52.0		16.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
v/c Ratio		0.27		0.41	0.20			0.80		0.86	0.43	
Control Delay		22.9		52.6	1.2			18.3		45.6	2.7	
Queue Delay		0.0		0.0	0.0			7.3		0.0	0.0	
Total Delay		22.9		52.6	1.2			25.6		45.6	2.7	
Queue Length 50th (ft)		4		22	0			367		125	81	
Queue Length 95th (ft)		35		55	0			479		#268	103	
Internal Link Dist (ft)		18			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		149		102	387			2014		387	2997	
Starvation Cap Reductn		0		0	0			366		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.26		0.39	0.19			0.98		0.83	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	4	4	30	38	0	72	11	1401	139	308	1209	28
Future Volume (veh/h)	4	4	30	38	0	72	11	1401	139	308	1209	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1909	1909	1909	1997	2027	2027	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	4	4	31	40	0	75	11	1459	145	321	1259	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2	2	2
Cap, veh/h	48	14	66	190	0	110	46	2137	210	370	2928	67
Arrive On Green	0.06	0.06	0.06	0.06	0.00	0.06	0.68	0.68	0.68	0.09	0.82	0.82
Sat Flow, veh/h	54	213	1035	1449	0	1718	8	3160	311	1781	3551	82
Grp Volume(v), veh/h	39	0	0	40	0	75	850	0	765	321	630	658
Grp Sat Flow(s),veh/h/ln	1302	0	0	1449	0	1718	1839	0	1640	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	25.5	5.3	8.7	8.7
Cycle Q Clear(g_c), s	3.9	0.0	0.0	1.9	0.0	3.8	24.4	0.0	25.5	5.3	8.7	8.7
Prop In Lane	0.10		0.79	1.00		1.00	0.01		0.19	1.00		0.04
Lane Grp Cap(c), veh/h	128	0	0	190	0	110	1284	0	1109	370	1466	1530
V/C Ratio(X)	0.31	0.00	0.00	0.21	0.00	0.68	0.66	0.00	0.69	0.87	0.43	0.43
Avail Cap(c_a), veh/h	149	0	0	210	0	134	1284	0	1109	521	1466	1530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.60	0.00	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	0.0	40.3	0.0	41.2	8.7	0.0	8.8	18.9	2.1	2.1
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.5	0.0	10.2	1.6	0.0	2.1	10.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.9	0.0	1.9	8.0	0.0	7.5	5.6	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	0.0	40.8	0.0	51.4	10.3	0.0	11.0	29.7	3.1	3.0
LnGrp LOS	D	A	A	D	A	D	B	A	B	C	A	A
Approach Vol, veh/h		39			115			1615			1609	
Approach Delay, s/veh		41.7			47.7			10.6			8.4	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		10.8	13.4	65.9		10.8		79.2				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		7.0	16.0	52.0		7.0		73.0				
Max Q Clear Time (g_c+I1), s		5.8	7.3	27.5		5.9		10.7				
Green Ext Time (p_c), s		0.0	1.0	11.7		0.0		9.6				

Intersection Summary												
HCM 6th Ctrl Delay			11.2									
HCM 6th LOS			B									

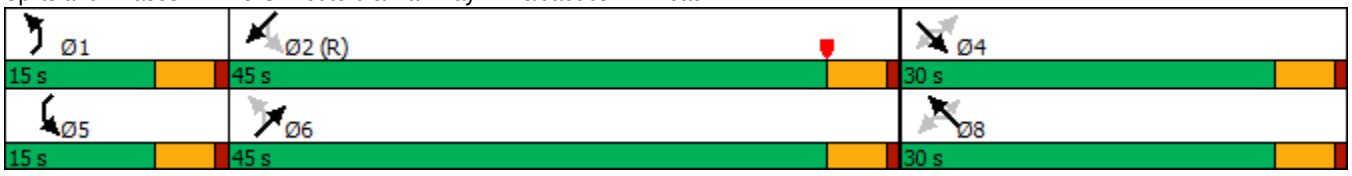
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	6	19	4	0	5	24	673	0	46	733	50
Future Volume (vph)	27	6	19	4	0	5	24	673	0	46	733	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.990	
Flt Protected		0.960			0.950		0.950			0.950		
Satd. Flow (prot)	0	1821	1456	0	1916	1503	1661	3177	0	1719	3297	0
Flt Permitted		0.793			0.870		0.338			0.376		
Satd. Flow (perm)	0	1505	1456	0	1755	1503	591	3177	0	680	3297	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					10	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	28	6	20	4	0	5	25	701	0	48	764	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	20	0	4	5	25	701	0	48	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.31	0.11		0.03	0.03	0.04	0.27		0.08	0.30	
Control Delay		46.0	1.2		37.8	0.2	2.0	4.4		2.1	3.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.4	
Total Delay		46.0	1.2		37.8	0.2	2.0	4.4		2.1	4.4	
Queue Length 50th (ft)		19	0		2	0	2	66		4	41	
Queue Length 95th (ft)		47	0		12	0	7	106		10	126	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		418	465		487	478	626	2583		696	2747	
Starvation Cap Reductn		0	0		0	0	0	0		0	1323	
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		0.08	0.04		0.01	0.01	0.04	0.27		0.07	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	27	6	19	4	0	5	24	673	0	46	733	50
Future Volume (veh/h)	27	6	19	4	0	5	24	673	0	46	733	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2010	1988	2067	1786	1817	1802	1802	1909	1864	1939
Adj Flow Rate, veh/h	28	6	20	4	0	0	25	701	0	48	764	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	11	2	2	20	4	5	5	2	5	5
Cap, veh/h	138	14	72	120	0		577	2575	0	674	2574	175
Arrive On Green	0.04	0.04	0.04	0.04	0.00	0.00	0.03	0.75	0.00	0.04	0.76	0.76
Sat Flow, veh/h	1529	328	1704	952	0	1514	1731	3515	0	1818	3365	229
Grp Volume(v), veh/h	34	0	20	4	0	0	25	701	0	48	402	414
Grp Sat Flow(s),veh/h/ln	1857	0	1704	952	0	1514	1731	1712	0	1818	1771	1823
Q Serve(g_s), s	0.0	0.0	1.0	0.2	0.0	0.0	0.3	5.7	0.0	0.5	6.2	6.2
Cycle Q Clear(g_c), s	1.4	0.0	1.0	1.7	0.0	0.0	0.3	5.7	0.0	0.5	6.2	6.2
Prop In Lane	0.82		1.00	1.00		1.00	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	152	0	72	120	0		577	2575	0	674	1355	1395
V/C Ratio(X)	0.22	0.00	0.28	0.03	0.00		0.04	0.27	0.00	0.07	0.30	0.30
Avail Cap(c_a), veh/h	551	0	473	481	0		725	2575	0	806	1355	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	41.9	0.0	41.7	42.8	0.0	0.0	2.4	3.5	0.0	2.2	3.2	3.2
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.4	0.1	0.0	0.0	0.1	1.3	0.0	0.1	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	42.5	42.8	0.0	0.0	2.4	3.7	0.0	2.2	3.6	3.6
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		54			4	A		726			864	
Approach Delay, s/veh		42.3			42.8			3.7			3.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	73.8		8.8	8.5	72.7		8.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	8.2		3.4	2.5	7.7		3.7				
Green Ext Time (p_c), s	0.0	2.6		0.1	0.0	2.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	5.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

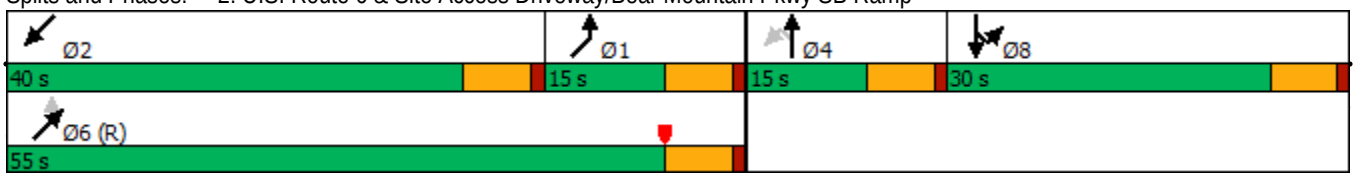
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	45	0	640	163
Future Volume (vph)	51	25	51	323	33	137	35	626	45	0	640	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.899			0.879			0.990			0.970	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1675	0	1745	1630	0	1669	3251	0	0	3234	0
Flt Permitted	0.351			0.950			0.207					
Satd. Flow (perm)	654	1675	0	1745	1630	0	364	3251	0	0	3234	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			152			10			34	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	50	0	711	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	85	0	359	189	0	39	746	0	0	892	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)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83			83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40		40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA			NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6					
Detector Phase	4	4		8	8		1	6			2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0			10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0			16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0			40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%			40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0			34.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Recall Mode	None	None		None	None		None	C-Min			Min	
Walk Time (s)											8.0	
Flash Dont Walk (s)											18.0	
Pedestrian Calls (#/hr)											0	
v/c Ratio	0.77	0.35		0.89	0.38		0.16	0.48			0.66	
Control Delay	97.9	21.1		62.3	10.8		19.7	19.7			27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.8			0.0	
Total Delay	97.9	21.1		62.3	10.8		19.7	20.5			27.9	
Queue Length 50th (ft)	35	16		213	18		14	178			267	
Queue Length 95th (ft)	#100	60		#376	76		33	226			337	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	77	249		426	513		312	1651			1363	
Starvation Cap Reductn	0	0		0	0		0	567			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	0.74	0.34		0.84	0.37		0.13	0.69			0.65	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	51	25	51	323	33	137	35	626	45	0	640	163
Future Volume (veh/h)	51	25	51	323	33	137	35	626	45	0	640	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2091	2106	2106	1835	1805	1805	0	1841	1841
Adj Flow Rate, veh/h	57	28	57	359	37	152	39	696	50	0	711	181
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
Percent Heavy Veh, %	2	2	2	3	2	2	4	6	6	0	4	4
Cap, veh/h	123	38	78	407	74	302	154	1256	90	0	792	202
Arrive On Green	0.07	0.07	0.07	0.20	0.20	0.20	0.04	0.39	0.39	0.00	0.29	0.29
Sat Flow, veh/h	1781	550	1119	1991	360	1480	1747	3245	233	0	2851	702
Grp Volume(v), veh/h	57	0	85	359	0	189	39	368	378	0	451	441
Grp Sat Flow(s),veh/h/ln	1781	0	1669	1991	0	1840	1747	1715	1763	0	1749	1713
Q Serve(g_s), s	3.1	0.0	5.0	17.5	0.0	9.1	0.0	16.7	16.8	0.0	24.7	24.8
Cycle Q Clear(g_c), s	3.1	0.0	5.0	17.5	0.0	9.1	0.0	16.7	16.8	0.0	24.7	24.8
Prop In Lane	1.00		0.67	1.00		0.80	1.00		0.13	0.00		0.41
Lane Grp Cap(c), veh/h	123	0	116	407	0	376	154	664	682	0	502	492
V/C Ratio(X)	0.46	0.00	0.73	0.88	0.00	0.50	0.25	0.55	0.55	0.00	0.90	0.90
Avail Cap(c_a), veh/h	160	0	150	478	0	442	241	840	864	0	595	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.00	1.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	45.6	38.6	0.0	35.3	45.8	23.9	23.9	0.0	34.2	34.2
Incr Delay (d2), s/veh	1.0	0.0	8.1	14.3	0.0	0.4	0.3	3.2	3.1	0.0	13.5	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.3	10.0	0.0	4.1	0.9	7.0	7.2	0.0	11.9	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	53.8	52.9	0.0	35.7	46.1	27.1	27.1	0.0	47.7	48.0
LnGrp LOS	D	A	D	D	A	D	D	C	C	A	D	D
Approach Vol, veh/h		142			548			785			892	
Approach Delay, s/veh		50.5			47.0			28.0			47.9	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	34.7		12.9		44.7		26.4				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	26.8		7.0		18.8		19.5				
Green Ext Time (p_c), s	0.0	1.9		0.1		2.4		0.9				

Intersection Summary			
HCM 6th Ctrl Delay		41.2	
HCM 6th LOS		D	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Future Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.905			0.858			0.986			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1679	0	1745	1600	0	0	3344	0	1711	3462	0
Flt Permitted		0.991		0.950						0.950		
Satd. Flow (perm)	0	1679	0	1745	1600	0	0	3344	0	1711	3462	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	26	2	37	2	957	99	221	811	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	26	39	0	0	1058	0	221	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

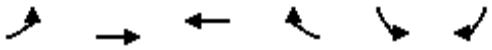
Intersection	
Int Delay, s/veh	3.9

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

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

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

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	51	1	9	0	0	0
Future Volume (vph)	51	1	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-3%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.953				
Satd. Flow (prot)	0	1716	1837	0	1810	0
Flt Permitted		0.953				
Satd. Flow (perm)	0	1716	1837	0	1810	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		327	206		71	
Travel Time (s)		7.4	4.7		1.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	57	1	10	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	58	10	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.98	0.98	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	51	1	9	0	0	0
Future Vol, veh/h	51	1	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-3	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	57	1	10	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	125	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1590	-	-	-	863	1063
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1590	-	-	-	832	1063
Mov Cap-2 Maneuver	-	-	-	-	832	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1590	-	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

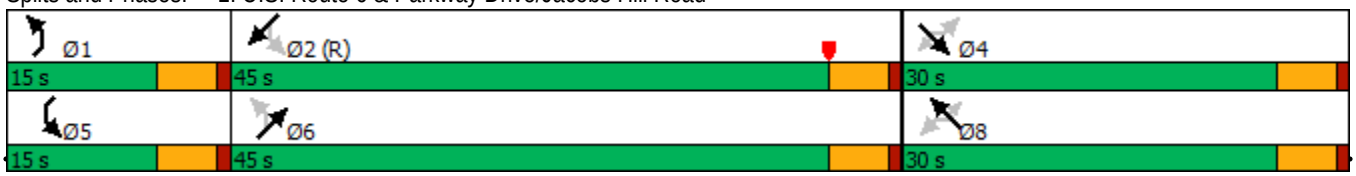
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	7	47	1	0	0	40	1052	2	51	914	70
Future Volume (vph)	53	7	47	1	0	0	40	1052	2	51	914	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.989	
Flt Protected		0.958			0.950		0.950			0.950		
Satd. Flow (prot)	0	1847	1584	0	1916	2080	1694	3270	0	1719	3395	0
Flt Permitted		0.752			0.715		0.244			0.216		
Satd. Flow (perm)	0	1450	1584	0	1442	2080	435	3270	0	391	3395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	57	8	51	1	0	0	43	1131	2	55	983	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	51	0	1	0	43	1133	0	55	1058	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.48	0.23		0.01		0.10	0.47		0.14	0.41	
Control Delay		49.5	5.4		35.0		3.0	7.6		3.4	6.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.6	
Total Delay		49.5	5.4		35.0		3.0	7.6		3.4	7.2	
Queue Length 50th (ft)		36	0		1		4	143		5	129	
Queue Length 95th (ft)		74	14		5		12	225		14	202	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		402	501		400		493	2404		463	2556	
Starvation Cap Reductn		0	0		0		0	0		0	1001	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.16	0.10		0.00		0.09	0.47		0.12	0.68	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	7	47	1	0	0	40	1052	2	51	914	70
Future Volume (veh/h)	53	7	47	1	0	0	40	1052	2	51	914	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1988	2067	2067	1847	1847	1847	1909	1909	1986
Adj Flow Rate, veh/h	57	8	51	1	0	0	43	1131	2	55	983	75
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	13	97	113	0		481	2653	5	469	2538	194
Arrive On Green	0.05	0.05	0.05	0.05	0.00	0.00	0.04	0.74	0.74	0.04	0.74	0.74
Sat Flow, veh/h	1666	234	1818	626	0	1752	1759	3594	6	1818	3415	261
Grp Volume(v), veh/h	65	0	51	1	0	0	43	552	581	55	522	536
Grp Sat Flow(s),veh/h/ln	1900	0	1818	627	0	1752	1759	1754	1846	1818	1814	1862
Q Serve(g_s), s	0.0	0.0	2.5	0.1	0.0	0.0	0.5	10.8	10.8	0.6	9.3	9.3
Cycle Q Clear(g_c), s	2.8	0.0	2.5	2.8	0.0	0.0	0.5	10.8	10.8	0.6	9.3	9.3
Prop In Lane	0.88		1.00	1.00		1.00	1.00		0.00	1.00		0.14
Lane Grp Cap(c), veh/h	177	0	97	113	0		481	1295	1363	469	1348	1384
V/C Ratio(X)	0.37	0.00	0.52	0.01	0.00		0.09	0.43	0.43	0.12	0.39	0.39
Avail Cap(c_a), veh/h	553	0	505	447	0		612	1295	1363	595	1348	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.20	0.20	0.20
Uniform Delay (d), s/veh	41.6	0.0	41.5	43.0	0.0	0.0	2.8	4.5	4.5	3.0	4.2	4.2
Incr Delay (d2), s/veh	0.5	0.0	1.6	0.0	0.0	0.0	0.1	1.0	1.0	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.1	0.0	0.0	0.0	0.1	2.9	3.1	0.1	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	43.1	43.0	0.0	0.0	2.9	5.5	5.5	3.0	4.3	4.3
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		116			1	A		1176			1113	
Approach Delay, s/veh		42.5			43.0			5.4			4.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	71.9		9.8	8.7	71.5		9.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.5	11.3		4.8	2.6	12.8		4.8				
Green Ext Time (p_c), s	0.1	3.6		0.3	0.0	3.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		6.7	
HCM 6th LOS		A	

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	48	0	875	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	48	0	875	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.897			0.888			0.993			0.974	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1671	0	1762	1647	0	1686	3380	0	0	3318	0
Flt Permitted	0.354			0.950			0.106					
Satd. Flow (perm)	659	1671	0	1762	1647	0	188	3380	0	0	3318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			109			7			26	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	51	0	921	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	92	0	469	146	0	44	1113	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83			83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40		40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA			NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6					
Detector Phase	4	4		8	8		1	6			2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0			10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0			16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0			40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%			40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0			34.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Recall Mode	None	None		None	None		None	C-Min			Min	
Walk Time (s)											8.0	
Flash Dont Walk (s)											18.0	
Pedestrian Calls (#/hr)											0	
v/c Ratio	0.80	0.38		0.90	0.26		0.29	0.80			0.96	
Control Delay	103.9	21.1		57.8	11.3		28.8	30.5			51.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	18.8			0.0	
Total Delay	103.9	21.1		57.8	11.3		28.8	49.2			51.2	
Queue Length 50th (ft)	36	17		~344	18		15	297			356	
Queue Length 95th (ft)	#111	64		#538	69		35	366			#503	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	77	251		524	567		222	1659			1155	
Starvation Cap Reductn	0	0		0	0		0	565			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	0.77	0.37		0.90	0.26		0.20	1.02			0.96	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow

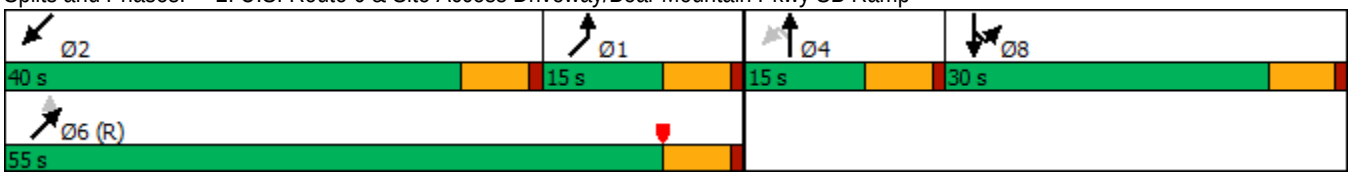
Natural Cycle: 90

Control Type: Actuated-Coordinated

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

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	56	28	60	446	35	104	42	1009	48	0	875	180
Future Volume (veh/h)	56	28	60	446	35	104	42	1009	48	0	875	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1850	1864	1864	0	1870	1870
Adj Flow Rate, veh/h	59	29	63	469	37	109	44	1062	51	0	921	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	0	2	2
Cap, veh/h	131	39	84	481	113	333	146	1488	71	0	976	200
Arrive On Green	0.07	0.07	0.07	0.24	0.24	0.24	0.04	0.43	0.43	0.00	0.33	0.33
Sat Flow, veh/h	1781	525	1140	2006	470	1386	1762	3440	165	0	3028	602
Grp Volume(v), veh/h	59	0	92	469	0	146	44	547	566	0	557	553
Grp Sat Flow(s),veh/h/ln	1781	0	1665	2006	0	1856	1762	1771	1834	0	1777	1759
Q Serve(g_s), s	3.2	0.0	5.4	23.2	0.0	6.5	0.0	25.3	25.3	0.0	30.5	30.6
Cycle Q Clear(g_c), s	3.2	0.0	5.4	23.2	0.0	6.5	0.0	25.3	25.3	0.0	30.5	30.6
Prop In Lane	1.00		0.68	1.00		0.75	1.00		0.09	0.00		0.34
Lane Grp Cap(c), veh/h	131	0	123	481	0	446	146	766	793	0	591	585
V/C Ratio(X)	0.45	0.00	0.75	0.97	0.00	0.33	0.30	0.71	0.71	0.00	0.94	0.94
Avail Cap(c_a), veh/h	160	0	150	481	0	446	234	868	899	0	604	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	45.4	37.7	0.0	31.3	46.1	23.3	23.3	0.0	32.5	32.5
Incr Delay (d2), s/veh	0.9	0.0	11.6	34.2	0.0	0.2	0.4	5.0	4.8	0.0	22.9	23.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.6	15.7	0.0	2.9	1.0	10.9	11.2	0.0	16.1	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	57.0	71.9	0.0	31.5	46.4	28.2	28.1	0.0	55.4	55.8
LnGrp LOS	D	A	E	E	A	C	D	C	C	A	E	E
Approach Vol, veh/h		151			615			1157			1110	
Approach Delay, s/veh		52.4			62.3			28.9			55.6	
Approach LOS		D			E			C			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	39.3		13.4		49.3		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	32.6		7.4		27.3		25.2				
Green Ext Time (p_c), s	0.0	0.7		0.1		3.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		46.6	
HCM 6th LOS		D	

Lane Group	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Future Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%		-4%				1%			0%	
Storage Length (ft)		0	0	65	0		0		0	0		0
Storage Lanes		1	0	1	1		0		0	1		0
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.900			0.850			0.985			0.998	
Flt Protected		0.987		0.950						0.950		
Satd. Flow (prot)	0	1627	0	1745	1484	0	0	3469	0	1711	3532	0
Flt Permitted		0.987		0.950						0.950		
Satd. Flow (perm)	0	1627	0	1745	1484	0	0	3469	0	1711	3532	0
Link Speed (mph)		30		30				40			40	
Link Distance (ft)		118		261				430			307	
Travel Time (s)		2.7		5.9				7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	20	34	0	45	12	1371	157	310	1029	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	34	45	0	0	1540	0	310	1044	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Sign Control		Stop		Stop				Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	10.8

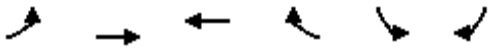
Movement	SBL	SBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Vol, veh/h	3	20	33	0	12	1344	154	304	1008	15
Future Vol, veh/h	3	20	33	0	12	1344	154	304	1008	15
Conflicting Peds, #/hr	0	3	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized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

Major/Minor	Minor2		Minor1		Major1			Major2		
Conflicting Flow All	2373	528	2613	767	1047	0	0	1528	0	0
Stage 1	1660	-	1474	-	-	-	-	-	-	-
Stage 2	713	-	1139	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.9	6.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	-	5.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	-	5.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.35	3.52	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	21	494	~ 21	355	660	-	-	432	-	-
Stage 1	111	-	184	-	-	-	-	-	-	-
Stage 2	405	-	276	-	-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	7	491	-	354	658	-	-	432	-	-
Mov Cap-2 Maneuver	7	-	-	-	-	-	-	-	-	-
Stage 1	96	-	159	-	-	-	-	-	-	-
Stage 2	304	-	70	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	658	-	-	-	354	17	432	-	-
HCM Lane V/C Ratio	0.019	-	-	-	0.127	1.621	0.718	-	-
HCM Control Delay (s)	10.6	0.7	-	-	16.6	$ 773.5	31.9	-	-
HCM Lane LOS	B	A	-	-	C	F	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	3.9	5.6	-	-

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	57	3	1	0	0	0
Future Volume (vph)	57	3	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-3%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.954				
Satd. Flow (prot)	0	1718	1837	0	1810	0
Flt Permitted		0.954				
Satd. Flow (perm)	0	1718	1837	0	1810	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		327	206		71	
Travel Time (s)		7.4	4.7		1.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	63	3	1	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	66	1	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.98	0.98	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	3	1	0	0	0
Future Vol, veh/h	57	3	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-3	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	63	3	1	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	130	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1602	-	-	-	857	1075
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	824	1075
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s	7	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

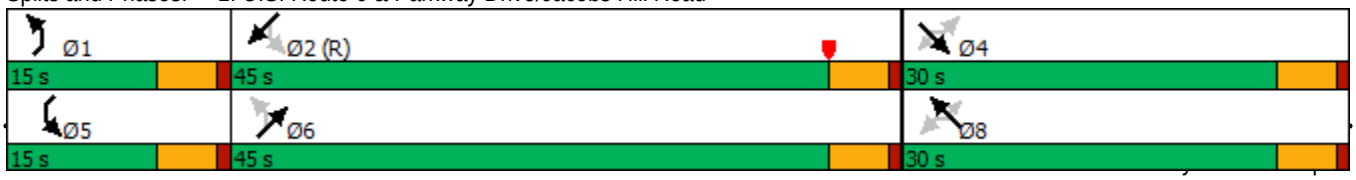
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	46	6	26	1	0	7	46	1124	2	59	1145	69
Future Volume (vph)	46	6	26	1	0	7	46	1124	2	59	1145	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.992	
Flt Protected		0.957			0.950		0.950			0.950		
Satd. Flow (prot)	0	1845	1584	0	1916	1768	1694	3270	0	1594	3400	0
Flt Permitted		0.749			0.721		0.180			0.199		
Satd. Flow (perm)	0	1444	1584	0	1454	1768	321	3270	0	334	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	49	6	28	1	0	7	49	1196	2	63	1218	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	28	0	1	7	49	1198	0	63	1291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.44	0.13		0.01	0.03	0.14	0.50		0.19	0.50	
Control Delay		48.8	1.2		35.0	0.3	3.2	7.6		3.7	7.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.9	
Total Delay		48.8	1.2		35.0	0.3	3.2	7.6		3.7	8.2	
Queue Length 50th (ft)		30	0		1	0	4	152		5	172	
Queue Length 95th (ft)		66	0		5	0	13	239		15	265	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		401	501		403	552	415	2420		411	2578	
Starvation Cap Reductn		0	0		0	0	0	0		0	911	
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		0.14	0.06		0.00	0.01	0.12	0.50		0.15	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	46	6	26	1	0	7	46	1124	2	59	1145	69
Future Volume (veh/h)	46	6	26	1	0	7	46	1124	2	59	1145	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1988	2067	2067	1847	1847	1847	1789	1909	1986
Adj Flow Rate, veh/h	49	6	28	1	0	0	49	1196	2	63	1218	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	10	2	2
Cap, veh/h	157	10	89	114	0		405	2662	4	428	2591	155
Arrive On Green	0.05	0.05	0.05	0.05	0.00	0.00	0.04	0.74	0.74	0.04	0.75	0.75
Sat Flow, veh/h	1676	205	1818	704	0	1752	1759	3594	6	1704	3477	208
Grp Volume(v), veh/h	55	0	28	1	0	0	49	584	614	63	635	656
Grp Sat Flow(s),veh/h/ln	1881	0	1818	704	0	1752	1759	1754	1846	1704	1814	1871
Q Serve(g_s), s	0.0	0.0	1.3	0.1	0.0	0.0	0.6	11.6	11.6	0.7	12.3	12.4
Cycle Q Clear(g_c), s	2.4	0.0	1.3	2.4	0.0	0.0	0.6	11.6	11.6	0.7	12.3	12.4
Prop In Lane	0.89		1.00	1.00		1.00	1.00		0.00	1.00		0.11
Lane Grp Cap(c), veh/h	167	0	89	114	0		405	1299	1367	428	1352	1395
V/C Ratio(X)	0.33	0.00	0.32	0.01	0.00		0.12	0.45	0.45	0.15	0.47	0.47
Avail Cap(c_a), veh/h	550	0	505	462	0		532	1299	1367	542	1352	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	41.8	0.0	41.4	43.0	0.0	0.0	3.1	4.5	4.5	3.0	4.5	4.5
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.0	0.0	0.0	0.1	1.1	1.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.6	0.0	0.0	0.0	0.1	3.2	3.3	0.1	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	42.1	43.0	0.0	0.0	3.3	5.7	5.6	3.1	4.6	4.6
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		83			1	A		1247			1354	
Approach Delay, s/veh		42.2			43.0			5.5			4.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	72.1		9.4	9.0	71.6		9.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.6	14.4		4.4	2.7	13.6		4.4				
Green Ext Time (p_c), s	0.1	4.8		0.2	0.1	4.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	44	0	1076	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	44	0	1076	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					0.99						1.00	
Frt		0.894			0.877			0.994			0.973	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1543	1665	0	1762	1609	0	1702	3384	0	0	3312	0
Flt Permitted	0.351			0.950			0.103					
Satd. Flow (perm)	570	1665	0	1762	1609	0	185	3384	0	0	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			153			6			29	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	46	0	1133	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	82	0	492	186	0	56	1184	0	0	1384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83			83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40		40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA			NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6					
Detector Phase	4	4		8	8		1	6			2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0			10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0			16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0			40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%			40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0			34.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Recall Mode	None	None		None	None		None	C-Min			Min	
Walk Time (s)											8.0	
Flash Dont Walk (s)											18.0	
Pedestrian Calls (#/hr)											0	
v/c Ratio	0.86	0.34		1.03	0.34		0.34	0.80			1.21	
Control Delay	124.8	21.8		87.5	9.9		31.2	29.0			132.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	41.5			0.0	
Total Delay	124.8	21.8		87.5	9.9		31.2	70.5			132.9	
Queue Length 50th (ft)	35	15		~374	16		20	326			~566	
Queue Length 95th (ft)	#122	61		#572	73		39	378			#703	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	65	241		478	548		225	1661			1145	
Starvation Cap Reductn	0	0		0	0		0	566			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	0.86	0.34		1.03	0.34		0.25	1.08			1.21	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow

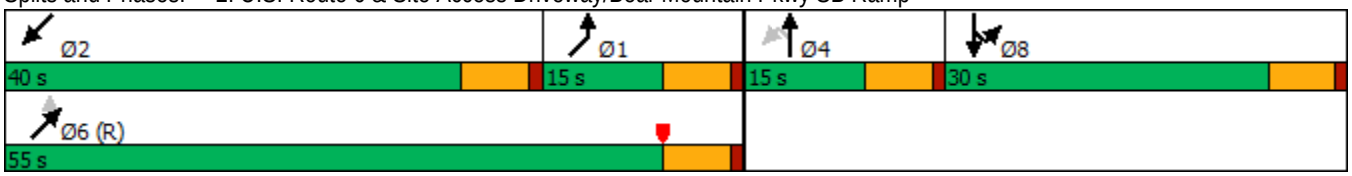
Natural Cycle: 100

Control Type: Actuated-Coordinated

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

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	23	55	467	31	145	53	1081	44	0	1076	238
Future Volume (veh/h)	53	23	55	467	31	145	53	1081	44	0	1076	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1870	1870	2106	2106	2106	1864	1864	1864	0	1870	1870
Adj Flow Rate, veh/h	56	24	58	492	33	153	56	1138	46	0	1133	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	17	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	106	33	79	481	78	362	143	1527	62	0	983	216
Arrive On Green	0.07	0.07	0.07	0.24	0.24	0.24	0.04	0.44	0.44	0.00	0.34	0.34
Sat Flow, veh/h	1570	486	1174	2006	325	1507	1776	3470	140	0	2986	636
Grp Volume(v), veh/h	56	0	82	492	0	186	56	581	603	0	693	691
Grp Sat Flow(s),veh/h/ln	1570	0	1659	2006	0	1832	1776	1771	1838	0	1777	1751
Q Serve(g_s), s	3.4	0.0	4.8	24.0	0.0	8.6	0.0	27.3	27.3	0.0	34.0	34.0
Cycle Q Clear(g_c), s	3.4	0.0	4.8	24.0	0.0	8.6	0.0	27.3	27.3	0.0	34.0	34.0
Prop In Lane	1.00		0.71	1.00		0.82	1.00		0.08	0.00		0.36
Lane Grp Cap(c), veh/h	106	0	112	481	0	440	143	779	809	0	604	595
V/C Ratio(X)	0.53	0.00	0.73	1.02	0.00	0.42	0.39	0.75	0.75	0.00	1.15	1.16
Avail Cap(c_a), veh/h	141	0	149	481	0	440	232	868	901	0	604	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	45.7	38.0	0.0	32.1	46.1	23.3	23.3	0.0	33.0	33.0
Incr Delay (d2), s/veh	1.5	0.0	7.0	46.7	0.0	0.2	0.6	5.5	5.4	0.0	84.4	89.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.2	17.8	0.0	3.8	1.3	11.7	12.1	0.0	27.9	28.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	0.0	52.7	84.7	0.0	32.4	46.6	28.9	28.7	0.0	117.4	122.7
LnGrp LOS	D	A	D	F	A	C	D	C	C	A	F	F
Approach Vol, veh/h		138			678			1240			1384	
Approach Delay, s/veh		50.2			70.4			29.6			120.1	
Approach LOS		D			E			C			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	40.0		12.8		50.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		6.8		29.3		26.0				
Green Ext Time (p_c), s	0.0	0.0		0.1		4.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			74.9									
HCM 6th LOS			E									

Lane Group	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Future Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%		-4%				1%			0%	
Storage Length (ft)		0	0	65	0		0		0	0		0
Storage Lanes		1	0	1	1		0		0	1		0
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.893			0.850			0.986			0.997	
Flt Protected		0.990		0.950						0.950		
Satd. Flow (prot)	0	1655	0	1711	1615	0	0	3472	0	1711	3529	0
Flt Permitted		0.990		0.950						0.950		
Satd. Flow (perm)	0	1655	0	1711	1615	0	0	3472	0	1711	3529	0
Link Speed (mph)		30		30				40			40	
Link Distance (ft)		118		261				430			307	
Travel Time (s)		2.7		5.9				7.3			5.2	
Confl. Peds. (#/hr)	4		4				4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	31	46	0	75	11	1496	156	321	1296	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	46	75	0	0	1663	0	321	1325	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Sign Control		Stop		Stop				Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	47.4

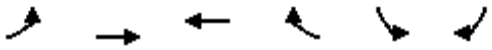
Movement	SBL	SBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Vol, veh/h	4	30	44	0	11	1436	150	308	1244	28
Future Vol, veh/h	4	30	44	0	11	1436	150	308	1244	28
Conflicting Peds, #/hr	0	4	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized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

Major/Minor	Minor2		Minor1		Major1			Major2		
Conflicting Flow All	2731	671	2892	830	1329	0	0	1652	0	0
Stage 1	1957	-	1596	-	-	-	-	-	-	-
Stage 2	774	-	1296	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.84	6.78	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	-	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	-	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	3.54	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	406	~ 13	344	515	-	-	387	-	-
Stage 1	73	-	155	-	-	-	-	-	-	-
Stage 2	373	-	225	-	-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	~ 2	403	-	343	513	-	-	387	-	-
Mov Cap-2 Maneuver	~ 2	-	-	-	-	-	-	-	-	-
Stage 1	49	-	104	-	-	-	-	-	-	-
Stage 2	194	-	~ 28	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	513	-	-	-	343	6	387	-	-
HCM Lane V/C Ratio	0.022	-	-	-	0.219	6.597	0.829	-	-
HCM Control Delay (s)	12.2	2	-	-	18.4	3699.4	46.2	-	-
HCM Lane LOS	B	A	-	-	C	F	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	6.5	7.6	-	-

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	12	8	0	0	0
Future Volume (vph)	54	12	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-3%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.961				
Satd. Flow (prot)	0	1730	1837	0	1810	0
Flt Permitted		0.961				
Satd. Flow (perm)	0	1730	1837	0	1810	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		327	206		71	
Travel Time (s)		7.4	4.7		1.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	60	13	9	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	73	9	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.98	0.98	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	12	8	0	0	0
Future Vol, veh/h	54	12	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-3	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	60	13	9	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	9	0	-	0	142	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1591	-	-	-	844	1064
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	886	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	812	1064
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	SB
HCM Control Delay, s	6	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	-
HCM Lane V/C Ratio	0.038	-	-	-	-
HCM Control Delay (s)	7.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-

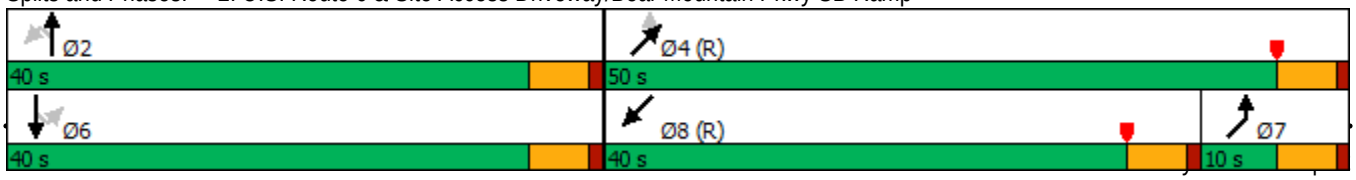
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	45	0	640	163
Future Volume (vph)	51	25	51	323	33	137	35	626	45	0	640	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.899			0.879			0.990			0.970	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1675	0	1745	1630	0	1669	3251	0	0	3234	0
Flt Permitted	0.591			0.702			0.242					
Satd. Flow (perm)	1101	1675	0	1289	1630	0	425	3251	0	0	3234	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			152			12			41	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	50	0	711	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	85	0	359	189	0	39	746	0	0	892	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)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83			83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40		40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		7	4			8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Minimum Split (s)	31.0	31.0		23.0	23.0		10.0	31.0			31.0	
Total Split (s)	40.0	40.0		40.0	40.0		10.0	50.0			40.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		11.1%	55.6%			44.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		5.0	45.0			35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Recall Mode	None	None		None	None		None	C-Max			C-Max	
Walk Time (s)	8.0	8.0						8.0			8.0	
Flash Dont Walk (s)	18.0	18.0						18.0			18.0	
Pedestrian Calls (#/hr)	0	0						0			1	
v/c Ratio	0.16	0.15		0.87	0.30		0.13	0.40			0.54	
Control Delay	20.7	8.7		49.3	6.6		13.4	13.1			22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.4			0.3	
Total Delay	20.7	8.7		49.3	6.6		13.4	13.5			22.8	
Queue Length 50th (ft)	23	11		186	14		12	146			236	
Queue Length 95th (ft)	47	39		278	55		33	218			299	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	428	686		501	726		310	1850			1640	
Starvation Cap Reductn	0	0		0	0		0	590			224	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.13	0.12		0.72	0.26		0.13	0.59			0.63	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	51	25	51	323	33	137	35	626	45	0	640	163
Future Volume (veh/h)	51	25	51	323	33	137	35	626	45	0	640	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2091	2106	2106	1835	1805	1805	0	1841	1841
Adj Flow Rate, veh/h	57	28	57	359	37	152	39	696	50	0	711	181
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
Percent Heavy Veh, %	2	2	2	3	2	2	4	6	6	0	4	4
Cap, veh/h	355	170	347	480	112	458	399	1879	135	0	1073	273
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.13	0.58	0.58	0.00	0.26	0.26
Sat Flow, veh/h	1194	550	1119	1467	360	1480	1747	3245	233	0	2852	702
Grp Volume(v), veh/h	57	0	85	359	0	189	39	368	378	0	450	442
Grp Sat Flow(s),veh/h/ln	1194	0	1669	1467	0	1840	1747	1715	1763	0	1749	1713
Q Serve(g_s), s	3.5	0.0	3.3	21.2	0.0	7.1	0.0	10.3	10.3	0.0	20.7	20.7
Cycle Q Clear(g_c), s	10.6	0.0	3.3	24.5	0.0	7.1	0.0	10.3	10.3	0.0	20.7	20.7
Prop In Lane	1.00		0.67	1.00		0.80	1.00		0.13	0.00		0.41
Lane Grp Cap(c), veh/h	355	0	517	480	0	570	399	993	1021	0	680	666
V/C Ratio(X)	0.16	0.00	0.16	0.75	0.00	0.33	0.10	0.37	0.37	0.00	0.66	0.66
Avail Cap(c_a), veh/h	450	0	649	596	0	715	399	993	1021	0	680	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.00	0.94	0.94
Uniform Delay (d), s/veh	28.0	0.0	22.6	31.5	0.0	23.9	25.5	10.1	10.1	0.0	28.0	28.0
Incr Delay (d2), s/veh	0.1	0.0	0.1	2.9	0.0	0.1	0.0	1.0	1.0	0.0	4.7	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.3	7.7	0.0	3.0	0.6	3.6	3.7	0.0	9.7	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	22.6	34.4	0.0	24.0	25.6	11.2	11.1	0.0	32.7	32.8
LnGrp LOS	C	A	C	C	A	C	C	B	B	A	C	C
Approach Vol, veh/h		142			548			785			892	
Approach Delay, s/veh		24.8			30.8			11.9			32.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		32.9		57.1		32.9	17.1	40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		45.0		35.0	5.0	35.0				
Max Q Clear Time (g_c+I1), s		12.6		12.3		26.5	2.0	22.7				
Green Ext Time (p_c), s		0.4		2.4		1.3	0.0	2.5				

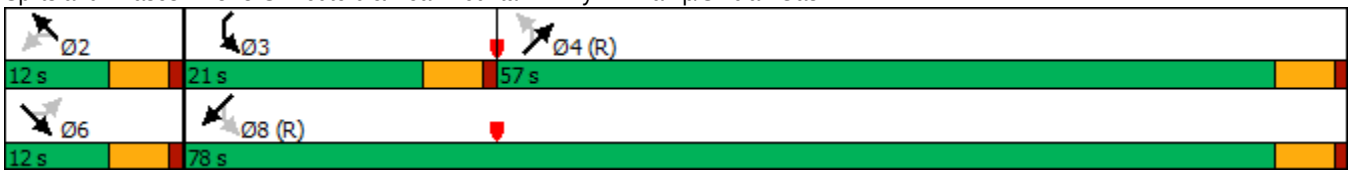
Intersection Summary												
HCM 6th Ctrl Delay			24.9									
HCM 6th LOS			C									

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Future Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00			1.00	
Frt		0.905			0.858			0.986			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1679	0	1745	1600	0	0	3344	0	1711	3461	0
Flt Permitted		0.929		0.784				0.954		0.218		
Satd. Flow (perm)	0	1574	0	1440	1600	0	0	3191	0	393	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			37			20			9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	26	2	37	2	957	99	221	811	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	26	39	0	0	1058	0	221	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	82	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	42	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	12.0	12.0		12.0	12.0		57.0	57.0		21.0	78.0	
Total Split (%)	13.3%	13.3%		13.3%	13.3%		63.3%	63.3%		23.3%	86.7%	
Maximum Green (s)	7.0	7.0		7.0	7.0		52.0	52.0		16.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
v/c Ratio		0.12		0.22	0.24			0.47		0.48	0.27	
Control Delay		24.5		42.3	17.4			11.7		5.2	2.0	
Queue Delay		0.0		0.0	0.0			0.3		0.0	0.0	
Total Delay		24.5		42.3	17.4			11.9		5.2	2.0	
Queue Length 50th (ft)		3		14	1			210		20	44	
Queue Length 95th (ft)		22		39	31			155		41	71	
Internal Link Dist (ft)		1			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		148		125	173			2243		570	3069	
Starvation Cap Reductn		0		0	0			514		0	0	
Spillback Cap Reductn		0		0	0			0		0	0	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.11		0.21	0.23			0.61		0.39	0.27	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 33 (37%), Referenced to phase 4:NETL and 8:SWTL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	11	24	2	35	2	900	93	208	762	16
Future Volume (veh/h)	3	2	11	24	2	35	2	900	93	208	762	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1909	1909	1909	2027	2027	2027	1805	1805	1805	1870	1841	1841
Adj Flow Rate, veh/h	3	2	12	26	2	37	2	957	99	221	811	17
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	6	6	6	2	4	4
Cap, veh/h	55	14	52	163	4	80	41	2234	231	571	2944	62
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	1.00	1.00	1.00	0.06	0.84	0.84
Sat Flow, veh/h	155	295	1080	1517	89	1643	1	3071	317	1781	3503	73
Grp Volume(v), veh/h	17	0	0	26	0	39	563	0	495	221	405	423
Grp Sat Flow(s),veh/h/ln	1530	0	0	1517	0	1732	1804	0	1585	1781	1749	1827
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	2.5	4.3	4.3
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.2	0.0	2.0	0.0	0.0	0.0	2.5	4.3	4.3
Prop In Lane	0.18		0.71	1.00		0.95	0.00		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	121	0	0	163	0	84	1352	0	1153	571	1470	1536
V/C Ratio(X)	0.14	0.00	0.00	0.16	0.00	0.47	0.42	0.00	0.43	0.39	0.28	0.28
Avail Cap(c_a), veh/h	168	0	0	207	0	135	1352	0	1153	785	1470	1536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.81	0.00	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	0.0	41.3	0.0	41.7	0.0	0.0	0.0	1.9	1.5	1.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	4.0	0.8	0.0	0.9	0.4	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.6	0.0	0.9	0.3	0.0	0.3	0.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	0.0	41.8	0.0	45.7	0.8	0.0	0.9	2.4	2.0	1.9
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		17			65			1058			1049	
Approach Delay, s/veh		41.7			44.1			0.9			2.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		9.4	10.2	70.5		9.4		80.6				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		7.0	16.0	52.0		7.0		73.0				
Max Q Clear Time (g_c+I1), s		4.0	4.5	2.0		4.0		6.3				
Green Ext Time (p_c), s		0.0	0.7	7.0		0.0		4.8				

Intersection Summary												
HCM 6th Ctrl Delay			3.0									
HCM 6th LOS			A									

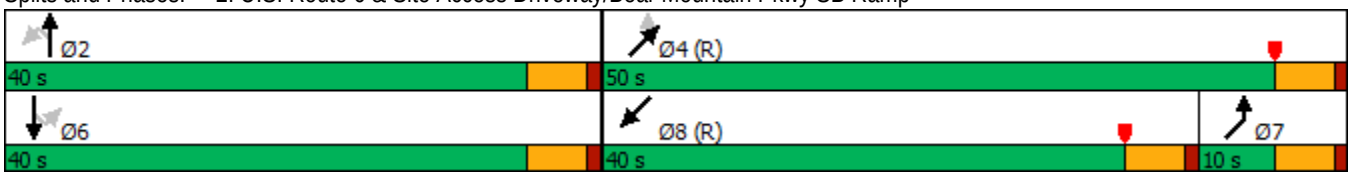
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	48	0	875	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	48	0	875	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.897			0.888			0.993			0.974	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1671	0	1762	1647	0	1686	3380	0	0	3318	0
Flt Permitted	0.664			0.697			0.137					
Satd. Flow (perm)	1237	1671	0	1293	1647	0	243	3380	0	0	3318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			109			8			31	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	51	0	921	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	92	0	469	146	0	44	1113	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83			83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40		40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		7	4			8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Minimum Split (s)	31.0	31.0		23.0	23.0		10.0	31.0			31.0	
Total Split (s)	40.0	40.0		40.0	40.0		10.0	50.0			40.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		11.1%	55.6%			44.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		5.0	45.0			35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	2.0			2.0	
Recall Mode	None	None		None	None		None	C-Max			C-Max	
Walk Time (s)	8.0	8.0						8.0			8.0	
Flash Dont Walk (s)	18.0	18.0						18.0			18.0	
Pedestrian Calls (#/hr)	0	0						0			3	
v/c Ratio	0.13	0.14		0.96	0.21		0.22	0.64			0.74	
Control Delay	18.7	8.0		61.1	6.8		17.5	18.0			26.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.4			0.1	
Total Delay	18.7	8.0		61.1	6.8		17.5	19.4			26.8	
Queue Length 50th (ft)	21	10		251	13		15	278			293	
Queue Length 95th (ft)	47	40		#446	51		m28	367			#384	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	481	688		502	707		204	1731			1491	
Starvation Cap Reductn	0	0		0	0		0	395			39	
Spillback Cap Reductn	0	0		0	0		0	15			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.12	0.13		0.93	0.21		0.22	0.83			0.76	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	56	28	60	446	35	104	42	1009	48	0	875	180
Future Volume (veh/h)	56	28	60	446	35	104	42	1009	48	0	875	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1850	1864	1864	0	1870	1870
Adj Flow Rate, veh/h	59	29	63	469	37	109	44	1062	51	0	921	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	0	2	2
Cap, veh/h	479	197	427	576	176	519	247	1769	85	0	1141	234
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.14	1.00	1.00	0.00	0.39	0.39
Sat Flow, veh/h	1242	525	1140	1469	470	1386	1762	3440	165	0	3028	602
Grp Volume(v), veh/h	59	0	92	469	0	146	44	547	566	0	557	553
Grp Sat Flow(s),veh/h/ln	1242	0	1665	1469	0	1856	1762	1771	1834	0	1777	1759
Q Serve(g_s), s	3.0	0.0	3.3	28.0	0.0	4.8	0.0	0.0	0.0	0.0	25.1	25.2
Cycle Q Clear(g_c), s	7.9	0.0	3.3	31.2	0.0	4.8	0.0	0.0	0.0	0.0	25.1	25.2
Prop In Lane	1.00		0.68	1.00		0.75	1.00		0.09	0.00		0.34
Lane Grp Cap(c), veh/h	479	0	624	576	0	695	247	911	943	0	691	684
V/C Ratio(X)	0.12	0.00	0.15	0.81	0.00	0.21	0.18	0.60	0.60	0.00	0.81	0.81
Avail Cap(c_a), veh/h	497	0	648	597	0	722	247	911	943	0	691	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.00	0.93	0.93
Uniform Delay (d), s/veh	21.8	0.0	18.6	29.0	0.0	19.1	32.2	0.0	0.0	0.0	24.5	24.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.6	0.0	0.1	0.3	2.6	2.5	0.0	9.1	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.2	10.6	0.0	2.0	0.8	0.7	0.7	0.0	11.4	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	18.7	36.5	0.0	19.2	32.5	2.6	2.5	0.0	33.6	33.8
LnGrp LOS	C	A	B	D	A	B	C	A	A	A	C	C
Approach Vol, veh/h		151			615			1157			1110	
Approach Delay, s/veh		19.9			32.4			3.7			33.7	
Approach LOS		B			C			A			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		38.7		51.3		38.7	11.3	40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		45.0		35.0	5.0	35.0				
Max Q Clear Time (g_c+I1), s		9.9		2.0		33.2	2.0	27.2				
Green Ext Time (p_c), s		0.5		4.0		0.5	0.0	2.6				

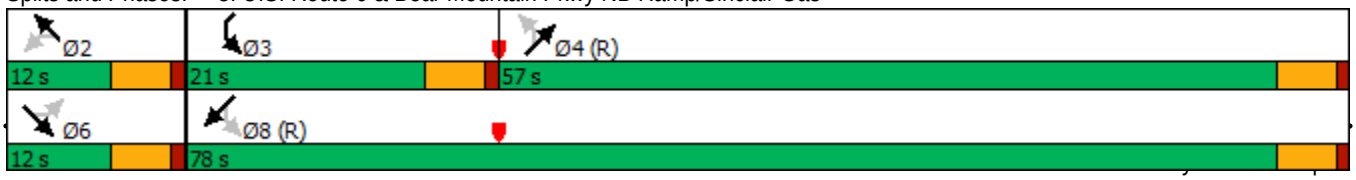
Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									

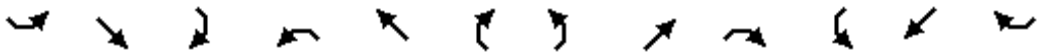
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Future Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00			1.00	
Frt		0.900			0.850			0.985			0.998	
Flt Protected		0.993		0.950						0.950		
Satd. Flow (prot)	0	1637	0	1745	1484	0	0	3469	0	1711	3531	0
Flt Permitted		0.938		0.740				0.944		0.085		
Satd. Flow (perm)	0	1547	0	1359	1484	0	0	3274	0	153	3531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			291			23			6	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			261			430			307	
Travel Time (s)		2.9			5.9			7.3			5.2	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	20	34	0	45	12	1371	157	310	1029	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	34	45	0	0	1540	0	310	1044	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	83	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	43	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	12.0	12.0		12.0	12.0		57.0	57.0		21.0	78.0	
Total Split (%)	13.3%	13.3%		13.3%	13.3%		63.3%	63.3%		23.3%	86.7%	
Maximum Green (s)	7.0	7.0		7.0	7.0		52.0	52.0		16.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
v/c Ratio		0.20		0.33	0.12			0.76		0.80	0.35	
Control Delay		24.2		48.6	0.6			10.3		36.2	2.3	
Queue Delay		0.0		0.0	0.0			0.1		0.0	0.0	
Total Delay		24.2		48.6	0.6			10.4		36.2	2.3	
Queue Length 50th (ft)		4		19	0			163		105	62	
Queue Length 95th (ft)		29		49	0			m231		#232	76	
Internal Link Dist (ft)		46			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		140		107	385			2035		406	3002	
Starvation Cap Reductn		0		0	0			40		0	0	
Spillback Cap Reductn		0		0	0			0		0	88	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.19		0.32	0.12			0.77		0.76	0.36	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 33 (37%), Referenced to phase 4:NETL and 8:SWTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

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





Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	4	3	20	33	0	44	12	1344	154	304	1008	15
Future Volume (veh/h)	4	3	20	33	0	44	12	1344	154	304	1008	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1909	1909	1909	2027	2027	2027	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	4	3	20	34	0	45	12	1371	157	310	1029	15
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	13	56	169	0	89	47	2198	249	455	3002	44
Arrive On Green	0.05	0.05	0.05	0.05	0.00	0.05	1.00	1.00	1.00	0.08	0.84	0.84
Sat Flow, veh/h	120	259	1084	1505	0	1718	9	3113	353	1781	3585	52
Grp Volume(v), veh/h	27	0	0	34	0	45	813	0	727	310	510	534
Grp Sat Flow(s),veh/h/ln	1464	0	0	1505	0	1718	1842	0	1632	1781	1777	1861
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	3.7	5.9	5.9
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.5	0.0	2.3	0.0	0.0	0.0	3.7	5.9	5.9
Prop In Lane	0.15		0.74	1.00		1.00	0.01		0.22	1.00		0.03
Lane Grp Cap(c), veh/h	122	0	0	169	0	89	1341	0	1153	455	1488	1558
V/C Ratio(X)	0.22	0.00	0.00	0.20	0.00	0.51	0.61	0.00	0.63	0.68	0.34	0.34
Avail Cap(c_a), veh/h	164	0	0	208	0	134	1341	0	1153	637	1488	1558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.60	0.00	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	0.0	41.2	0.0	41.6	0.0	0.0	0.0	2.3	1.7	1.7
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.6	0.0	4.4	1.2	0.0	1.6	1.8	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.0	1.1	0.5	0.0	0.5	0.8	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	0.0	0.0	41.8	0.0	46.0	1.2	0.0	1.6	4.1	2.3	2.3
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		27			79			1540			1354	
Approach Delay, s/veh		42.0			44.2			1.4			2.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		9.6	11.8	68.6		9.6		80.4				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		7.0	16.0	52.0		7.0		73.0				
Max Q Clear Time (g_c+I1), s		4.3	5.7	2.0		4.3		7.9				
Green Ext Time (p_c), s		0.1	1.1	13.7		0.0		6.8				

Intersection Summary												
HCM 6th Ctrl Delay			3.5									
HCM 6th LOS			A									

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	44	0	1076	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	44	0	1076	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					0.99						1.00	
Frt		0.894			0.877			0.994			0.973	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1543	1665	0	1762	1609	0	1702	3384	0	0	3313	0
Flt Permitted	0.607			0.704			0.091					
Satd. Flow (perm)	986	1665	0	1306	1609	0	163	3384	0	0	3313	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			152			7			36	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	46	0	1133	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	82	0	492	186	0	56	1184	0	0	1384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83		83	83		83	83			83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40		40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		7	4			8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Minimum Split (s)	31.0	31.0		23.0	23.0		10.0	31.0			31.0	
Total Split (s)	37.0	37.0		37.0	37.0		10.0	53.0			43.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		11.1%	58.9%			47.8%	
Maximum Green (s)	32.0	32.0		32.0	32.0		5.0	48.0			38.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	
Recall Mode	None	None		None	None		None	C-Max			C-Max	
Walk Time (s)	8.0	8.0						8.0			8.0	
Flash Dont Walk (s)	18.0	18.0						18.0			18.0	
Pedestrian Calls (#/hr)	0	0						0			4	
v/c Ratio	0.16	0.13		1.06	0.28		0.33	0.65			0.93	
Control Delay	21.5	8.8		89.3	6.6		24.9	16.8			35.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.4			0.3	
Total Delay	21.5	8.8		89.3	6.6		24.9	18.2			36.2	
Queue Length 50th (ft)	22	9		~311	13		18	291			392	
Queue Length 95th (ft)	50	38		#501	57		m37	380			#554	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	350	629		464	670		172	1808			1492	
Starvation Cap Reductn	0	0		0	0		0	402			8	
Spillback Cap Reductn	0	0		0	0		0	46			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.16	0.13		1.06	0.28		0.33	0.84			0.93	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

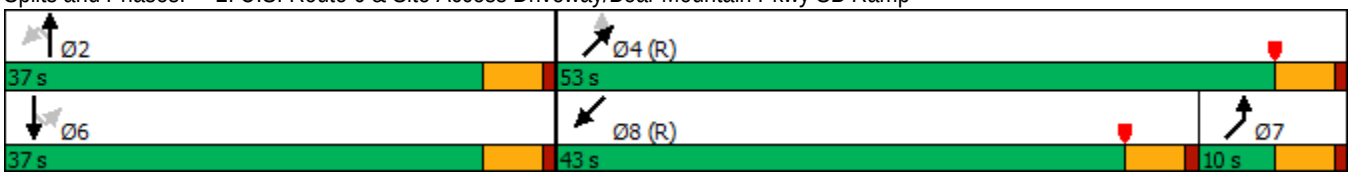
Control Type: Actuated-Coordinated

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

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

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	23	55	467	31	145	53	1081	44	0	1076	238
Future Volume (veh/h)	53	23	55	467	31	145	53	1081	44	0	1076	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1870	1870	2106	2106	2106	1864	1864	1864	0	1870	1870
Adj Flow Rate, veh/h	56	24	58	492	33	153	56	1138	46	0	1133	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	17	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	378	173	417	557	116	536	193	1850	75	0	1221	269
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	1.00	1.00	0.00	0.56	0.56
Sat Flow, veh/h	1055	486	1174	1482	325	1508	1776	3470	140	0	2986	636
Grp Volume(v), veh/h	56	0	82	492	0	186	56	581	603	0	693	691
Grp Sat Flow(s),veh/h/ln	1055	0	1659	1482	0	1833	1776	1771	1839	0	1777	1752
Q Serve(g_s), s	3.6	0.0	3.0	29.0	0.0	6.5	0.0	0.0	0.0	0.0	32.0	32.7
Cycle Q Clear(g_c), s	10.2	0.0	3.0	32.0	0.0	6.5	0.0	0.0	0.0	0.0	32.0	32.7
Prop In Lane	1.00		0.71	1.00		0.82	1.00		0.08	0.00		0.36
Lane Grp Cap(c), veh/h	378	0	590	557	0	652	193	945	981	0	750	740
V/C Ratio(X)	0.15	0.00	0.14	0.88	0.00	0.29	0.29	0.61	0.62	0.00	0.92	0.93
Avail Cap(c_a), veh/h	378	0	590	557	0	652	193	945	981	0	750	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.00	0.88	0.88
Uniform Delay (d), s/veh	24.4	0.0	19.7	30.9	0.0	20.8	37.4	0.0	0.0	0.0	18.4	18.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	14.9	0.0	0.1	0.3	2.6	2.5	0.0	17.1	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	12.7	0.0	2.7	1.1	0.7	0.7	0.0	12.9	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	19.7	45.8	0.0	20.9	37.6	2.6	2.5	0.0	35.5	37.2
LnGrp LOS	C	A	B	D	A	C	D	A	A	A	D	D
Approach Vol, veh/h		138			678			1240			1384	
Approach Delay, s/veh		21.7			39.0			4.1			36.3	
Approach LOS		C			D			A			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0		53.0		37.0	10.0	43.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		32.0		48.0		32.0	5.0	38.0				
Max Q Clear Time (g_c+I1), s		12.2		2.0		34.0	2.0	34.7				
Green Ext Time (p_c), s		0.5		4.3		0.0	0.0	1.8				

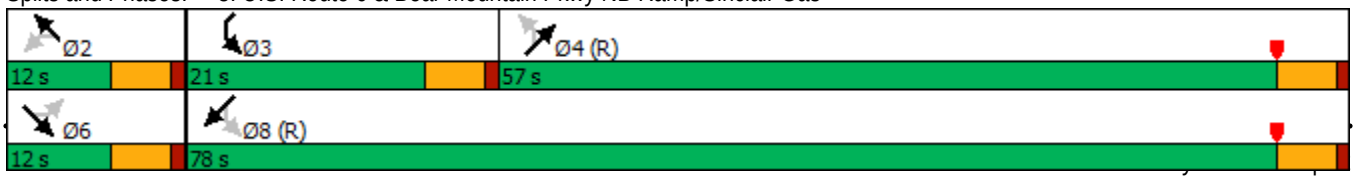
Intersection Summary												
HCM 6th Ctrl Delay			24.7									
HCM 6th LOS			C									

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Future Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00			1.00	
Frt		0.893			0.850			0.986			0.997	
Flt Protected		0.995		0.950						0.950		
Satd. Flow (prot)	0	1663	0	1711	1615	0	0	3472	0	1711	3527	0
Flt Permitted		0.952		0.732				0.943		0.068		
Satd. Flow (perm)	0	1592	0	1319	1615	0	0	3274	0	122	3527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			282			21			9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		98			261			430			307	
Travel Time (s)		2.2			5.9			7.3			5.2	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	31	46	0	75	11	1496	156	321	1296	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	46	75	0	0	1663	0	321	1325	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		2	2		1	2		2	2	
Detector Template	Left						Left					
Leading Detector (ft)	20	83		83	83		20	83		83	83	
Trailing Detector (ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Position(ft)	0	-5		-5	-5		0	-5		-5	-5	
Detector 1 Size(ft)	20	40		40	40		20	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		43	43			43		43	43	
Detector 2 Size(ft)		40		40	40			40		40	40	
Detector 2 Type		Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		6			2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		23.0	23.0		10.0	23.0	
Total Split (s)	12.0	12.0		12.0	12.0		57.0	57.0		21.0	78.0	
Total Split (%)	13.3%	13.3%		13.3%	13.3%		63.3%	63.3%		23.3%	86.7%	
Maximum Green (s)	7.0	7.0		7.0	7.0		52.0	52.0		16.0	73.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)		5.0		5.0	5.0			5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
v/c Ratio		0.26		0.47	0.20			0.83		0.87	0.44	
Control Delay		22.6		55.6	1.2			12.2		47.0	2.7	
Queue Delay		0.1		0.0	0.0			0.1		0.0	0.1	
Total Delay		22.6		55.6	1.2			12.3		47.0	2.8	
Queue Length 50th (ft)		4		25	0			165		127	84	
Queue Length 95th (ft)		35		#63	0			m302		#271	108	
Internal Link Dist (ft)		18			181			350			227	
Turn Bay Length (ft)				65								
Base Capacity (vph)		152		102	385			2012		384	2995	
Starvation Cap Reductn		0		0	0			22		0	0	
Spillback Cap Reductn		3		0	0			0		0	493	
Storage Cap Reductn		0		0	0			0		0	0	
Reduced v/c Ratio		0.26		0.45	0.19			0.84		0.84	0.53	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85 (94%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	4	4	30	44	0	72	11	1436	150	308	1244	28
Future Volume (veh/h)	4	4	30	44	0	72	11	1436	150	308	1244	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1909	1909	1909	1997	2027	2027	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	4	4	31	46	0	75	11	1496	156	321	1296	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	4	2	2	2	2	2	2	2	2
Cap, veh/h	48	14	68	191	0	110	46	2165	223	431	2930	66
Arrive On Green	0.06	0.06	0.06	0.06	0.00	0.06	1.00	1.00	1.00	0.08	0.82	0.82
Sat Flow, veh/h	55	217	1056	1467	0	1718	7	3144	324	1781	3553	79
Grp Volume(v), veh/h	39	0	0	46	0	75	875	0	788	321	648	677
Grp Sat Flow(s),veh/h/ln	1328	0	0	1467	0	1718	1839	0	1637	1781	1777	1856
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	4.1	9.1	9.1
Cycle Q Clear(g_c), s	3.9	0.0	0.0	2.1	0.0	3.8	0.0	0.0	0.0	4.1	9.1	9.1
Prop In Lane	0.10		0.79	1.00		1.00	0.01		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	130	0	0	191	0	110	1307	0	1127	431	1465	1530
V/C Ratio(X)	0.30	0.00	0.00	0.24	0.00	0.68	0.67	0.00	0.70	0.74	0.44	0.44
Avail Cap(c_a), veh/h	151	0	0	211	0	134	1307	0	1127	605	1465	1530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.54	0.00	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	0.0	40.4	0.0	41.2	0.0	0.0	0.0	5.0	2.2	2.2
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.6	0.0	10.1	1.5	0.0	2.0	3.1	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	1.0	0.0	1.9	0.5	0.0	0.6	1.1	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	0.0	0.0	41.0	0.0	51.2	1.5	0.0	2.0	8.2	3.1	3.1
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		39			121			1663			1646	
Approach Delay, s/veh		41.6			47.4			1.7			4.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	3	4	6	8
Phs Duration (G+Y+Rc), s	10.8	12.2	67.0	10.8	79.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	7.0	16.0	52.0	7.0	73.0
Max Q Clear Time (g_c+I1), s	5.8	6.1	2.0	5.9	11.1
Green Ext Time (p_c), s	0.1	1.1	16.0	0.0	10.1

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

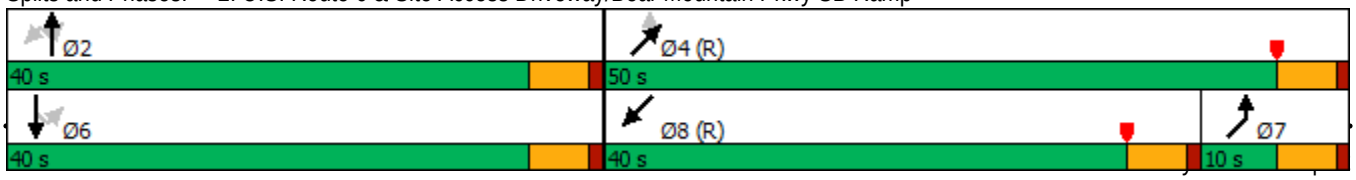
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	45	0	640	163
Future Volume (vph)	51	25	51	323	33	137	35	626	45	0	640	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850		0.879			0.990			0.970	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1863	1583	1745	1630	0	1669	3251	0	0	3234	0
Flt Permitted	0.587			0.739			0.246					
Satd. Flow (perm)	1093	1863	1583	1357	1630	0	432	3251	0	0	3234	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		152			12			41	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	50	0	711	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	28	57	359	189	0	39	746	0	0	892	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)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83		83	83			83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2		2	6			4					
Detector Phase	2	2	2	6	6		7	4			8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Minimum Split (s)	31.0	31.0	31.0	23.0	23.0		10.0	31.0			31.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0		10.0	50.0			40.0	
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%		11.1%	55.6%			44.4%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0		5.0	45.0			35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	
Recall Mode	None	None	None	None	None		None	C-Max			C-Max	
Walk Time (s)	8.0	8.0	8.0					8.0			8.0	
Flash Dont Walk (s)	18.0	18.0	18.0					18.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			1	
v/c Ratio	0.17	0.05	0.10	0.85	0.31		0.12	0.40			0.53	
Control Delay	21.3	19.0	2.3	47.4	6.7		12.9	12.5			21.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.4			0.3	
Total Delay	21.3	19.0	2.3	47.4	6.7		12.9	12.9			22.0	
Queue Length 50th (ft)	23	11	0	187	15		11	142			231	
Queue Length 95th (ft)	47	27	13	269	55		33	218			299	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	425	724	667	527	726		318	1883			1673	
Starvation Cap Reductn	0	0	0	0	0		0	602			255	
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	0.13	0.04	0.09	0.68	0.26		0.12	0.58			0.63	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

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



Lane Group	NBL	NBT	NBR	SBL	SBT	NEL	NET	SWT
Lane Group Flow (vph)	57	28	57	359	189	39	746	892
v/c Ratio	0.17	0.05	0.10	0.85	0.31	0.12	0.40	0.53
Control Delay	21.3	19.0	2.3	47.4	6.7	12.9	12.5	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3
Total Delay	21.3	19.0	2.3	47.4	6.7	12.9	12.9	22.0
Queue Length 50th (ft)	23	11	0	187	15	11	142	231
Queue Length 95th (ft)	47	27	13	269	55	33	218	299
Internal Link Dist (ft)		46			210		236	350
Turn Bay Length (ft)				135		45		
Base Capacity (vph)	425	724	667	527	726	318	1883	1673
Starvation Cap Reductn	0	0	0	0	0	0	602	255
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	0.13	0.04	0.09	0.68	0.26	0.12	0.58	0.63

Intersection Summary

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	51	25	51	323	33	137	35	626	45	0	640	163
Future Volume (veh/h)	51	25	51	323	33	137	35	626	45	0	640	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2091	2106	2106	1835	1805	1805	0	1841	1841
Adj Flow Rate, veh/h	57	28	57	359	37	152	39	696	50	0	711	181
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
Percent Heavy Veh, %	2	2	2	3	2	2	4	6	6	0	4	4
Cap, veh/h	323	533	452	482	103	422	442	1960	141	0	1073	273
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.16	0.60	0.60	0.00	0.26	0.26
Sat Flow, veh/h	1194	1870	1585	1467	360	1480	1747	3245	233	0	2852	702
Grp Volume(v), veh/h	57	28	57	359	0	189	39	368	378	0	450	442
Grp Sat Flow(s),veh/h/ln	1194	1870	1585	1467	0	1840	1747	1715	1763	0	1749	1713
Q Serve(g_s), s	3.6	1.0	2.4	21.2	0.0	7.4	0.0	9.7	9.7	0.0	20.7	20.7
Cycle Q Clear(g_c), s	11.0	1.0	2.4	22.1	0.0	7.4	0.0	9.7	9.7	0.0	20.7	20.7
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.13	0.00		0.41
Lane Grp Cap(c), veh/h	323	533	452	482	0	524	442	1036	1065	0	680	666
V/C Ratio(X)	0.18	0.05	0.13	0.74	0.00	0.36	0.09	0.35	0.36	0.00	0.66	0.66
Avail Cap(c_a), veh/h	447	727	616	635	0	715	442	1036	1065	0	680	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	0.00	0.94	0.94
Uniform Delay (d), s/veh	30.0	23.4	23.9	31.4	0.0	25.6	23.8	9.0	9.0	0.0	28.0	28.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.1	0.0	0.2	0.0	0.9	0.9	0.0	4.7	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.4	0.9	7.5	0.0	3.2	0.6	3.3	3.4	0.0	9.7	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	23.4	23.9	33.5	0.0	25.8	23.9	9.9	9.9	0.0	32.7	32.8
LnGrp LOS	C	C	C	C	A	C	C	A	A	A	C	C
Approach Vol, veh/h		142			548			785			892	
Approach Delay, s/veh		26.3			30.9			10.6			32.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.6		59.4		30.6	19.4	40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		45.0		35.0	5.0	35.0				
Max Q Clear Time (g_c+I1), s		13.0		11.7		24.1	2.0	22.7				
Green Ext Time (p_c), s		0.4		2.4		1.5	0.0	2.5				

Intersection Summary												
HCM 6th Ctrl Delay			24.6									
HCM 6th LOS			C									

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	48	0	875	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	48	0	875	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850		0.888			0.993			0.974	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1770	1863	1583	1762	1647	0	1686	3380	0	0	3318	0
Flt Permitted	0.663			0.738			0.143					
Satd. Flow (perm)	1235	1863	1583	1369	1647	0	254	3380	0	0	3318	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		109			8			31	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	51	0	921	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	29	63	469	146	0	44	1113	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83		83	83			83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2		2	6			4					
Detector Phase	2	2	2	6	6		7	4			8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Minimum Split (s)	31.0	31.0	31.0	23.0	23.0		10.0	31.0			31.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0		10.0	50.0			40.0	
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%		11.1%	55.6%			44.4%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0		5.0	45.0			35.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	2.0			2.0	
Recall Mode	None	None	None	None	None		None	C-Max			C-Max	
Walk Time (s)	8.0	8.0	8.0					8.0			8.0	
Flash Dont Walk (s)	18.0	18.0	18.0					18.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			3	
v/c Ratio	0.13	0.04	0.10	0.94	0.22		0.21	0.63			0.73	
Control Delay	18.8	17.5	2.8	55.6	6.9		16.8	17.3			25.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.1			0.1	
Total Delay	18.8	17.5	2.8	55.6	6.9		16.8	18.5			25.8	
Queue Length 50th (ft)	21	10	0	243	13		15	278			293	
Queue Length 95th (ft)	47	27	16	#429	51		m28	367			#384	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	480	724	667	532	707		212	1770			1529	
Starvation Cap Reductn	0	0	0	0	0		0	395			39	
Spillback Cap Reductn	0	0	0	0	0		0	12			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.12	0.04	0.09	0.88	0.21		0.21	0.81			0.74	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

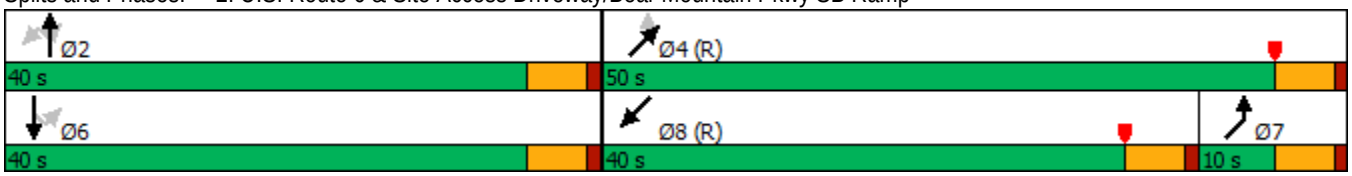
Natural Cycle: 75

Control Type: Actuated-Coordinated

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

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

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



Lane Group	NBL	NBT	NBR	SBL	SBT	NEL	NET	SWT
Lane Group Flow (vph)	59	29	63	469	146	44	1113	1110
v/c Ratio	0.13	0.04	0.10	0.94	0.22	0.21	0.63	0.73
Control Delay	18.8	17.5	2.8	55.6	6.9	16.8	17.3	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.1
Total Delay	18.8	17.5	2.8	55.6	6.9	16.8	18.5	25.8
Queue Length 50th (ft)	21	10	0	243	13	15	278	293
Queue Length 95th (ft)	47	27	16	#429	51	m28	367	#384
Internal Link Dist (ft)		46			210		236	350
Turn Bay Length (ft)				135		45		
Base Capacity (vph)	480	724	667	532	707	212	1770	1529
Starvation Cap Reductn	0	0	0	0	0	0	395	39
Spillback Cap Reductn	0	0	0	0	0	0	12	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.04	0.09	0.88	0.21	0.21	0.81	0.74

Intersection Summary

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.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	56	28	60	446	35	104	42	1009	48	0	875	180
Future Volume (veh/h)	56	28	60	446	35	104	42	1009	48	0	875	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1850	1864	1864	0	1870	1870
Adj Flow Rate, veh/h	59	29	63	469	37	109	44	1062	51	0	921	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	0	2	2
Cap, veh/h	449	659	558	582	166	488	286	1847	89	0	1141	234
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.18	1.00	1.00	0.00	0.39	0.39
Sat Flow, veh/h	1242	1870	1585	1469	470	1386	1762	3440	165	0	3028	602
Grp Volume(v), veh/h	59	29	63	469	0	146	44	547	566	0	557	553
Grp Sat Flow(s),veh/h/ln	1242	1870	1585	1469	0	1856	1762	1771	1834	0	1777	1759
Q Serve(g_s), s	3.2	0.9	2.4	27.8	0.0	5.0	0.0	0.0	0.0	0.0	25.1	25.2
Cycle Q Clear(g_c), s	8.1	0.9	2.4	28.7	0.0	5.0	0.0	0.0	0.0	0.0	25.1	25.2
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.09	0.00		0.34
Lane Grp Cap(c), veh/h	449	659	558	582	0	654	286	951	984	0	691	684
V/C Ratio(X)	0.13	0.04	0.11	0.81	0.00	0.22	0.15	0.58	0.58	0.00	0.81	0.81
Avail Cap(c_a), veh/h	494	727	616	636	0	722	286	951	984	0	691	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	0.00	0.93	0.93
Uniform Delay (d), s/veh	23.4	19.2	19.7	28.6	0.0	20.5	29.6	0.0	0.0	0.0	24.5	24.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.2	0.0	0.1	0.2	2.2	2.2	0.0	9.1	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.9	10.4	0.0	2.1	0.8	0.6	0.6	0.0	11.4	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	19.2	19.7	34.8	0.0	20.6	29.8	2.2	2.2	0.0	33.6	33.8
LnGrp LOS	C	B	B	C	A	C	C	A	A	A	C	C
Approach Vol, veh/h		151			615			1157			1110	
Approach Delay, s/veh		21.1			31.4			3.2			33.7	
Approach LOS		C			C			A			C	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	36.7	53.3	36.7	13.3	40.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	35.0	45.0	35.0	5.0	35.0
Max Q Clear Time (g_c+I1), s	10.1	2.0	30.7	2.0	27.2
Green Ext Time (p_c), s	0.5	4.0	1.0	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	44	0	1076	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	44	0	1076	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					0.99						1.00	
Frt			0.850		0.877			0.994			0.973	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1543	1863	1583	1762	1609	0	1702	3384	0	0	3313	0
Flt Permitted	0.607			0.742			0.091					
Satd. Flow (perm)	986	1863	1583	1376	1609	0	163	3384	0	0	3313	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		152			7			36	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	46	0	1133	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	24	58	492	186	0	56	1184	0	0	1384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2			2	
Detector Template												
Leading Detector (ft)	83	83	83	83	83		83	83			83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5			-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5			-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40			40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2		2	6			4					
Detector Phase	2	2	2	6	6		7	4			8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Minimum Split (s)	31.0	31.0	31.0	23.0	23.0		10.0	31.0			31.0	
Total Split (s)	37.0	37.0	37.0	37.0	37.0		10.0	53.0			43.0	
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%		11.1%	58.9%			47.8%	
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		5.0	48.0			38.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag				Lead	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0			2.0	
Recall Mode	None	None	None	None	None		None	C-Max			C-Max	
Walk Time (s)	8.0	8.0	8.0					8.0			8.0	
Flash Dont Walk (s)	18.0	18.0	18.0					18.0			18.0	
Pedestrian Calls (#/hr)	0	0	0					0			4	
v/c Ratio	0.16	0.04	0.09	1.01	0.28		0.33	0.65			0.93	
Control Delay	21.5	19.3	2.6	73.4	6.6		24.9	16.8			35.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.4			0.3	
Total Delay	21.5	19.3	2.6	73.4	6.6		24.9	18.2			36.2	
Queue Length 50th (ft)	22	9	0	~279	13		18	291			392	
Queue Length 95th (ft)	50	26	14	#486	57		m37	380			#554	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	350	662	617	489	670		172	1808			1492	
Starvation Cap Reductn	0	0	0	0	0		0	402			8	
Spillback Cap Reductn	0	0	1	0	0		0	43			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.16	0.04	0.09	1.01	0.28		0.33	0.84			0.93	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

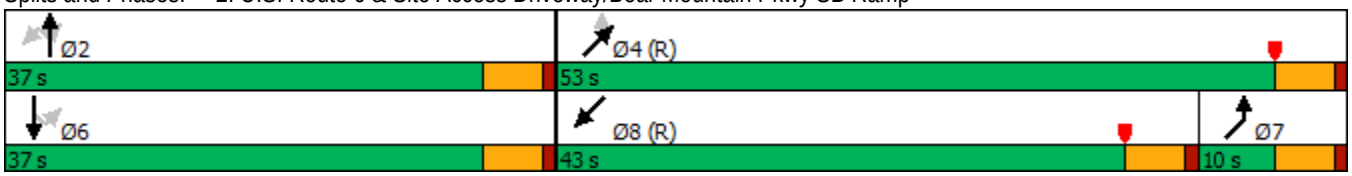
Control Type: Actuated-Coordinated

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

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

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

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



Lane Group	NBL	NBT	NBR	SBL	SBT	NEL	NET	SWT
Lane Group Flow (vph)	56	24	58	492	186	56	1184	1384
v/c Ratio	0.16	0.04	0.09	1.01	0.28	0.33	0.65	0.93
Control Delay	21.5	19.3	2.6	73.4	6.6	24.9	16.8	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.3
Total Delay	21.5	19.3	2.6	73.4	6.6	24.9	18.2	36.2
Queue Length 50th (ft)	22	9	0	~279	13	18	291	392
Queue Length 95th (ft)	50	26	14	#486	57	m37	380	#554
Internal Link Dist (ft)		46			210		236	350
Turn Bay Length (ft)				135		45		
Base Capacity (vph)	350	662	617	489	670	172	1808	1492
Starvation Cap Reductn	0	0	0	0	0	0	402	8
Spillback Cap Reductn	0	0	1	0	0	0	43	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.04	0.09	1.01	0.28	0.33	0.84	0.93

Intersection Summary

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

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

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

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	23	55	467	31	145	53	1081	44	0	1076	238
Future Volume (veh/h)	53	23	55	467	31	145	53	1081	44	0	1076	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1870	1870	2106	2106	2106	1864	1864	1864	0	1870	1870
Adj Flow Rate, veh/h	56	24	58	492	33	153	56	1138	46	0	1133	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	17	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	378	665	563	594	116	536	193	1851	75	0	1221	269
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	1.00	1.00	0.00	0.56	0.56
Sat Flow, veh/h	1055	1870	1585	1482	325	1508	1776	3470	140	0	2986	636
Grp Volume(v), veh/h	56	24	58	492	0	186	56	581	603	0	693	691
Grp Sat Flow(s),veh/h/ln	1055	1870	1585	1482	0	1833	1776	1771	1839	0	1777	1752
Q Serve(g_s), s	3.6	0.8	2.2	29.2	0.0	6.6	0.0	0.0	0.0	0.0	32.0	32.7
Cycle Q Clear(g_c), s	10.2	0.8	2.2	30.0	0.0	6.6	0.0	0.0	0.0	0.0	32.0	32.7
Prop In Lane	1.00		1.00	1.00		0.82	1.00		0.08	0.00		0.36
Lane Grp Cap(c), veh/h	378	665	563	594	0	651	193	945	981	0	750	740
V/C Ratio(X)	0.15	0.04	0.10	0.83	0.00	0.29	0.29	0.61	0.61	0.00	0.92	0.93
Avail Cap(c_a), veh/h	378	665	564	595	0	652	193	945	981	0	750	740
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	0.00	0.88	0.88
Uniform Delay (d), s/veh	24.5	18.9	19.4	28.7	0.0	20.8	37.3	0.0	0.0	0.0	18.4	18.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	8.9	0.0	0.1	0.3	2.6	2.5	0.0	17.1	18.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.3	0.8	11.4	0.0	2.8	1.1	0.7	0.7	0.0	12.9	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	19.0	19.4	37.7	0.0	20.9	37.6	2.6	2.5	0.0	35.5	37.2
LnGrp LOS	C	B	B	D	A	C	D	A	A	A	D	D
Approach Vol, veh/h		138			678			1240			1384	
Approach Delay, s/veh		21.4			33.1			4.1			36.3	
Approach LOS		C			C			A			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0		53.0		37.0	10.0	43.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		32.0		48.0		32.0	5.0	38.0				
Max Q Clear Time (g_c+I1), s		12.2		2.0		32.0	2.0	34.7				
Green Ext Time (p_c), s		0.4		4.3		0.0	0.0	1.8				

Intersection Summary												
HCM 6th Ctrl Delay			23.5									
HCM 6th LOS			C									

GASLAND CORTLANDT

APPENDIX E

ACCIDENT DATA

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

U.S. ROUTE 6 & JACOBS HILL ROAD/PARKWAY DRIVE			
YEARS	3		
AADT	22,712 VPD		
ACCIDENT TYPE	**NUMBER OF ACCIDENTS**	**RATE**	**STATEWIDE AVERAGE**
Wet Road	0	0.00 ACC/MEV	0.04 ACC/MEV
Left Turn	0	0.00 ACC/MEV	0.01 ACC/MEV
Rear End	2	0.08 ACC/MEV	0.11 ACC/MEV
Overtaking	0	0.00 ACC/MEV	0.04 ACC/MEV
Right Angle	0	0.00 ACC/MEV	0.03 ACC/MEV
Right Turn	0	0.00 ACC/MEV	0.01 ACC/MEV
Head-On	1	0.04 ACC/MEV	0.00 ACC/MEV
Sideswipe	0	0.00 ACC/MEV	0.00 ACC/MEV
Other	1	-	-
All Types	**4**	**0.16 ACC/MEV**	**0.25 ACC/MEV**

U.S. ROUTE 6 & BEAR MOUNTAIN PARKWAY EB ON/OFF RAMPS/SITE ACCESS			
YEARS	3		
AADT	22,712 VPD		
ACCIDENT TYPE	**NUMBER OF ACCIDENTS**	**RATE**	**STATE WIDE AVERAGE**
Wet Road	0	0.00 ACC/MEV	0.04 ACC/MEV
Left Turn	1	0.04 ACC/MEV	0.01 ACC/MEV
Rear End	3	0.12 ACC/MEV	0.11 ACC/MEV
Overtaking	1	0.04 ACC/MEV	0.04 ACC/MEV
Right Angle	0	0.00 ACC/MEV	0.03 ACC/MEV
Right Turn	0	0.00 ACC/MEV	0.01 ACC/MEV
Head-On	0	0.00 ACC/MEV	0.00 ACC/MEV
Sideswipe	0	0.00 ACC/MEV	0.00 ACC/MEV
Other	2	-	-
All Types	**7**	**0.28 ACC/MEV**	**0.25 ACC/MEV**

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

TABLE A

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

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

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

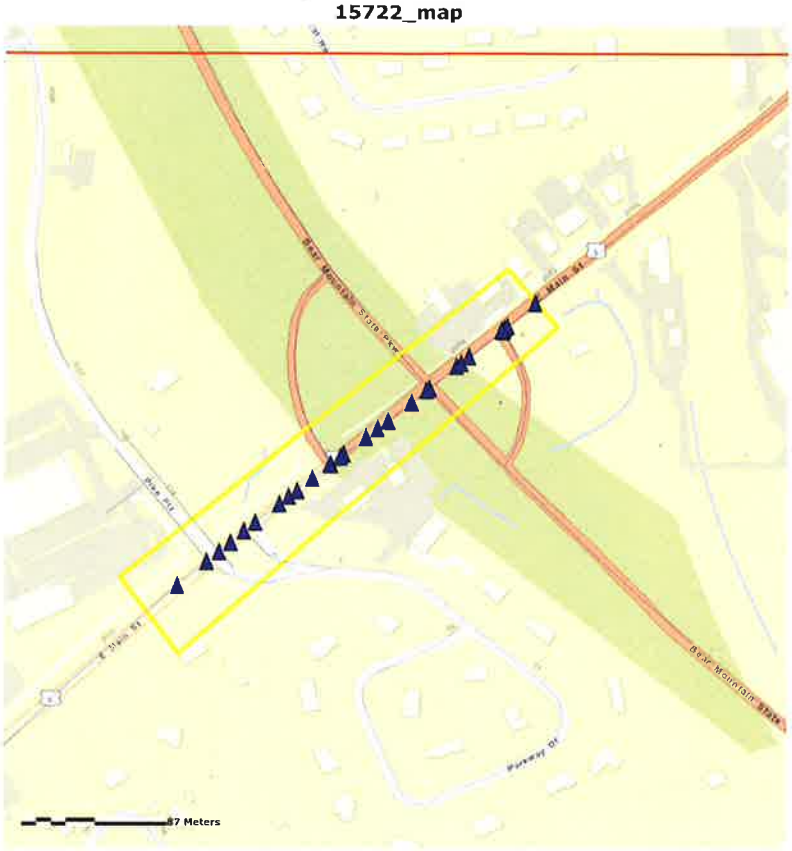
NYSDOT QRA ACCIDENT SEVERITY SUMMARY

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

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

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

15722_map



Legend

Railroad

Accident Location Information System(ALIS)

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

Accident Verbal Description

15722_VDR

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

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
1/28/2016 Thu 18:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36079491**
Accident Class: NON-REPORTABLE Police Agency: NYSP CORTLANDT Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

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

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
2/13/2016 Sat 16:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36097366**
Accident Class: NON-REPORTABLE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

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

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, DRIVER INATTENTION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

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

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

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

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

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

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: PD WESTCHESTER COUNTY DPS | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: CURVE AND GRADE | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

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

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

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

Pre-Accd Action: MAKING RIGHT TURN

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

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

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

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

Accident Class: PROPERTY DAMAGE | Police Agency: NYSP CORTLANDT | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: STOP SIGN
Manner of Collision: HEAD ON | Weather: CLEAR
Road Surface Condition: DRY | Road Char.: CURVE AND GRADE | Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE | Action of Ped/Bicycle: NOT APPLICABLE

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

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

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

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: TURNING IMPROPER, UNSAFE SPEED

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

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

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

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

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

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

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

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033001 Street: E MAIN ST
AT INTERSECTION WITH Pike Plz

11/23/2016 Wed 13:37 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36531201**
Accident Class: PROPERTY DAMAGE AND INJURY
Police Agency: NYSP CORTLANDT
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: TRAFFIC SIGNAL
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: 3795
State of Registration: NY
Num of Occupants: 2
Driver's Age: 55
Sex: F
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
35 Meters East of Ramp

12/22/2016 Thu 09:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36536624**
Accident Class: PROPERTY DAMAGE
Police Agency: NYSP CORTLANDT
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
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: 3571 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

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

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

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

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

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

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

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

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

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

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

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

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

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033003 Street: E MAIN ST
AT INTERSECTION WITH Ramp
4/3/2017 Mon 21:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36673908**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE 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: 3122 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
AT INTERSECTION WITH Ramp
4/13/2017 Thu 17:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36693202**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: NYSP CORTLANDT Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE 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 :3 CAR/VAN/PICKUP Registered Weight: 3493 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

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

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

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

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

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

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

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

Pre-Accd Action: MERGING

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

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

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

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

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

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

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

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

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

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

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

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

Manner of Collision: OVERTAKING | Weather: CLEAR

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

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

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

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

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

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

Pre-Accd Action: CHANGING LANES

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

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

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

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

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

Manner of Collision: OVERTAKING | Weather: CLEAR

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

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

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

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

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

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

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

Pre-Accd Action: CHANGING LANES

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

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

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

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

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

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

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

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

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

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

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

11/20/2017 Mon 14:00 PM | Persons Killed: 0 | Persons Injured: 2 | Extent of Injuries: CC | **Case: 2017-36994252**
Accident Class: PROPERTY DAMAGE AND INJURY | Police Agency: NYSP CORTLANDT | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END | Weather: 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: 2342 | State of Registration: NY
Num of Occupants: 1 | Driver's Age: 26 | Sex: F | Citation Issued: N
Direction of Travel: WEST | Public Property Damage: OTHER | School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

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

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

11/27/2017 Mon 20:27 PM | Persons Killed: 0 | Persons Injured: 0 | Extent of Injuries: | **Case: 2017-37019652**
Accident Class: PROPERTY DAMAGE | Police Agency: NYSP CORTLANDT | Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE | Traffic Control: NONE
Manner of Collision: OVERTAKING | Weather: CLOUDY
Road Surface Condition: DRY | Road Char.: STRAIGHT AND LEVEL | Light Condition: DARK-ROAD LIGHTED

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

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

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

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

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

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

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

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

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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

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

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

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

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

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

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

Manner of Collision: RIGHT ANGLE | Weather: CLOUDY

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

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

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

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

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

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

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

Pre-Accd Action: BACKING

Apparent Factors: BACKING UNSAFELY, NOT ENTERED

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

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

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

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

Manner of Collision: OTHER | Weather: SNOW

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

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

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

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

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

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Westchester Muni: Cortlandt(T) Ref. Marker: 987H87012007 Street: BEAR MOUNTAIN STATE PKWY
2/14/2018 Wed 18:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37146060**
Accident Class: PROPERTY DAMAGE Police Agency: PD WESTCHESTER COUNTY DPS Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OVERTAKING Weather: CLOUDY
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: 3417 State of Registration: NY
Num of Occupants: 2 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

County: Westchester Muni: Cortlandt(T) Ref. Marker: 6 87033002 Street: E MAIN ST
43 Meters East of Ramp
2/19/2018 Mon 11:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37178020**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP CORTLANDT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE 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: 4120 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

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

Manner of Collision: REAR END
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: 4
Driver's Age: 43
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GASLAND CORTLANDT

APPENDIX F

ITE PASS BY TRIP DATA

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

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	—	Chicago suburbs, IL	1987	48	3:00–7:00 p.m.	21	—	—	79	—	Kenig, O'Hara, Humes, Flock
—	—	Chicago suburbs, IL	1987	34	3:00–6:00 p.m.	25	—	—	75	—	Kenig, O'Hara, Humes, Flock
—	—	Chicago suburbs, IL	1987	42	3:00–6:00 p.m.	20	—	—	80	—	Kenig, O'Hara, Humes, Flock
2.3	6	Gaithersburg, MD	1992	55	4:00–6:00 p.m.	40	11	49	60	2,760	RBA
2.1	8	Bethesda, MD	1992	30	4:00–6:00 p.m.	53	20	27	47	1,060	RBA
1.7	6	Wheaton, MD	1992	18	4:00–6:00 p.m.	61	6	33	39	2,510	RBA
2.0	8	Gaithersburg, MD	1992	47	4:00–6:00 p.m.	62	23	15	38	2,635	RBA
1.2	6	Damascus, MD	1992	26	4:00–6:00 p.m.	58	11	31	42	1,020	RBA
0.3	12	Wheaton, MD	1992	52	4:00–6:00 p.m.	38	10	52	62	3,835	RBA

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

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

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	61	7:00–9:00 a.m.	60	15	25	40	4,000	Barton-Aschman Assoc.
0.6	8	Louisville, KY	1993	48	7:00–9:00 a.m.	68	13	19	32	1,307	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	47	7:00–9:00 a.m.	67	11	22	33	1,105	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	7:00–9:00 a.m.	56	22	22	44	1,211	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	7:00–9:00 a.m.	46	42	12	54	1,211	Barton-Aschman Assoc.
0.3	—	Louisville area, KY	1993	75	7:00–9:00 a.m.	72	15	13	28	—	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	7:00–9:00 a.m.	47	14	39	53	3,095	RBA
0.4	8	Derwood, MD	1992	46	7:00–9:00 a.m.	75	0	25	25	3,770	RBA
2.2	8	Kensington, MD	1992	31	7:00–9:00 a.m.	47	34	19	53	1,785	RBA
1	8	Silver Spring, MD	1992	35	7:00–9:00 a.m.	78	9	13	22	7,060	RBA

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

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

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.6	8	Louisville area, KY	1993	83	4:00–6:00 p.m.	52	8	40	48	4,965	Barton-Aschman Assoc.
0.6	8	Louisville, KY	1993	60	4:00–6:00 p.m.	53	20	27	47	1,491	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	—	4:00–6:00 p.m.	57	19	24	43	1,812	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	4:00–6:00 p.m.	72	7	21	28	2,857	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	4:00–6:00 p.m.	55	16	29	45	2,657	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	38	4:00–6:00 p.m.	67	14	19	33	3,095	RBA
0.4	8	Derwood, MD	1992	46	4:00–6:00 p.m.	46	11	43	54	3,770	RBA
2.1	8	Kensington, MD	1992	31	4:00–6:00 p.m.	52	13	35	48	1,785	RBA
1	8	Silver Spring, MD	1992	35	4:00–6:00 p.m.	54	3	43	46	7,080	RBA

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

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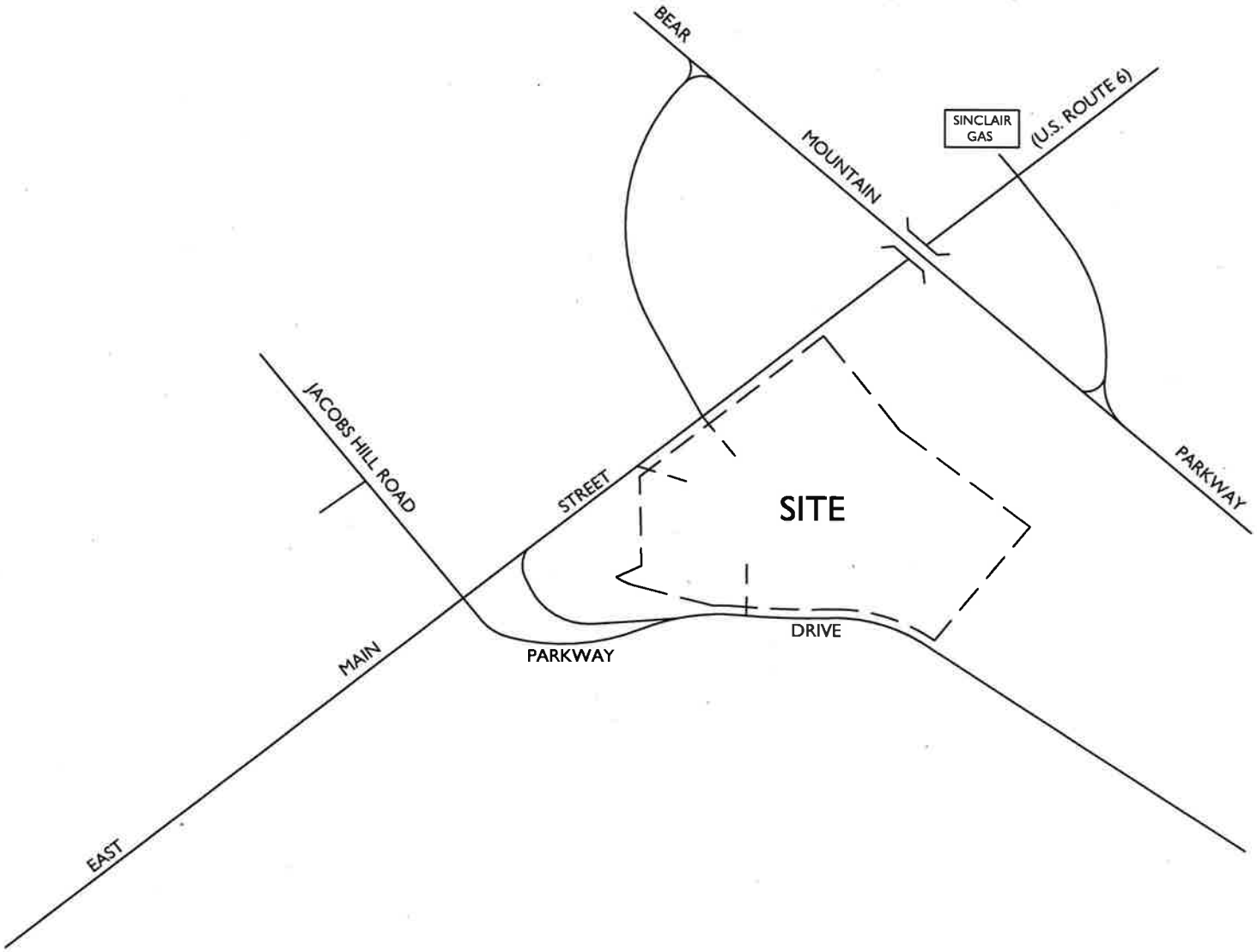
APPENDIX G

ALTERNATE ACCESS EVALUATION W/ LEFT TURN ENTRY FROM ROUTE 6 TO SITE



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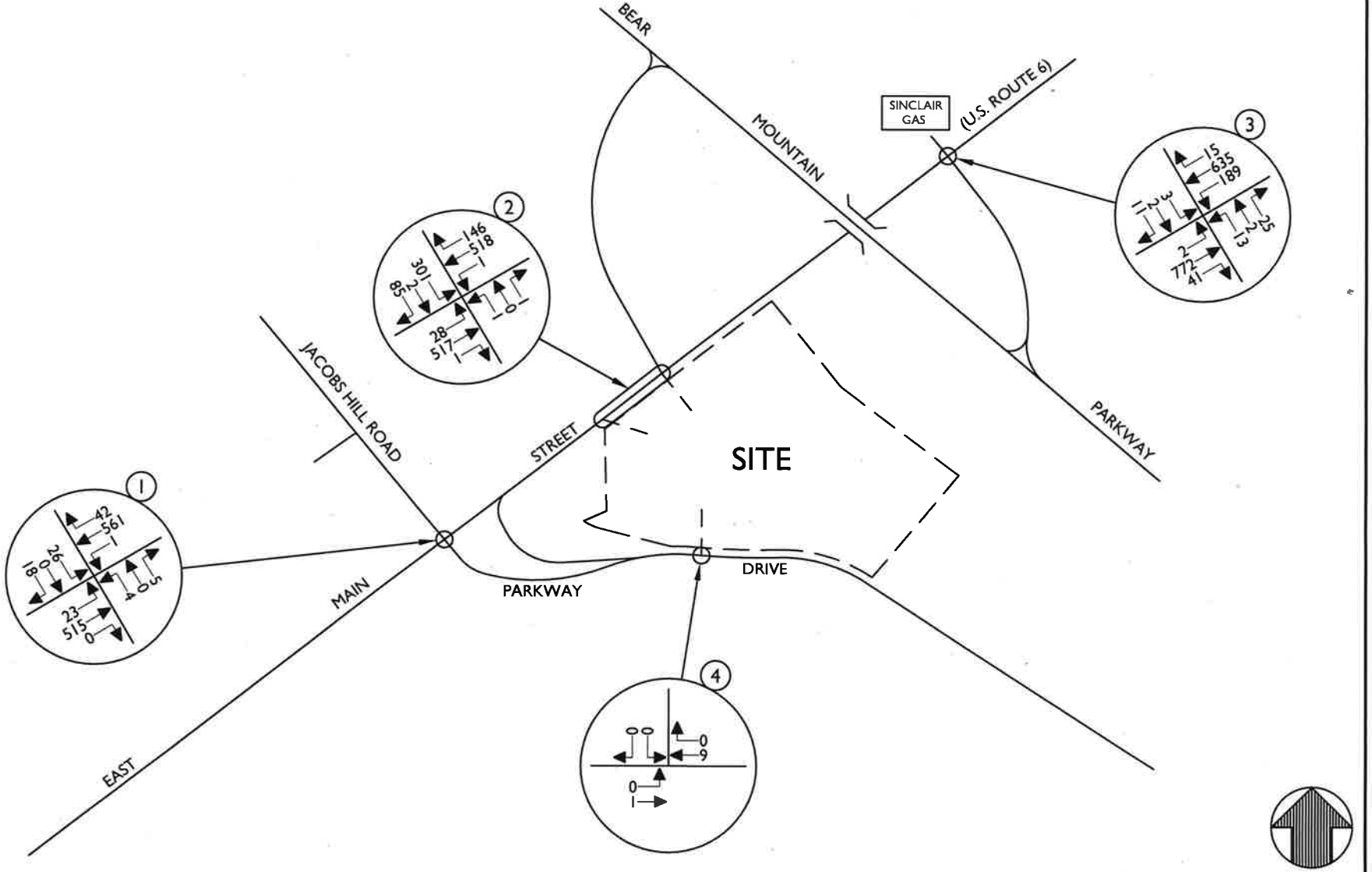
PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

SHEET TITLE:
SITE LOCATION MAP
(ALTERNATE)

SHEET NUMBER:
1



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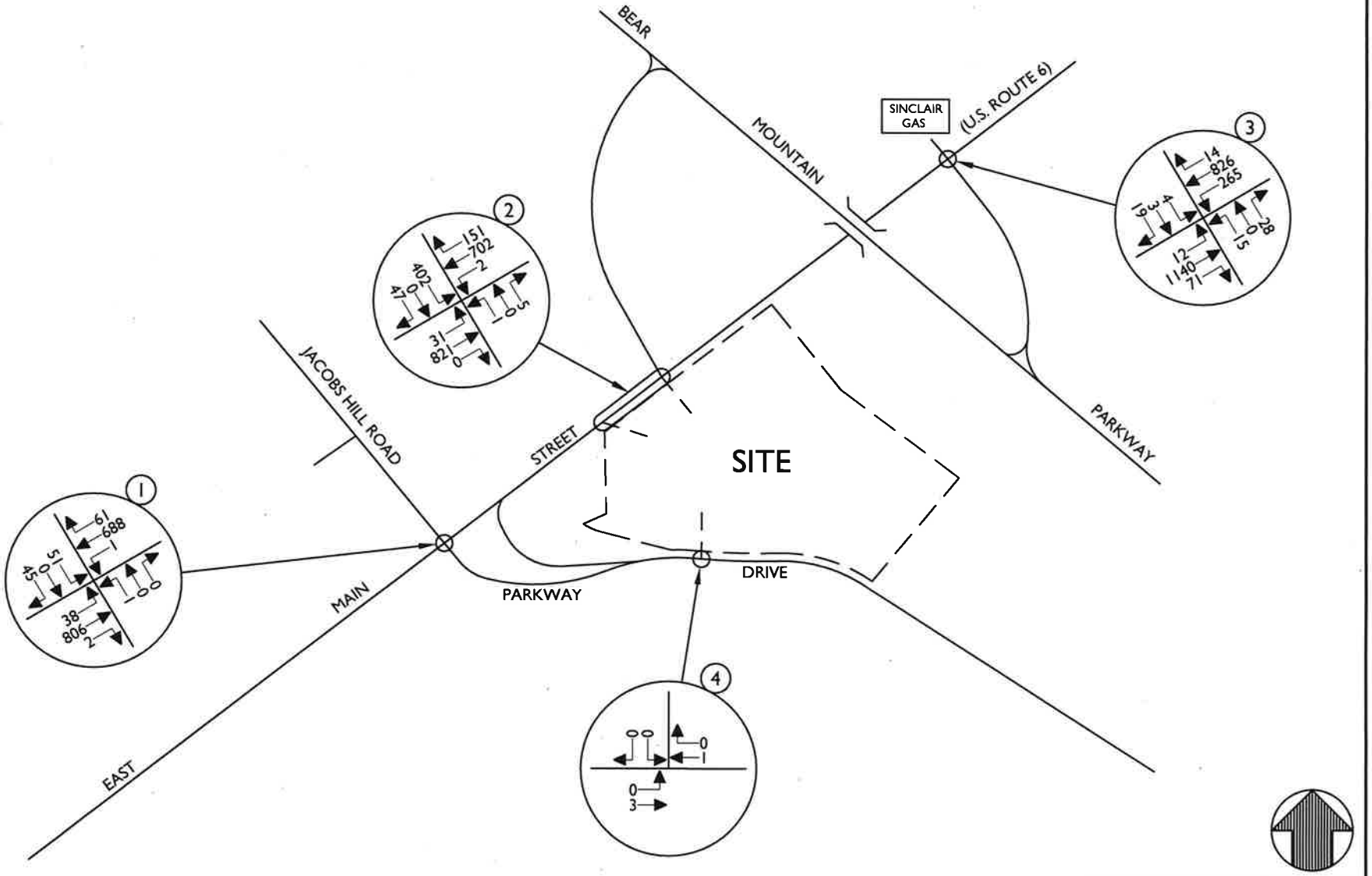
PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ALTERNATE)

SHEET NUMBER:
2



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PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(ALTERNATE)

SHEET NUMBER:
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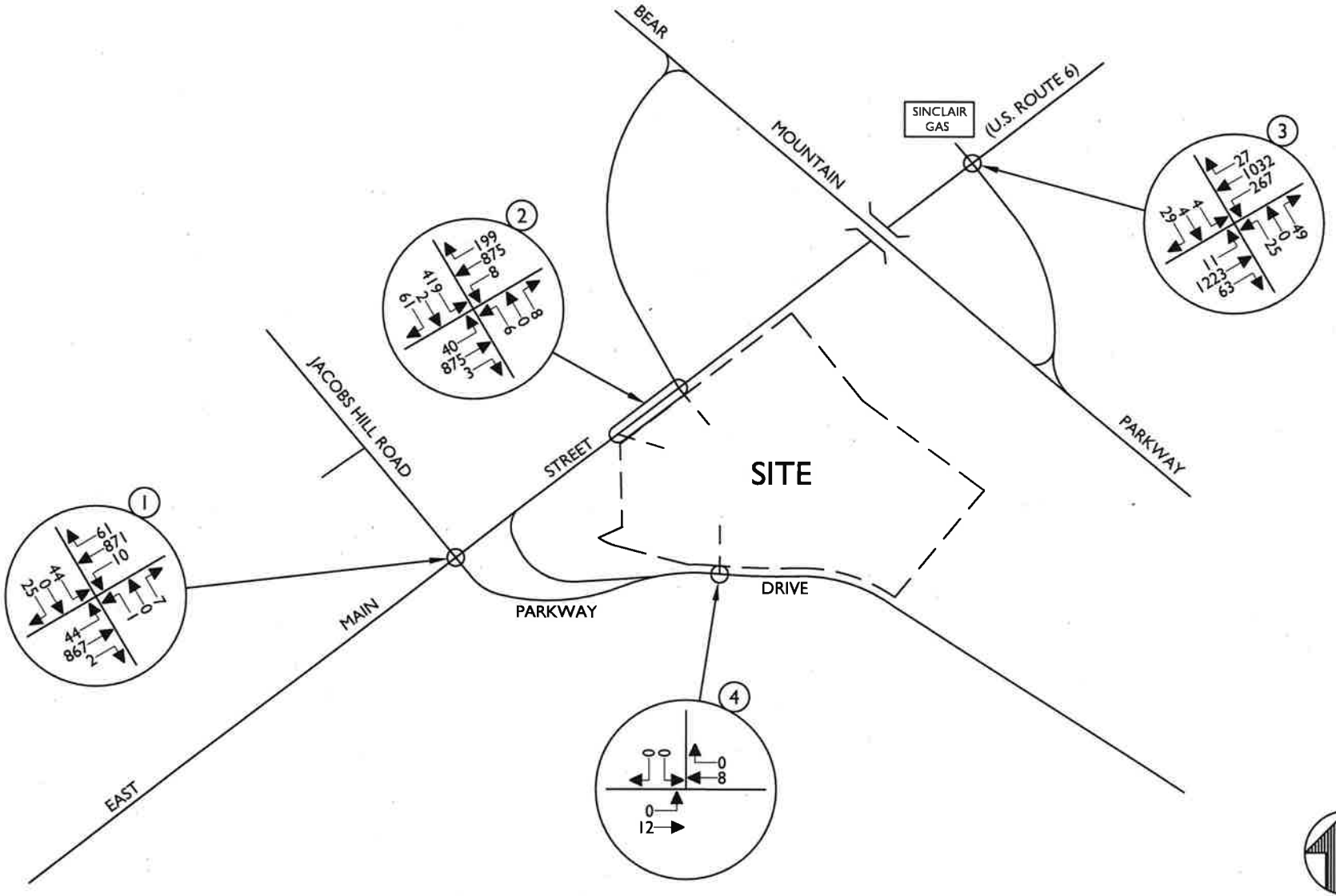

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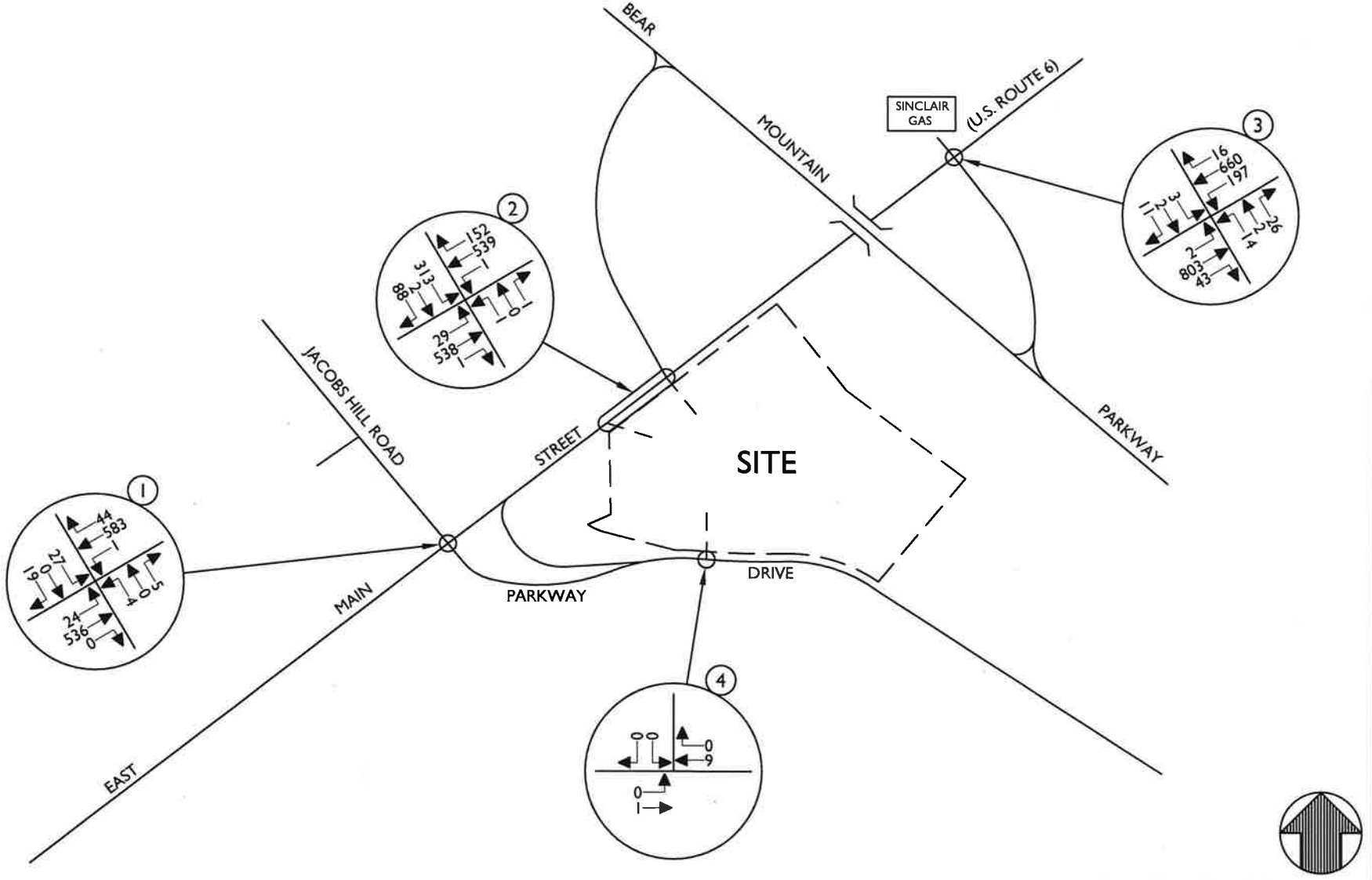
PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES WEEKEND PEAK SATURDAY HOUR (ALTERNATE)

SHEET NUMBER:
4



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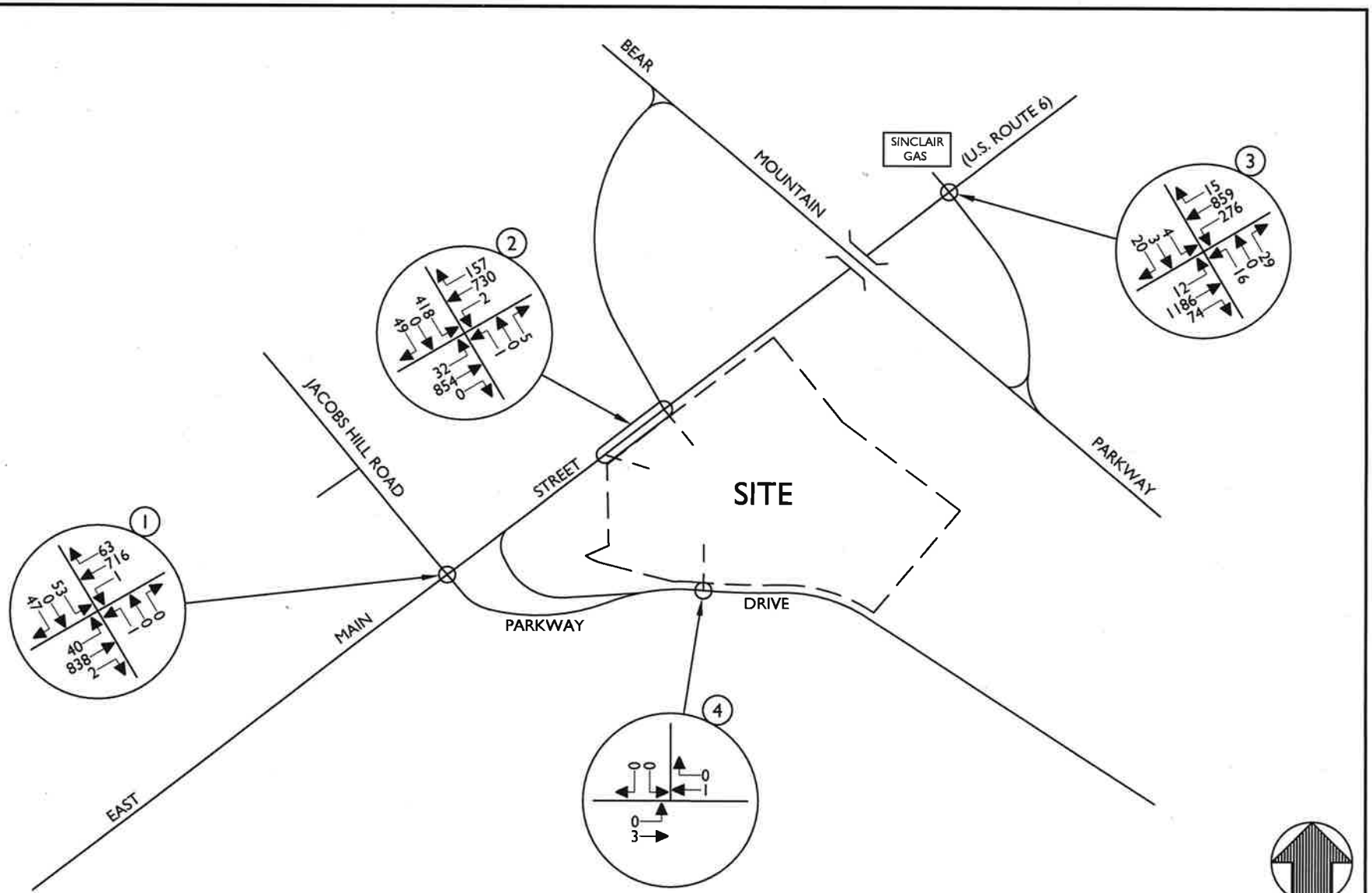
SHEET TITLE:
2021 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ALTERNATE)

SHEET NUMBER:
5



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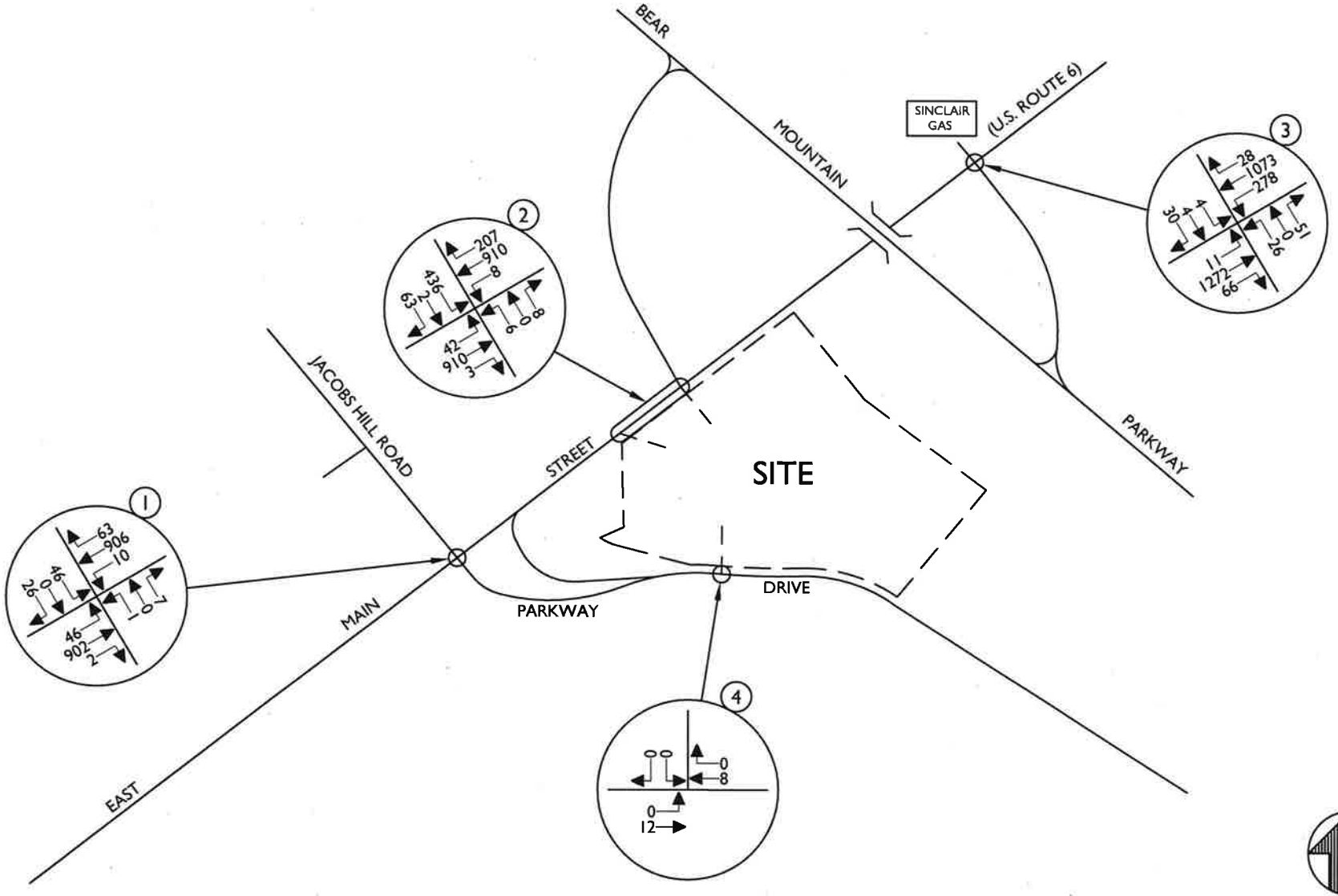
PROJECT NUMBER: 19003182A
DRAWING NAME: 190530RH_ALTERNATE

SHEET TITLE: 2021 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR (ALTERNATE)

SHEET NUMBER: 6



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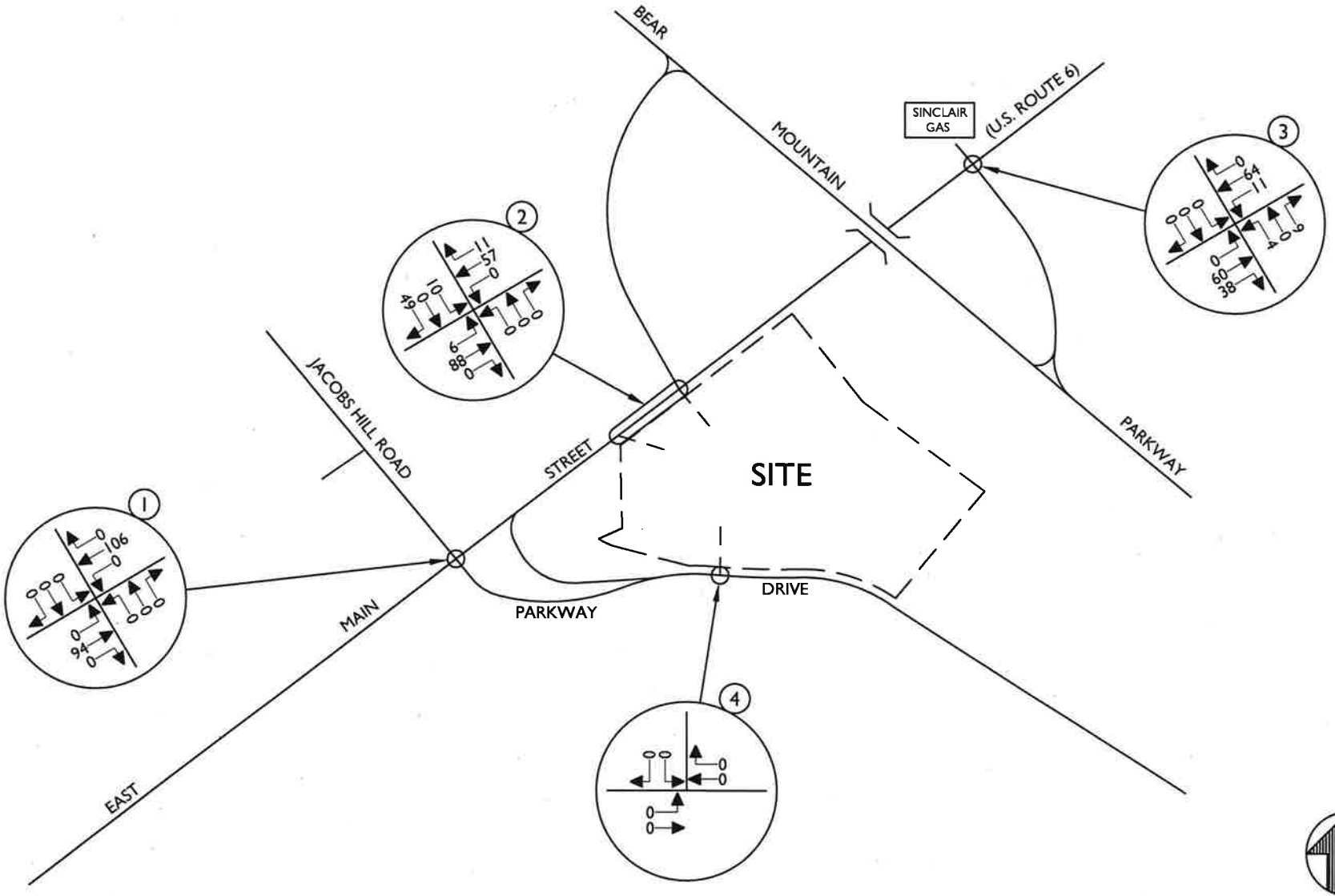
PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

SHEET TITLE: 2021 PROJECTED TRAFFIC VOLUMES WEEKEND PEAK SATURDAY HOUR (ALTERNATE)

SHEET NUMBER: 7



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PROJECT NUMBER:	DRAWING NAME:
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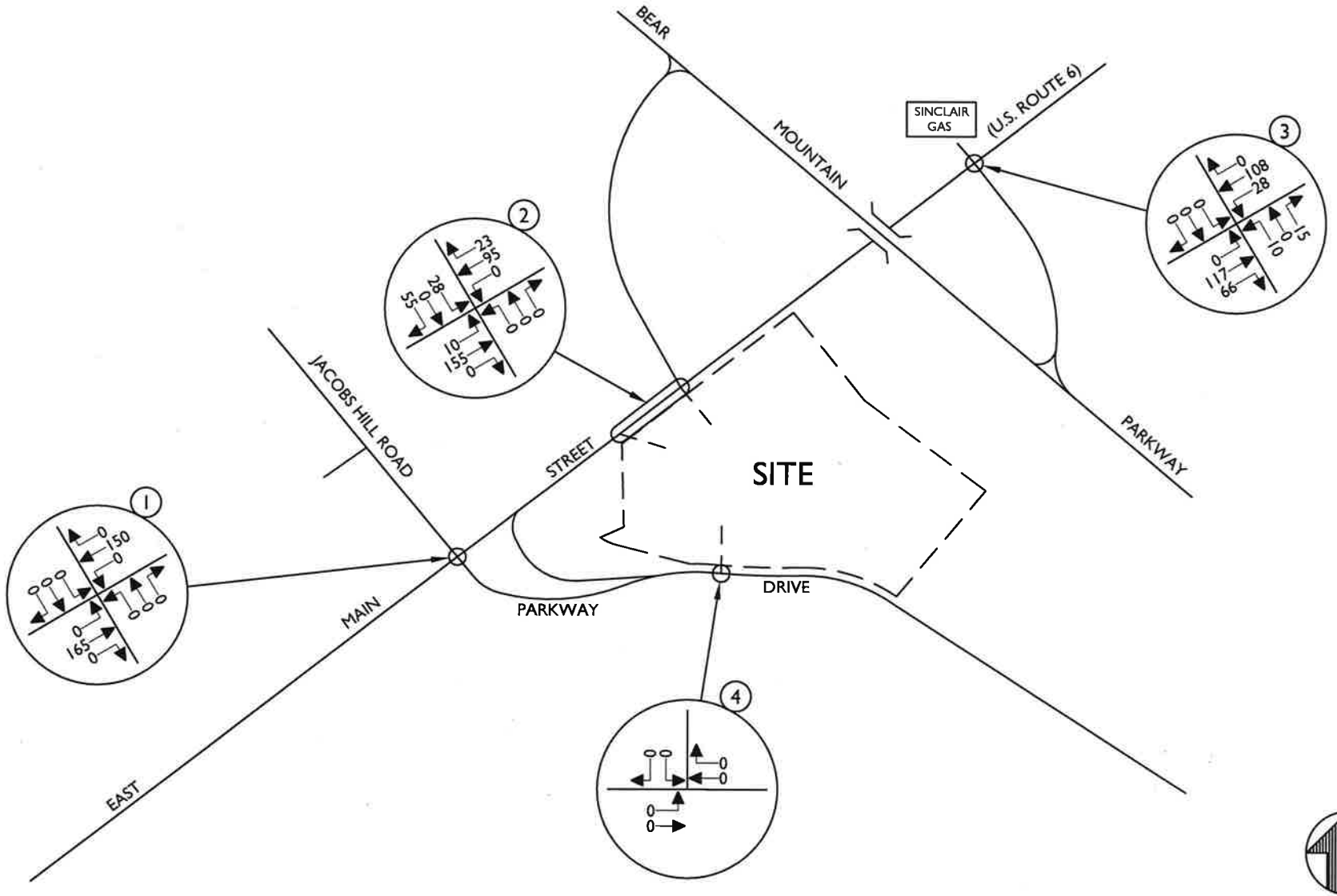
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ALTERNATE)

SHEET NUMBER: 8



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AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER	DRAWING NAME
19003182A	190530RH_ALTERNATE

OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(ALTERNATE)

SHEET NUMBER
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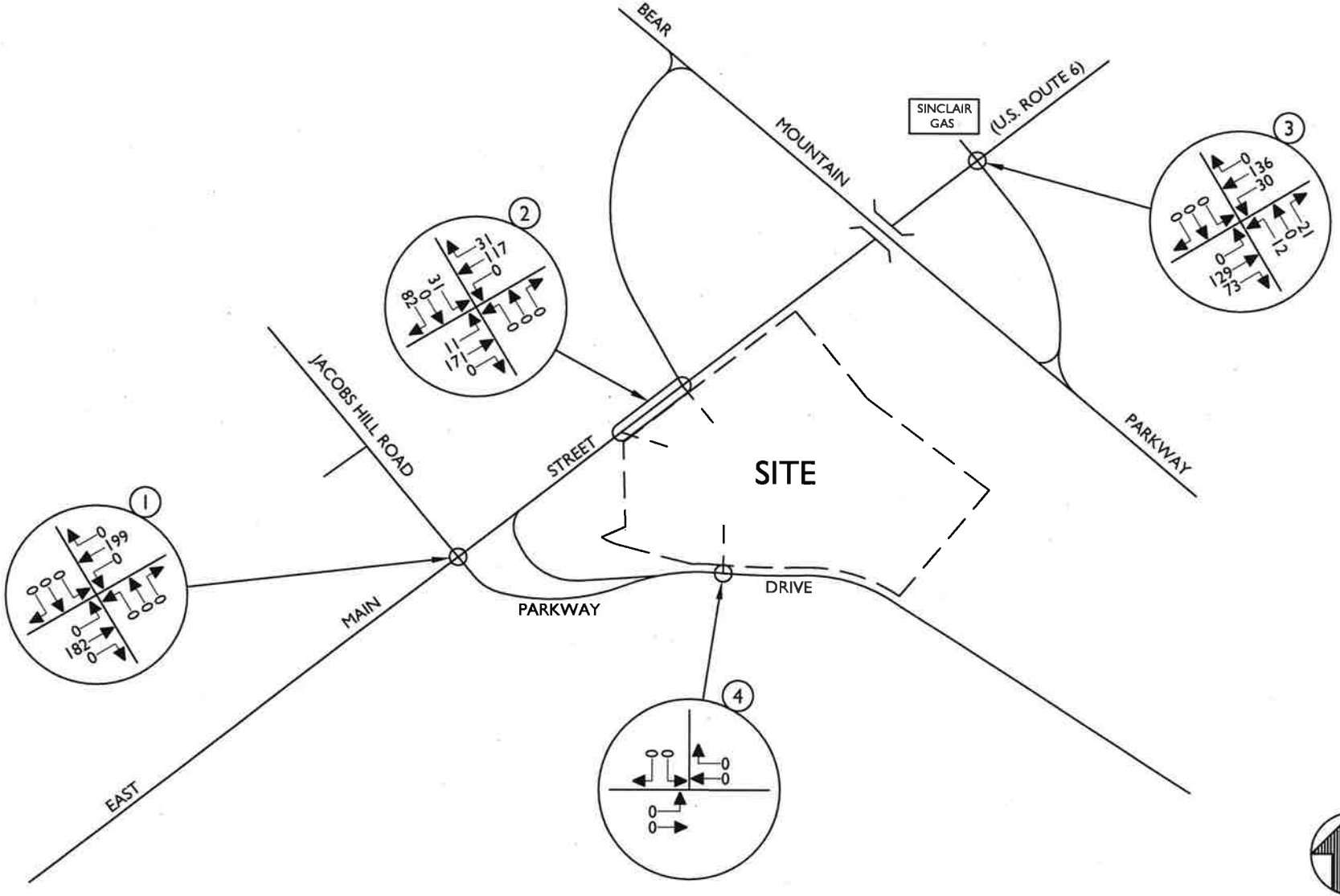

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PROJECT NUMBER:	DRAWING NAME:
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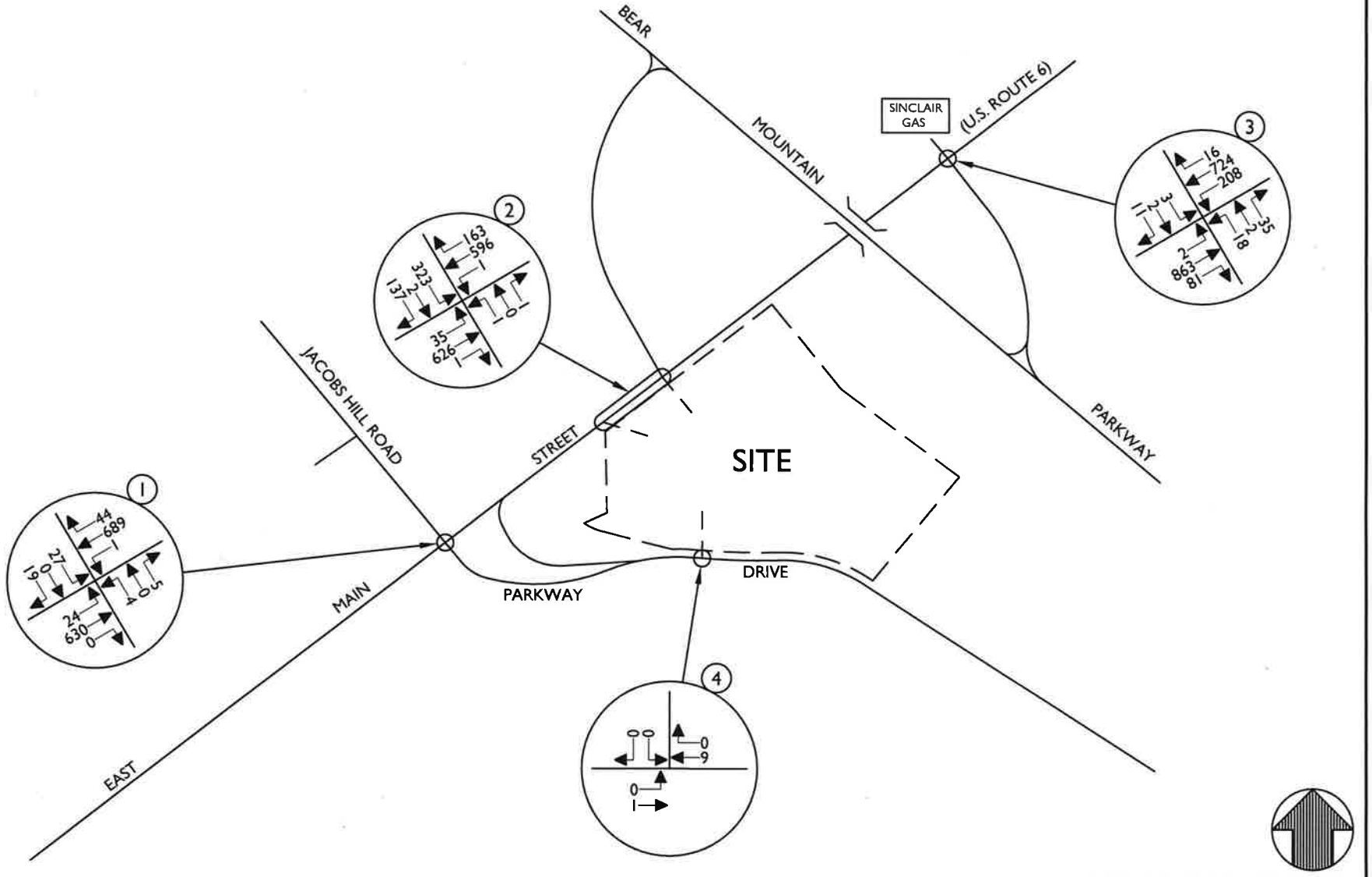
SHEET TITLE:
OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR (ALTERNATE)

SHEET NUMBER:
10



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

PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

SHEET TITLE:
2021 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ALTERNATE)

SHEET NUMBER:
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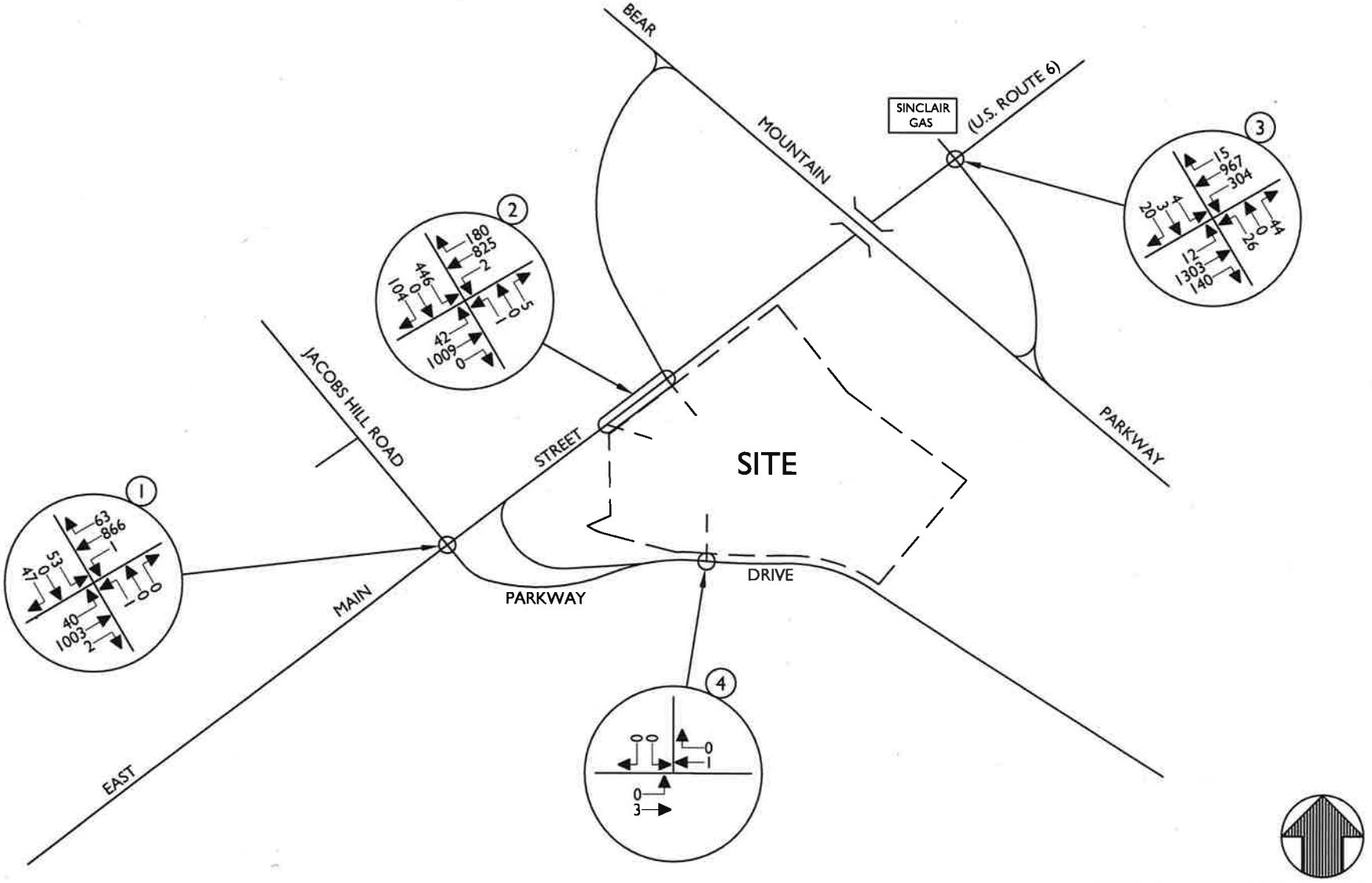

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PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

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

SHEET NUMBER:
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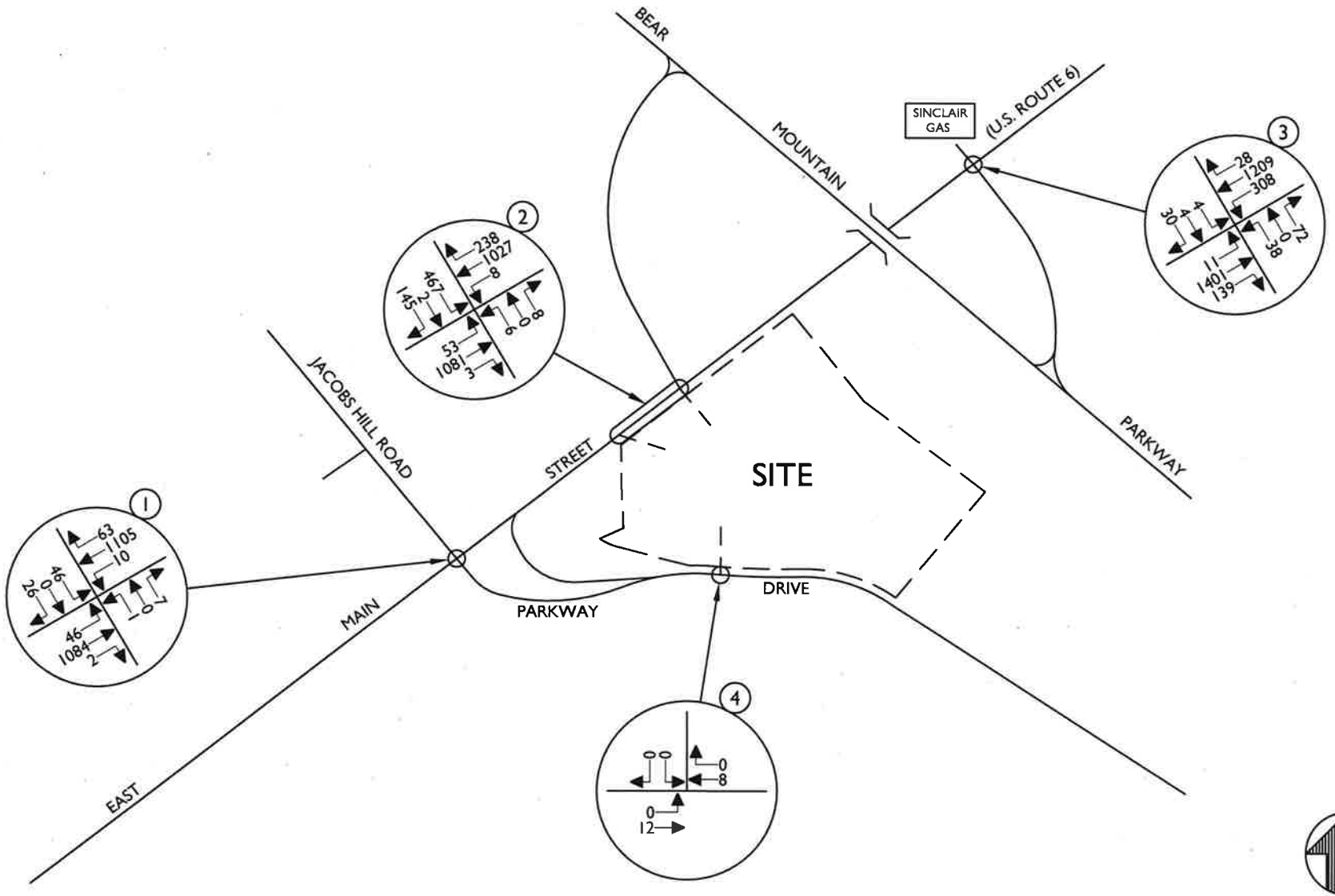

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PROJECT NUMBER: 19003182A
DRAWING NAME: 190530RH_ALTERNATE

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

SHEET NUMBER:
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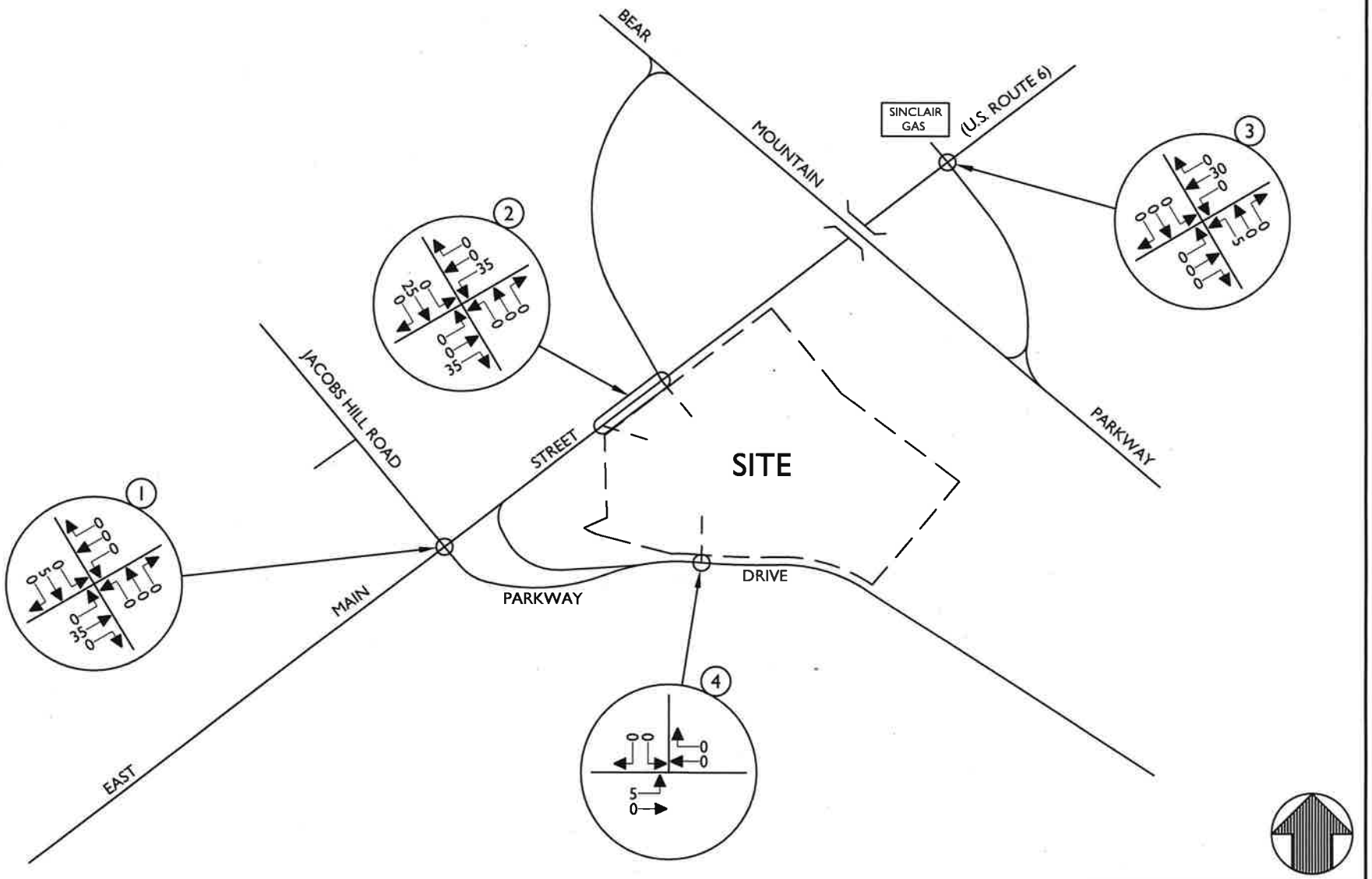

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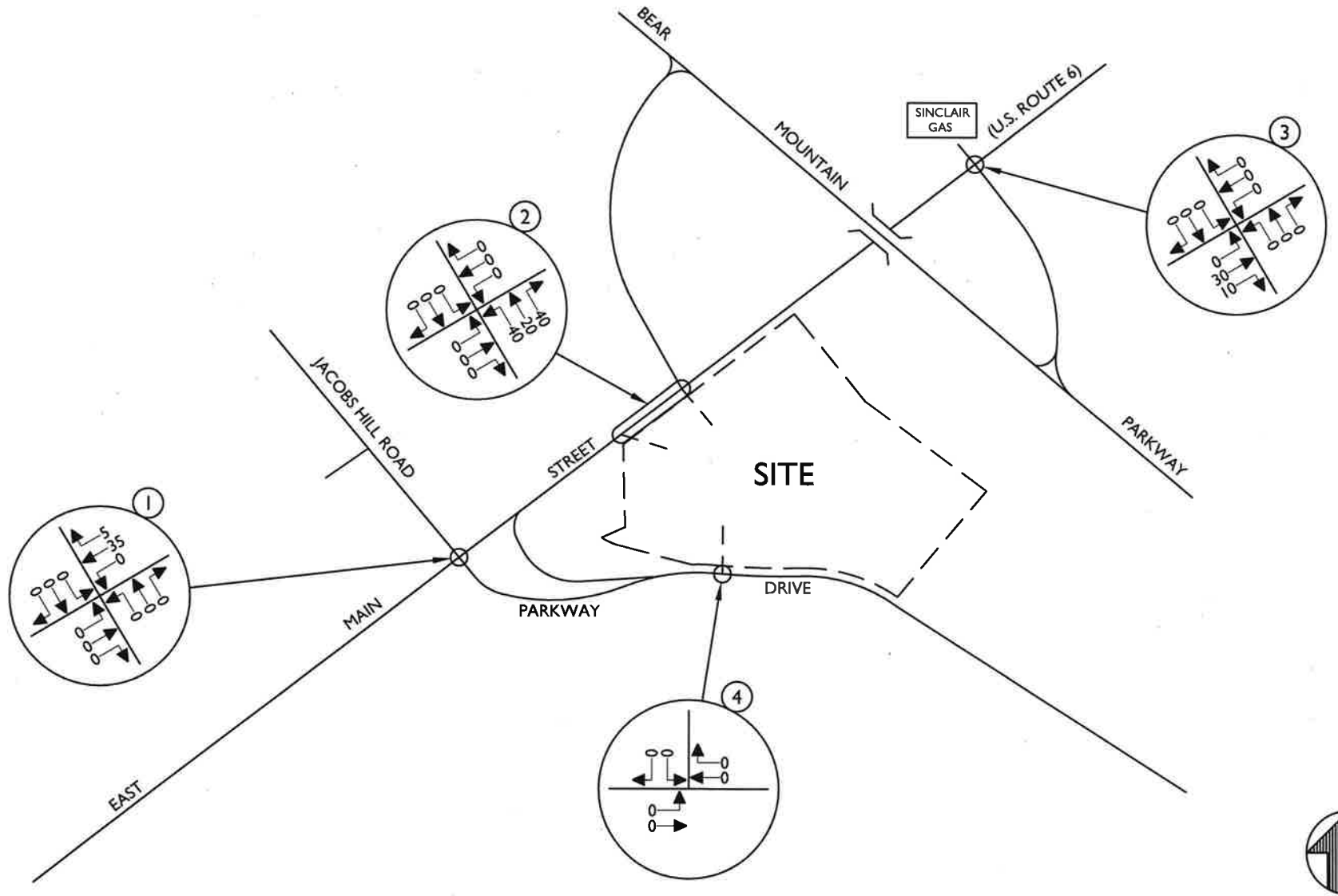
PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

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

SHEET NUMBER:
14



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SCALE:	DATE:	DRAWN BY:	CHECKED BY:
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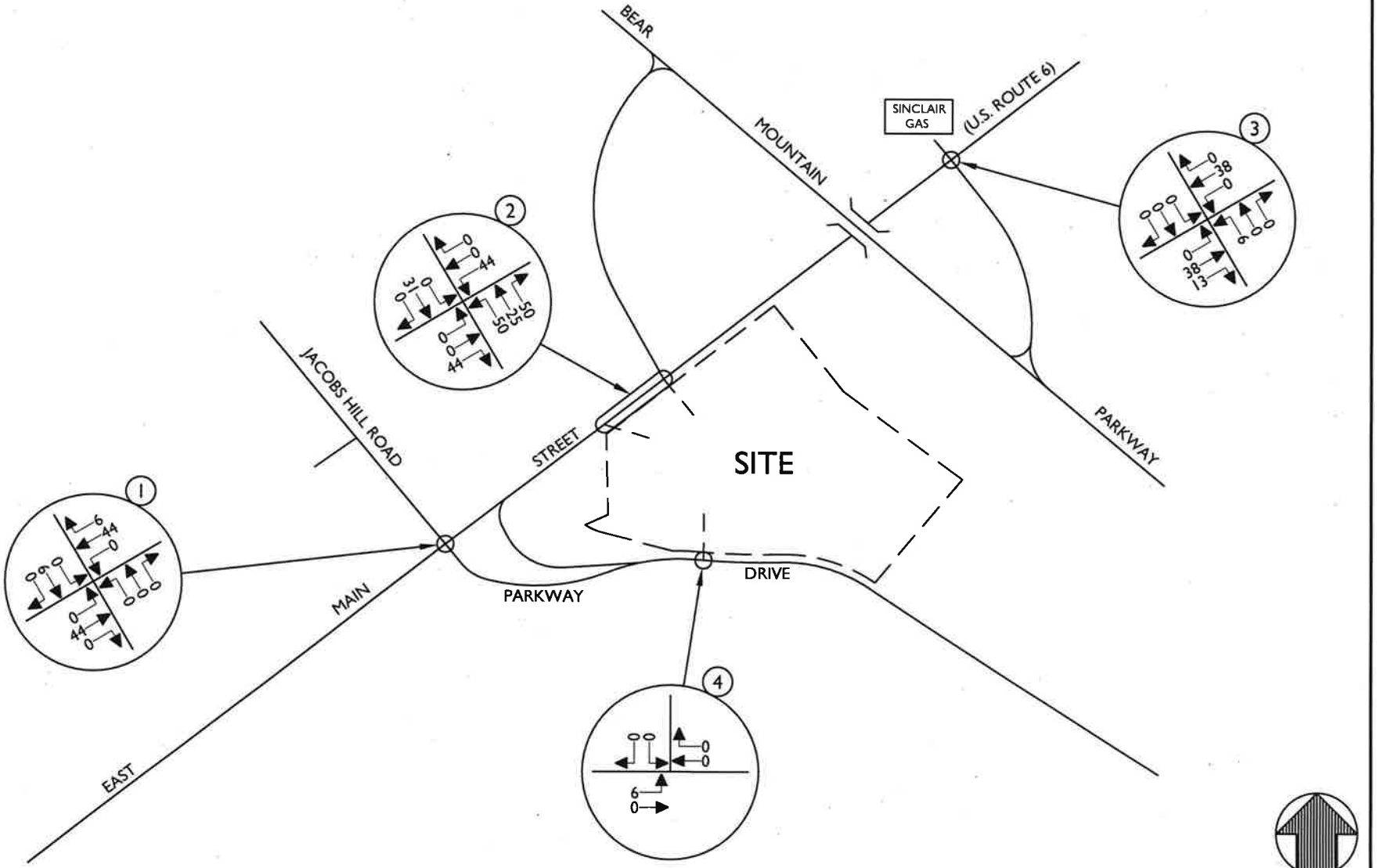
PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

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

SHEET NUMBER:
15



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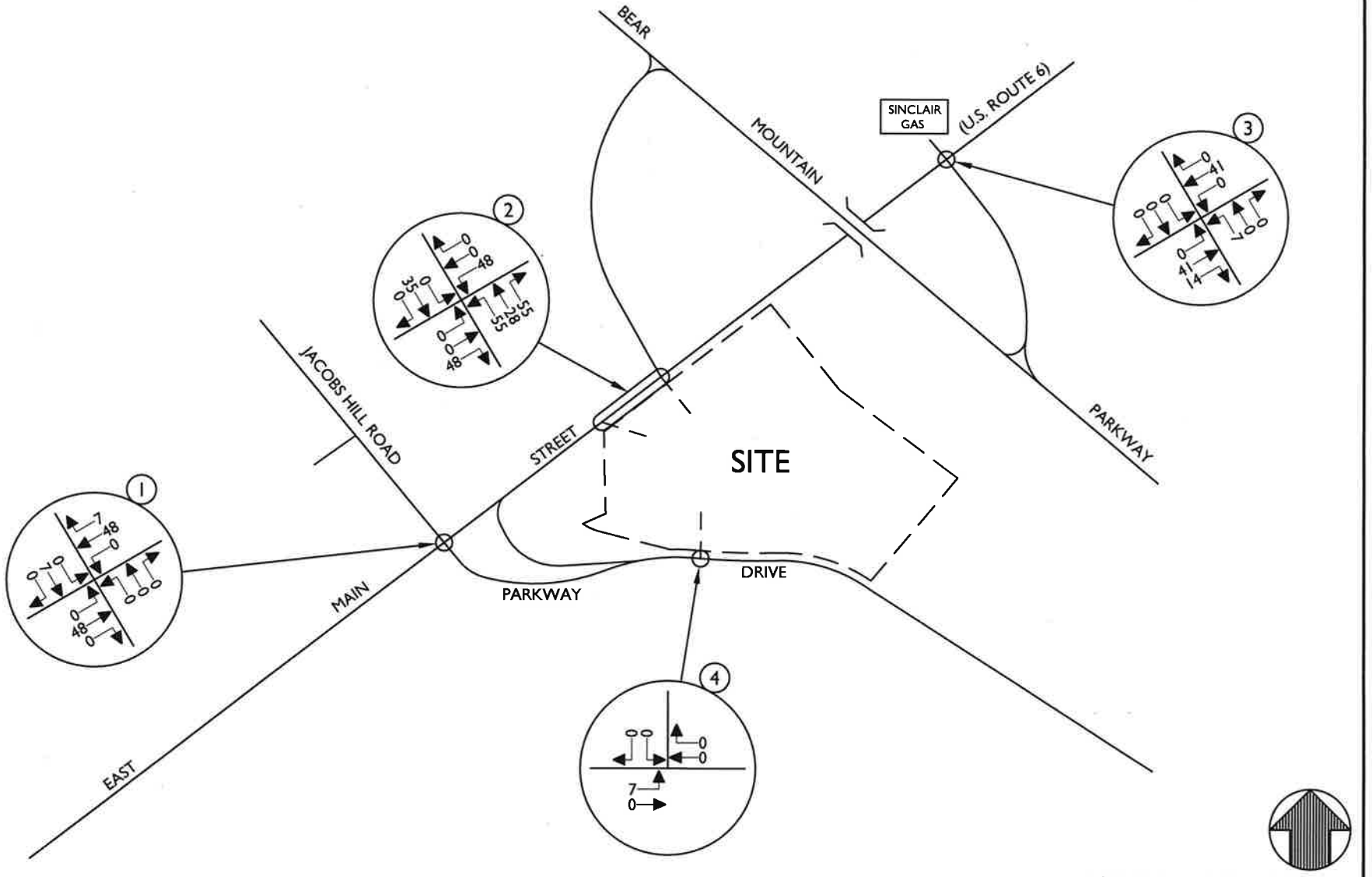
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER: 19003182A
DRAWING NAME: 190530RH_ALTERNATE

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ALTERNATE)

SHEET NUMBER:
16



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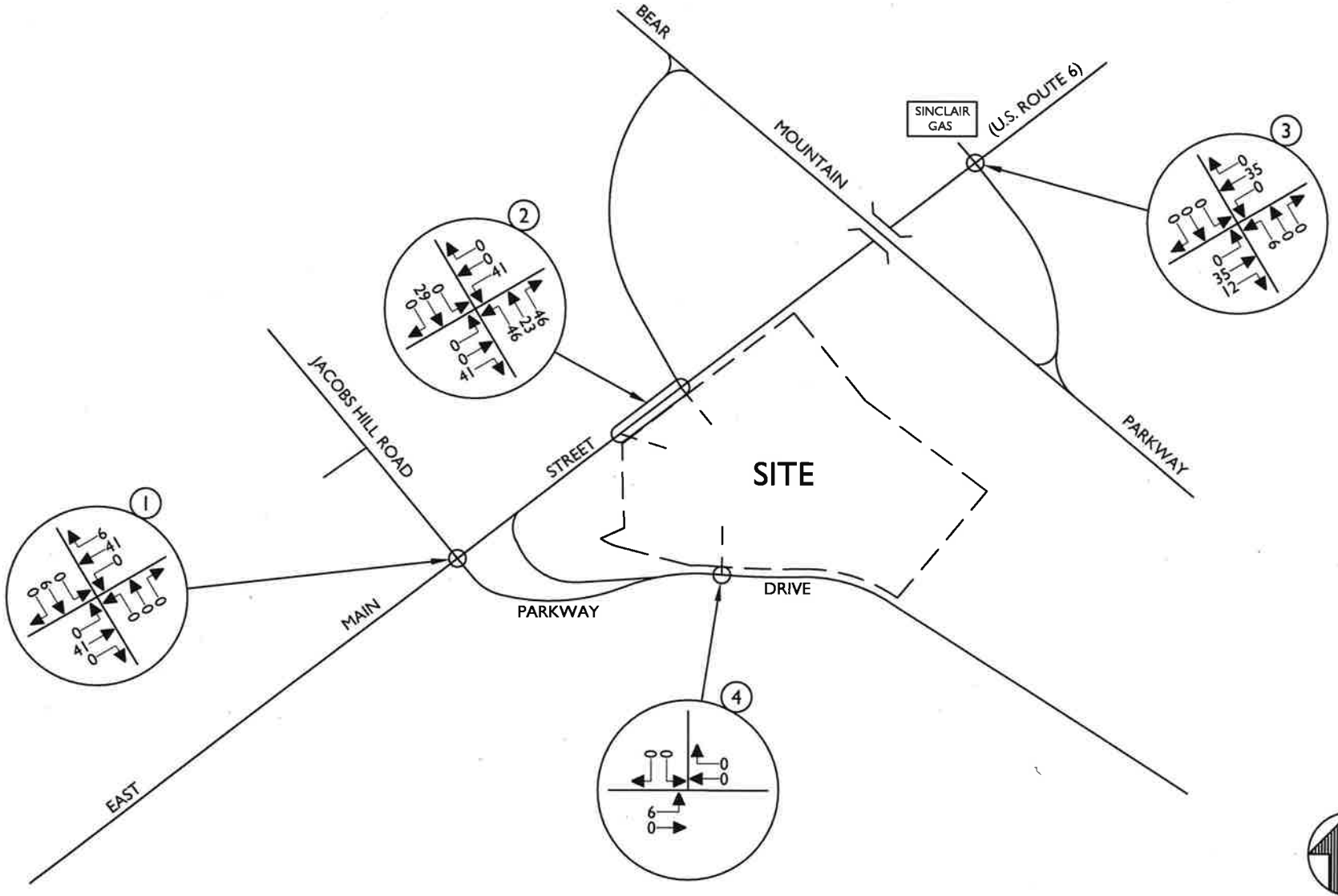
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR
(ALTERNATE)

SHEET NUMBER:
17



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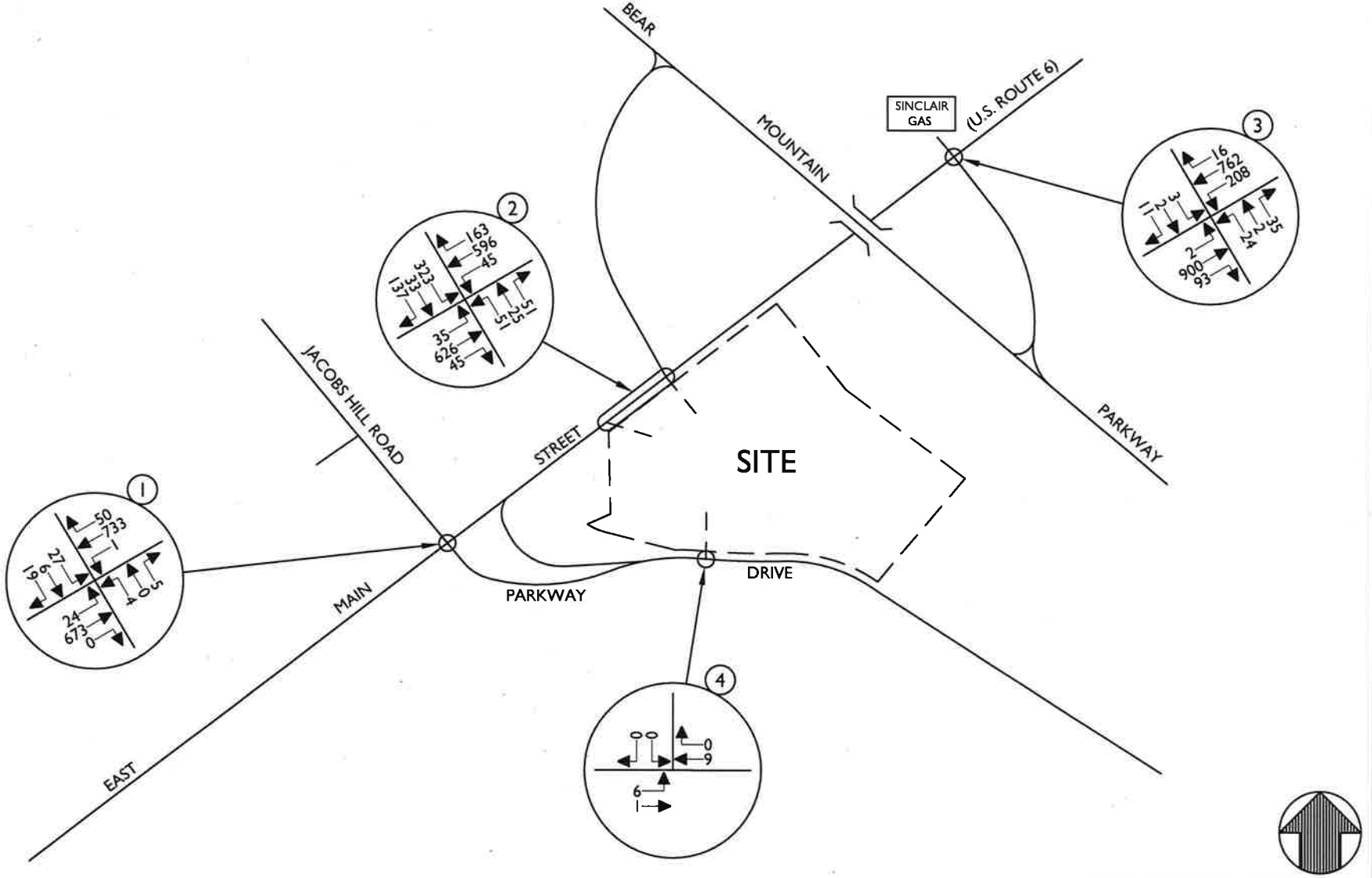
AS SHOWN	3/12/19	R.H.	P.J.G.

PROJECT NUMBER	DRAWING NAME
19003182A	190530RH_ALTERNATE

SHEET TITLE
SITE GENERATED TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR (ALTERNATE)

SHEET NUMBER
18



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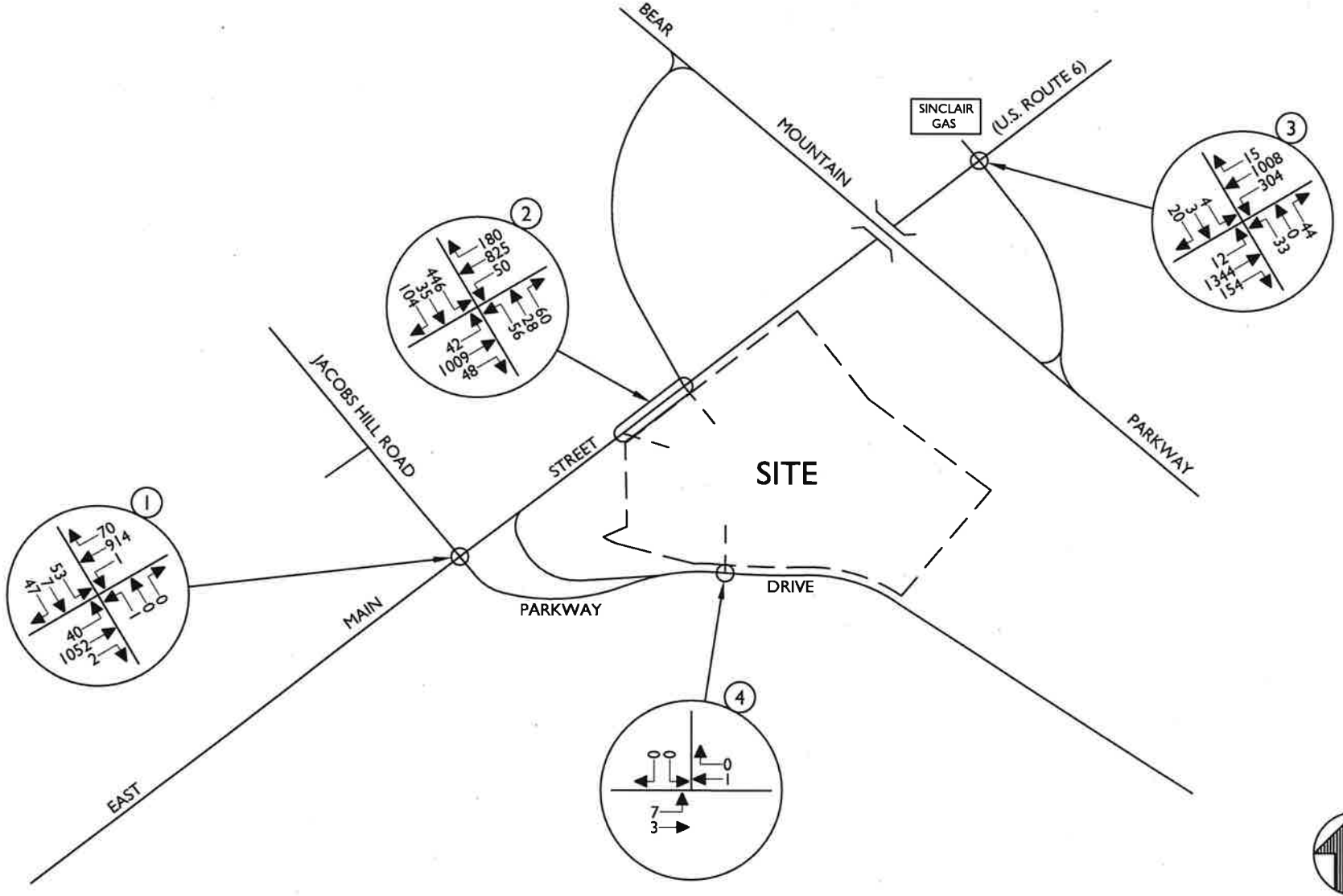
PROJECT NUMBER: 19003182A
DRAWING NAME: 190530RH_ALTERNATE

SHEET TITLE:
2021 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR
(ALTERNATE)

SHEET NUMBER:
19



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(ALTERNATE)

SHEET NUMBER:
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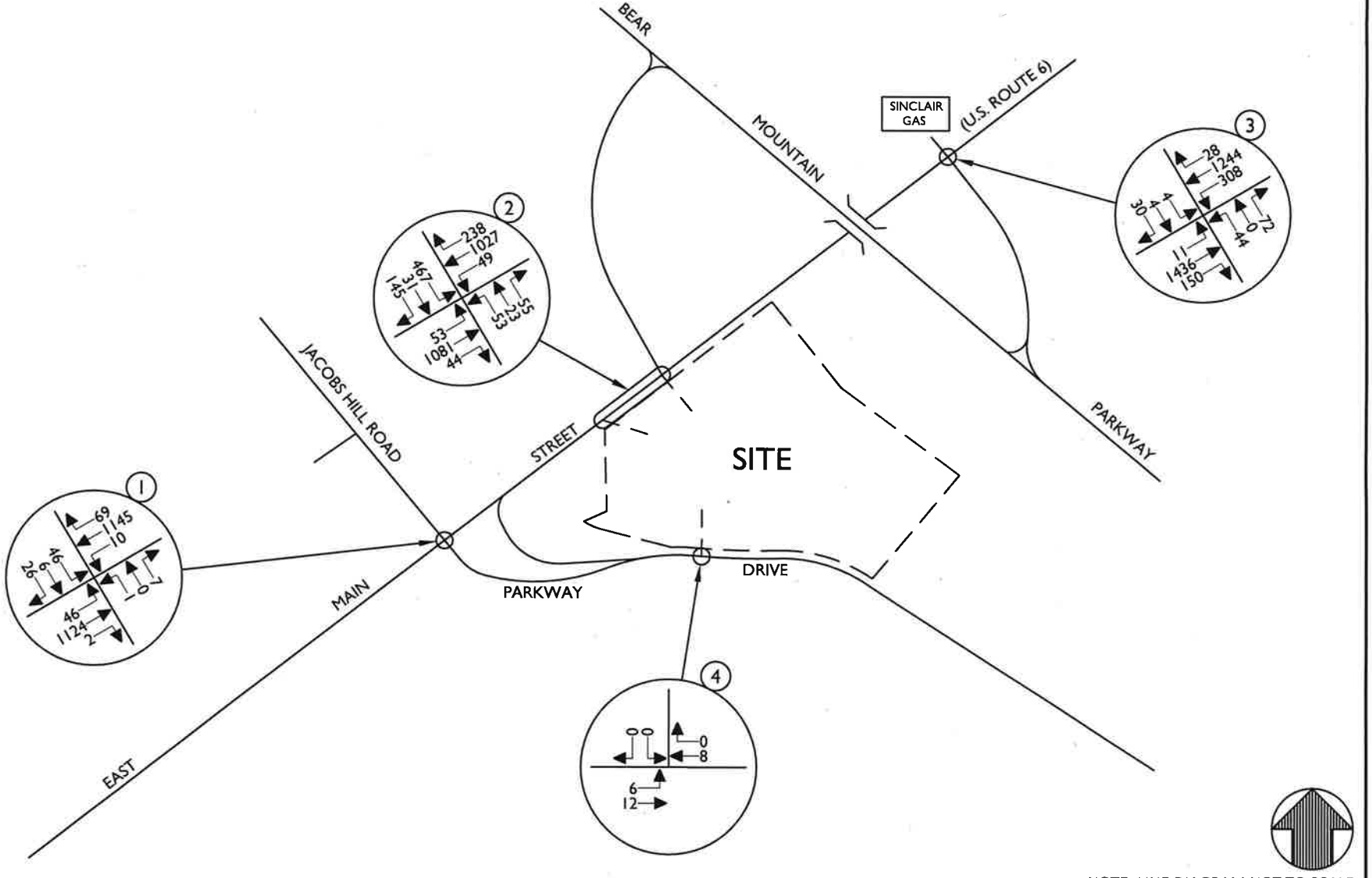

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PROJECT NUMBER:	DRAWING NAME:
19003182A	190530RH_ALTERNATE

SHEET TITLE:
2021 BUILD TRAFFIC VOLUMES
WEEKEND PEAK SATURDAY HOUR
(ALTERNATE)

SHEET NUMBER:
21

TABLE NO. 2A

LEVEL OF SERVICE SUMMARY TABLE

				2018 EXISTING			2021 NO-BUILD			ALTERNATE W/ LEFT TURN INTO SITE NO EXIT TO PARKWAY DRIVE 2021 BUILD			DELAY CHANGE (SEC) NO-BUILD TO BUILD ALTERNATE		
				AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY
1	U.S. ROUTE 6 &	SIGNALIZED													
	JACOBS HILL ROAD/ PARKWAY DRIVE	EB	L	A [2.1]	A [2.5]	A [2.6]	A [2.2]	A [2.7]	A [3.1]	A [2.3]	A [2.8]	A [3.2]	0.1	0.1	0.1
			TR	A [2.5]	A [3.4]	A [3.8]	A [2.6]	A [3.9]	A [4.4]	A [2.7]	A [4.1]	A[4.5]	0.1	0.2	0.1
		EB APPROACH		A [2.4]	A [3.4]	A [3.7]	A [2.6]	A [3.9]	A [4.3]	A [2.7]	A [4.0]	A [4.5]	0.1	0.1	0.2
		WB	L	A [2.4]	A [2.9]	A [2.7]	A [2.4]	A [3.1]	A [2.9]	A [2.5]	A [3.2]	A [3.0]	0.1	0.1	0.1
			TR	A [3.3]	A [4.1]	A [4.3]	A [3.5]	A [4.5]	A [4.5]	A [3.5]	A [4.2]	A [4.6]	0	-0.3	0.1
		WB APPROACH		A [3.3]	A [4.1]	A [4.3]	A [3.5]	A [4.4]	A [4.4]	A [3.5]	A [4.2]	A [4.6]	0.0	-0.2	0.2
		NB	LT	D [42.8]	D [42.8]	D [42.8]	D [42.7]	D [42.8]	D [42.9]	D [42.8]	D [43.0]	D [43.0]	0.1	0.2	0.1
			R	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	0.0	0.0	0.0
		NB APPROACH		D [42.8]	D [42.8]	D [42.8]	D [42.7]	D [42.8]	D [42.9]	D [42.8]	D [43.0]	D [43.0]	0.1	0.2	0.1
		SB	LT	D [42.3]	D [42.0]	D [42.2]	D [42.2]	D [42.0]	D [42.2]	D [42.2]	D [42.1]	D [42.3]	0.0	0.1	0.1
			R	D [42.8]	D [43.2]	D [42.3]	D [42.8]	D [43.4]	D [42.2]	D [42.5]	D [43.1]	D [42.1]	-0.3	-0.3	-0.1
		SB APPROACH		D [42.5]	D [42.8]	D [42.2]	D [42.5]	D [42.7]	D [42.2]	D [42.3]	D [42.5]	D [42.2]	-0.2	-0.2	0.0
		OVERALL		A [4.5]	A [6.0]	A [5.4]	A [4.5]	A [6.0]	A [5.5]	A [4.6]	A [6.0]	A [5.7]	0.1	0.0	0.2
2	U.S. ROUTE 6 &	SIGNALIZED													
	BEAR MOUNTAIN PARKWAY EB ON/OFF	EB	L	D [45.9]	D [46.0]	D [46.5]	D [46.1]	D [46.4]	D [46.7]	-	-	-	-	-	-
	RAMPS/ SITE ACCESS DRIVEWAY		T	C [27.8]	C [26.7]	C [24.0]	C [27.0]	C [25.9]	C [27.8]	-	-	-	-	-	-
			TR	C [27.7]	A [0.0]	C [23.8]	C [26.6]	A [0.0]	C [27.6]	-	-	-	-	-	-
		EB APPROACH		C [28.7]	C [27.4]	C [24.9]	C [27.9]	C [26.6]	C [28.6]	-	-	-	-	-	-
		WB	LT	D [40.0]	D [41.6]	D [50.1]	D [41.2]	D [45.1]	F [119.3]	-	-	-	-	-	-
			TR	D [45.8]	D [49.2]	E [64.5]	D [46.6]	E [55.8]	F [123.6]	-	-	-	-	-	-
		WB APPROACH		D [42.7]	D [45.1]	E [56.8]	D [44.6]	D [50.0]	F [121.3]	-	-	-	-	-	-
		NB	LTR	E [72.8]	E [59.9]	D [54.8]	E [72.6]	E [59.9]	D [54.6]	-	-	-	-	-	-
		NB APPROACH		E [72.8]	E [59.9]	D [54.6]	E [72.6]	E [59.9]	D [54.6]	-	-	-	-	-	-
		SB	L	D [51.7]	E [59.6]	E [61.6]	D [53.2]	E [71.9]	F [84.7]	-	-	-	-	-	-
			TR	C [34.7]	C [30.6]	C [30.3]	C [35.0]	C [30.9]	C [31.8]	-	-	-	-	-	-
		SB APPROACH		D [47.9]	E [56.6]	E [57.5]	D [47.7]	E [64.1]	E [72.1]	-	-	-	-	-	-
		OVERALL		D [39.2]	D [40.6]	D [45.2]	D [39.5]	D [43.6]	E [76.3]	-	-	-	-	-	-
	W/ RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	D [42.8]	D [46.5]	D [46.7]	-3.3	0.1	0
			T	-	-	-	-	-	-	C [22.2]	C [27.5]	C [29.1]	-4.8	1.8	1.3
			TR	-	-	-	-	-	-	C [22.1]	C [27.3]	C [28.9]	-4.7	27.3	1.3
		EB APPROACH		-	-	-	-	-	-	C [23.2]	C [28.1]	C [29.8]	-4.7	1.3	1.2
		WB	LT	-	-	-	-	-	-	D [54.8]	F [340.0]	F [580.9]	13.8	294.9	461.6
			TR	-	-	-	-	-	-	D [39.4]	F [78.1]	F [189.1]	-9.2	22.3	85.5
		WB APPROACH		-	-	-	-	-	-	D [47.3]	F [208.3]	F [378.1]	2.7	158.3	256.8
		NB	L	-	-	-	-	-	-	D [45.7]	D [45.3]	D [46.6]	-	-	-
			TR	-	-	-	-	-	-	D [53.6]	E [57.0]	D [52.7]	-	-	-
		NB APPROACH		-	-	-	-	-	-	D [50.5]	D [52.4]	D [50.2]	-22.3	-7.5	-4.4
		SB	L	-	-	-	-	-	-	D [52.9]	E [71.9]	F [84.7]	-0.3	0.0	0.0
			TR	-	-	-	-	-	-	D [35.7]	C [31.5]	C [32.4]	0.7	0.6	0.6
		SB APPROACH		-	-	-	-	-	-	D [47.0]	E [62.3]	E [70.4]	-0.7	-1.6	-1.7
		OVERALL		-	-	-	-	-	-	D [39.4]	F [102.2]	F [178.8]	-0.1	58.6	102.5
	W/ SIGNAL IMPROVEMENTS TIMING CHANGES	EB	L	-	-	-	-	-	-	C [27.0]	D [35.4]	D [38.1]	-19.1	-11.0	-8.6
			T	-	-	-	-	-	-	B [11.2]	A [2.7]	A [2.7]	-15.8	-23.2	-25.1
			TR	-	-	-	-	-	-	B [11.2]	A [2.6]	A [2.6]	-15.8	2.6	-25.0
		EB APPROACH		-	-	-	-	-	-	B [12.0]	A [3.9]	A [4.2]	-15.9	-22.9	-24.4
		WB	T	-	-	-	-	-	-	C [33.0]	D [36.1]	D [42.6]	-8.2	-9.0	-76.5
			TR	-	-	-	-	-	-	D [35.4]	D [41.9]	F [54.4]	-13.2	-13.9	-69.2
		WB APPROACH		-	-	-	-	-	-	C [34.1]	D [39.0]	D [48.5]	-10.5	-11.0	-72.8
		NB	L	-	-	-	-	-	-	C [26.0]	C [21.8]	C [24.5]	-	-	-
			TR	-	-	-	-	-	-	C [22.6]	B [18.7]	B [19.7]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [24.8]	B [19.9]	C [21.7]	-48.0	-40.0	-32.9
		SB	L	-	-	-	-	-	-	C [34.4]	D [36.5]	D [45.8]	-18.8	-35.4	-38.9
			TR	-	-	-	-	-	-	C [24.0]	B [19.2]	C [20.9]	-11.0	-11.7	-10.9
		SB APPROACH		-	-	-	-	-	-	C [30.8]	C [32.4]	D [39.0]	-18.9	-31.7	-33.1
		OVERALL		-	-	-	-	-	-	C [25.5]	C [23.3]	C [29.6]	-14.0	-20.3	-46.7
	W/ RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	C [25.3]	C [32.5]	D [38.1]	-20.8	-13.9	-8.6
	ADDITIONAL LANES &		T	-	-	-	-	-	-	A [9.9]	A [2.3]	A (2.7)	-17.1	-23.6	-25.1
	SIGNAL IMPROVEMENTS TIMING CHANGES		TR	-	-	-	-	-	-	A [9.9]	A [2.2]	A (2.6)	-16.9	2.2	-25
		EB APPROACH		-	-	-	-	-	-	B [10.7]	A [3.4]	A (4.2)	-17.2	-23.4	-24.4
		WB	LT	-	-	-	-	-	-	C (33.0)	D (36.1)	D (42.6)	-8.2	-9.0	-76.5
			TR	-	-	-	-	-	-	D (35.4)	D (41.9)	F (54.4)	-13.2	-13.9	-69.2
		WB APPROACH		-	-	-	-	-	-	C (34.1)	D (39.0)	D (48.5)	-10.5	-11.0	-72.8
		NB	L	-	-	-	-	-	-	C [30.1]	C [23.4]	C [24.5]	-	-	-
			T	-	-	-	-	-	-	C [23.4]	B [19.2]	B [19.0]	-	-	-
			R	-	-	-	-	-	-	C [23.9]	B [19.7]	B (19.4)	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [26.3]	C [21.1]	C [21.4]	-46.5	-38.8	-33.2
		SB	L	-	-	-	-	-	-	C [33.5]	C [34.8]	D [37.7]	-19.7	-37.1	-47.0
			TR	-	-	-	-	-	-	C [25.8]	C [20.6]	C [20.9]	-9.2	-10.3	-10.9
		SB APPROACH		-	-	-	-	-	-	C [30.9]	C [31.4]	C [33.1]	-16.8	-32.7	-39.0
		OVERALL		-	-	-	-	-	-	C [25.1]	C [23.0]	C [28.4]	-14.4	-20.6	-47.9
3	U.S. ROUTE 6 &	UNSIGNALIZED													
	BEAR MOUNTAIN PARKWAY WB ON/OFF	EB	LTR	A [9.0]	A [9.7]	B [10.9]	A [9.4]	B [10.4]	B [11.9]	A [9.5]	B [10.6]	B [12.2]	0.1	0.2	0.3
	RAMPS/ SINCLAIR GAS STATION	WB	LTR	B [11.3]	C [17.3]	C [20.2]	B [12.7]	D [28.4]	E [40.6]	B [13.3]	D [31.9]	E [48.2]	0.6	3.5	5.6
		NB	L	F [60.6]	F [386.7]	F [*]	F [110.1]	F [*]	F [*]	F [155.1]	F [*]	F [*]	45.0	-	-
			TR	C [15.0]	B [13.8]	B [14.6]	C [16.8]	C [16.1]	C [17.9]	C [17.6]	C [16.6]	C [18.4]	1.0	0.5	0.5
		SB	LTR	D [30.0]	F [111.4]	F [325.4]	E [44.0]	F [*]	F [*]	F [50.4]	F [*]	F [*]	6.4	201.1	581.6
	W/ SIGNALIZATION	EB	LT	-	-	-	A [5.4]	A [8.0]	B [10.3]	A [0.8]	A [1.2]	A [1.5]	-4.6	-8.8	-8.8
			TR	-	-	-	A [5.6]	A [8.4]	B [11.0]	A [0.9]	A [1.6]	A [2.0]	-4.7	-8.8	-9.0
		EB APPROACH		-	-	-	A [5.5]	A [8.2]	B [10.6]	A [0.8]	A [1.4]	A [1.7]	-4.7	-8.8	-8.9
		WB	L	-	-	-	A [3.8]	B [16.5]	C [29.7]	A [2.4]	A [4.1]	A [8.2]	-1.4	-14.4	-21.5
			T	-	-	-	A [1.9]	A [2.2]	A [3.1]	A [2.0]	A [2.3]	A [3.1]	0.1	0.1	0.0
			TR	-	-	-	A [1.9]	A [2.2]	A [3.0]	A [1.9]	A [2.3]	A [3.1]	0.0	0.1	0.1
		WB APPROACH		-	-	-	A [2.3]	A [6.0]	A [8.4]	A [2.0]	A [2.7]	A [4.1]	-0.3	-3.3	-4.3
		NB	L	-	-	-	D [41.6]	D [41.6]	D [40.6]	D [41.6]	D [41.6]	D [41.0]	0.2	0.2	0.2
			TR	-	-	-	D [46.1]	D [46.3]	D [51.4]	D [45.7]	D [46.0]	D [51.2]	-0.4	-0.3	-0.2
		NB APPROACH		-	-	-	D [44.6]	D [44.5]	D [47.7]	D [44.1]	D [44.2]	D [47.4]	-0.5	-0.3	-0.3
		SB	LTR	-	-	-	D [41.9]	D [42.2]	D [41.7]	D [41.7]	D [42.0]	D [41.6]	-0.2	-0.2	-0.1
		SB APPROACH					D [41.9]	D [42.2]	D [41.7]	D [41.7]	D [42.0]	D [41.6]	-0.2	-0.2	-0.1
		OVERALL		-	-	-	A [5.3]	A [8.4]	B [11.2]	A [3.0]	A [3.5]	A [4.9]	-2.3	-4.9	-6.3
4	PARKWAY DRIVE &	UNSIGNALIZED													
	SITE ACCESS DRIVEWAY	EB	LTR	-	-	-	-	-	-	A [7.3]	A [7.3]	A [7.4]	-	-	-

NOTES:

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

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

3) * REPRESENTS ESTIMATED AVERAGE VEHICLE DELAYS GREATER THAN 500 SECONDS.

TABLE NO. 2A-R

LEVEL OF SERVICE SUMMARY TABLE

				2019 EXISTING			2021 NO-BUILD			NO EXIT TO PARKWAY DRIVE 2021 BUILD			ALTERNATE W/ LEFT TURN INTO SITE NO EXIT TO PARKWAY DRIVE 2021 BUILD			% CHANGE NO-BUILD TO BUILD ALTERNATE		
				AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY	AM	PM	SATURDAY
1	U.S. ROUTE 6 &	**SIGNALIZED**																
	JACOBS HILL ROAD/ PARKWAY DRIVE	EB	L	A [2.1]	A [2.5]	A [2.6]	A [2.2]	A [2.7]	A [3.1]	A [2.4]	A [2.9]	A [3.3]	A [2.3]	A [2.8]	A [3.2]	4.5%	3.7%	3.2%
			TR	A [2.5]	A [3.4]	A [3.8]	A [2.6]	A [3.9]	A [4.4]	A [3.7]	A [5.5]	A [5.7]	A [2.7]	A [4.1]	A[4.5]	3.8%	5.1%	2.3%
		EB APPROACH		A [2.4]	A [3.4]	A [3.7]	A [2.6]	A [3.9]	A [4.3]	A [3.7]	A [5.4]	A [5.5]	A [2.7]	A [4.0]	A [4.5]	3.8%	2.6%	4.7%
		WB	L	A [2.4]	A [2.9]	A [2.7]	A [2.4]	A [3.1]	A [2.9]	A [2.2]	A [3.0]	A [3.1]	A [2.5]	A [3.2]	A [3.0]	4.2%	3.2%	3.4%
			TR	A [3.3]	A [4.1]	A [4.3]	A [3.5]	A [4.5]	A [4.5]	A [3.6]	A [4.3]	A [4.6]	A [3.5]	A [4.2]	A [4.6]	0.0%	-6.7%	2.2%
		WB APPROACH		A [3.3]	A [4.1]	A [4.3]	A [3.5]	A [4.4]	A [4.4]	A [3.5]	A [4.3]	A [4.5]	A [3.5]	A [4.2]	A [4.6]	0.0%	-4.5%	4.5%
		NB	LT	D [42.8]	D [42.8]	D [42.8]	D [42.7]	D [42.8]	D [42.9]	D [42.8]	D [43.0]	D [43.0]	D [42.8]	D [43.0]	D [43.0]	0.2%	0.5%	0.2%
			R	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	A [0.0]	0.0%	0.0%	0.0%
		NB APPROACH		D [42.8]	D [42.8]	D [42.8]	D [42.7]	D [42.8]	D [42.9]	D [42.8]	D [43.0]	D [43.0]	D [42.8]	D [43.0]	D [43.0]	0.2%	0.5%	0.2%
		SB	LT	D [42.3]	D [42.0]	D [42.2]	D [42.2]	D [42.0]	D [42.2]	D [42.2]	D [42.1]	D [42.3]	D [42.2]	D [42.1]	D [42.3]	0.0%	0.2%	0.2%
			R	D [42.8]	D [43.2]	D [42.3]	D [42.8]	D [43.4]	D [42.2]	D [42.5]	D [43.1]	D [42.1]	D [42.5]	D [43.1]	D [42.1]	-0.7%	-0.7%	-0.2%
		SB APPROACH		D [42.5]	D [42.6]	D [42.2]	D [42.5]	D [42.7]	D [42.2]	D [42.3]	D [42.5]	D [42.2]	D [42.3]	D [42.5]	D [42.2]	-0.5%	-0.5%	0.0%
		OVERALL		**A [4.5]**	**A [6.0]**	**A [5.4]**	**A [4.5]**	**A [6.0]**	**A [5.5]**	**A [5.0]**	**A [6.7]**	**A [6.2]**	**A [4.6]**	**A [6.0]**	**A [5.7]**	**2.2%**	**0.0%**	**3.6%**
2	U.S. ROUTE 6 &	**SIGNALIZED**																
	BEAR MOUNTAIN PARKWAY EB ON/OFF	EB	L	D [45.9]	D [46.0]	D [46.5]	D [46.1]	D [46.4]	D [46.7]	-	-	-	-	-	-	-	-	-
	RAMPS/ SITE ACCESS DRIVEWAY		T	C [27.8]	C [26.7]	C [24.0]	C [27.0]	C [25.9]	C [27.8]	-	-	-	-	-	-	-	-	-
			TR	C [27.7]	A [0.0]	C [23.8]	C [26.8]	A [0.0]	C [27.6]	-	-	-	-	-	-	-	-	-
		EB APPROACH		C [28.7]	C [27.4]	C [24.9]	C [27.9]	C [28.6]	C [28.6]	-	-	-	-	-	-	-	-	-
		WB	LT	D [40.0]	D [41.6]	D [50.1]	D [41.2]	D [45.1]	F [119.3]	-	-	-	-	-	-	-	-	-
			TR	D [45.8]	D [49.2]	E [64.5]	D [48.6]	E [55.8]	F [123.6]	-	-	-	-	-	-	-	-	-
		WB APPROACH		D [42.7]	D [45.1]	E [56.8]	D [44.6]	D [50.0]	F [121.3]	-	-	-	-	-	-	-	-	-
		NB	LTR	E [72.8]	E [59.9]	D [54.6]	E [72.8]	E [58.9]	D [54.6]	-	-	-	-	-	-	-	-	-
		NB APPROACH		E [72.8]	E [59.9]	D [54.6]	E [72.8]	E [59.9]	D [54.6]	-	-	-	-	-	-	-	-	-
		SB	L	D [51.7]	E [59.6]	E [61.6]	D [53.2]	E [71.9]	F [84.7]	-	-	-	-	-	-	-	-	-
			TR	C [34.7]	C [30.6]	C [30.3]	C [35.0]	C [30.9]	C [31.8]	-	-	-	-	-	-	-	-	-
		SB APPROACH		D [47.9]	E [56.6]	E [57.5]	D [47.7]	E [64.1]	E [72.1]	-	-	-	-	-	-	-	-	-
		OVERALL		**D [39.2]**	**D [40.6]**	**D [45.2]**	**D [39.5]**	**D [43.6]**	**E [76.3]**	-	-	-	-	-	-	-	-	-
	W/ RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	D [46.1]	D [46.4]	D [46.6]	D [42.8]	D [46.5]	D [46.7]	-7.2%	0.2%	0.0%
			T	-	-	-	-	-	-	C [27.1]	C [28.2]	C [28.9]	C [22.2]	C [27.5]	C [29.1]	-17.8%	6.2%	4.7%
			TR	-	-	-	-	-	-	C [27.1]	C [28.1]	C [28.7]	C [22.1]	C [27.3]	C [28.9]	-17.5%	100.0%	4.7%
		EB APPROACH		-	-	-	-	-	-	C [28.0]	C [28.9]	C [29.6]	C [23.2]	C [28.1]	C [29.8]	-16.8%	4.9%	4.2%
		WB	LT	-	-	-	-	-	-	D [47.7]	E [55.4]	F [117.4]	D [54.6]	F [340.0]	F [580.9]	33.0%	653.9%	386.9%
			TR	-	-	-	-	-	-	D [48.0]	E [55.8]	F [122.7]	D [39.4]	F [78.1]	F [189.1]	-18.9%	40.0%	53.0%
		WB APPROACH		-	-	-	-	-	-	D [47.9]	E [55.6]	F [120.1]	D [47.3]	F [208.3]	F [378.1]	6.1%	316.6%	211.7%
		NB	L	-	-	-	-	-	-	D [45.7]	D [45.3]	D [46.6]	D [45.7]	D [45.3]	D [46.6]	-	-	-
			TR	-	-	-	-	-	-	D [53.8]	E [57.0]	D [52.7]	D [53.8]	E [57.0]	D [52.7]	-	-	-
		NB APPROACH		-	-	-	-	-	-	D [50.5]	D [52.4]	D [50.2]	D [50.5]	D [52.4]	D [50.2]	-30.6%	-12.5%	-8.1%
		SB	L	-	-	-	-	-	-	D [52.9]	E [71.9]	F [84.7]	D [52.9]	E [71.9]	F [84.7]	-0.6%	0.0%	0.0%
			TR	-	-	-	-	-	-	D [35.7]	C [31.5]	C [32.4]	D [35.7]	C [31.5]	C [32.4]	2.0%	1.9%	1.9%
		SB APPROACH		-	-	-	-	-	-	D [47.0]	E [62.3]	E [70.4]	D [47.0]	E [62.3]	E [70.4]	-1.5%	-2.8%	-2.4%
		OVERALL		-	-	-	-	-	-	**D [41.2]**	**D [46.6]**	**E [74.9]**	**D [39.4]**	**F [102.2]**	**F [178.8]**	**-0.3%**	**134.4%**	**134.3%**
	W/ SIGNAL IMPROVEMENTS TIMING CHANGES	EB	L	-	-	-	-	-	-	C [25.6]	C [32.5]	D [37.6]	C [27.0]	D [35.4]	D [38.1]	-41.4%	-23.7%	-18.4%
			T	-	-	-	-	-	-	B [11.2]	A [2.6]	A [2.6]	B [11.2]	A [2.7]	A [2.7]	-58.5%	-89.8%	-90.3%
			TR	-	-	-	-	-	-	B [11.1]	A [2.5]	A [2.5]	B [11.2]	A [2.6]	A [2.6]	-58.2%	100.0%	-90.8%
		EB APPROACH		-	-	-	-	-	-	B [11.9]	A [3.7]	A [4.1]	B [12.0]	A [3.9]	A [4.2]	-57.0%	-85.4%	-85.3%
		WB	LT	-	-	-	-	-	-	C [32.7]	C [33.6]	D [35.5]	C [33.0]	D [36.1]	D [42.8]	-19.9%	-20.0%	-64.1%
			TR	-	-	-	-	-	-	C [32.8]	C [33.8]	D [37.2]	D [35.4]	D [41.9]	F [54.4]	-27.2%	-24.9%	-56.0%
		WB APPROACH		-	-	-	-	-	-	C [32.8]	C [33.7]	D [36.3]	C [34.1]	D [39.0]	D [48.5]	-23.5%	-22.0%	-60.0%
		NB	L	-	-	-	-	-	-	C [28.0]	C [21.8]	C [24.5]	C [28.0]	C [21.8]	C [24.5]	-	-	-
			TR	-	-	-	-	-	-	C [22.8]	B [18.7]	B [19.7]	C [22.8]	B [18.7]	B [19.7]	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [24.8]	B [19.9]	C [21.7]	C [24.8]	B [19.9]	C [21.7]	-65.9%	-66.8%	-60.3%
		SB	L	-	-	-	-	-	-	C [34.4]	D [36.5]	D [45.8]	C [34.4]	D [36.5]	D [45.8]	-35.3%	-49.2%	-45.9%
			TR	-	-	-	-	-	-	C [24.0]	B [19.2]	C [20.9]	C [24.0]	B [19.2]	C [20.9]	-31.4%	-37.9%	-34.3%
		SB APPROACH		-	-	-	-	-	-	C [30.8]	C [32.4]	D [39.0]	C [30.8]	C [32.4]	D [39.0]	-35.4%	-49.5%	-45.9%
		OVERALL		-	-	-	-	-	-	**C [24.9]**	**C [21.3]**	**C [24.7]**	**C [25.5]**	**C [23.3]**	**C [29.6]**	**-35.4%**	**-46.6%**	**-61.2%**
	W/RECONSTRUCTED SITE DRIVEWAY	EB	L	-	-	-	-	-	-	C [23.9]	C [29.8]	D [37.6]	C [25.3]	C [32.5]	D [38.1]	-45.1%	-30.0%	-18.4%
	ADDITIONAL LANES &		T	-	-	-	-	-	-	A [9.9]	A [2.2]	A [2.6]	A [9.9]	A [2.3]	A (2.7)	-63.3%	-91.1%	-90.3%
	SIGNAL IMPROVEMENTS TIMING CHANGES		TR	-	-	-	-	-	-	A [9.9]	A [2.2]	A [2.5]	A [9.9]	A [2.2]	A (2.6)	-63.1%	100.0%	-90.6%
		EB APPROACH		-	-	-	-	-	-	B [10.6]	A [3.2]	A [4.1]	B [10.7]	A [3.4]	A (4.2)	-61.6%	-87.3%	-85.3%
		WB	LT	-	-	-	-	-	-	C [32.7]	C [33.6]	D [35.5]	C (33.0)	D (36.1)	D (42.8)	-19.9%	-20.0%	-64.1%
			TR	-	-	-	-	-	-	C [32.8]	C [33.8]	D [37.2]	D (35.4)	D (41.9)	F (54.4)	-27.2%	-24.9%	-56.0%
		WB APPROACH		-	-	-	-	-	-	C [32.8]	C [33.7]	D [36.3]	C (34.1)	D (39.0)	D (48.5)	-23.5%	-22.0%	-60.0%
		NB	L	-	-	-	-	-	-	C [30.1]	C [23.4]	C [24.5]	C (30.1)	C [23.4]	C [24.5]	-	-	-
			T	-	-	-	-	-	-	C [23.4]	B [19.2]	B [19.0]	C (23.4)	B [19.2]	B [19.0]	-	-	-
			R	-	-	-	-	-	-	C [23.9]	B [19.7]	B [19.4]	C (23.9)	B [19.7]	B (19.4)	-	-	-
		NB APPROACH		-	-	-	-	-	-	C [26.3]	C [21.1]	C [21.4]	C (26.3)	C [21.1]	C [21.4]	-63.9%	-64.8%	-60.8%
		SB	L	-	-	-	-	-	-	C [33.5]	C [34.8]	D [37.7]	C (33.5)	C [34.8]	D [37.7]	-37.0%	-51.6%	-55.5%
			TR	-	-	-	-	-	-	C [25.8]	C [20.6]	C [20.9]	C (25.8)	C [20.6]	C [20.9]	-26.3%	-33.3%	-34.3%
		SB APPROACH		-	-	-	-	-	-	C [30.9]	C [31.4]	C [33.1]	C (30.9)	C [31.4]	C [33.1]	-35.2%	-51.0%	-54.1%
		OVERALL		-	-	-	-	-	-	**C [24.6]**	**C [21.0]**	**C [23.5]**	**C [25.1]**	**C [23.0]**	**C [28.4]**	**-36.5%**	**-47.2%**	**-62.8%**
3	U.S. ROUTE 6 &	**UNSIGNALIZED**																
	BEAR MOUNTAIN PARKWAY WB ON/OFF	EB	LTR	A [9.0]	A [9.7]	B [10.9]	A [9.4]	B [10.4]	B [11.9]	A [9.5]	B [10.6]	B [12.2]	A [9.5]	B [10.6]	B [12.2]	1.1%	1.9%	2.5%
	RAMPS/ SINCLAIR GAS STATION	WB	LTR	B [11.3]	C [17.3]	C [20.2]	B [12.7]	D [28.4]	E [40.6]	B [13.3]	D [31.9]	E [46.2]	B [13.3]	D [31.9]	E [46.2]	4.7%	12.3%	13.8%
		NB	L	F [60.8]	F [386.7]	F [*]	F [110.1]	F [*]	F [*]	F [155.1]	F [*]	F [*]	F [155.1]	F [*]	F [*]	40.9%	-	-
			TR	C [15.0]	B [13.8]	B [14.6]	C [16.6]	C [18.1]	C [17.9]	C [17.6]	C [16.6]	C [18.4]	C [17.6]	C [16.6]	C [18.4]	6.0%	3.1%	2.8%
		SB	LTR	D [30.0]	F [111.4]	F [325.4]	E [44.0]	F [*]	F [*]	F [50.4]	F [*]	F [*]	F [50.4]	F [*]	F [*]	14.5%	35.1%	18.7%
	W/ SIGNALIZATION	EB	LT	-	-	-	A [5.4]	A [8.0]	B [10.3]	A [0.8]	A [1.2]	A [1.5]	A [0.8]	A [1.2]	A [1.5]	-85.2%	-85.0%	-85.4%
			TR	-	-	-	A [5.6]	A [8.4]	B [11.0]	A [0.9]	A [1.6]	A [2.0]	A [0.9]	A [1.6]	A [2.0]	-83.9%	-81.0%	-81.8%
		EB APPROACH		-	-	-	A [5.5]	A [8.2]	B [10.6]	A [0.8]	A [1.4]	A [1.7]	A [0.8]	A [1.4]	A [1.7]	-85.5%	-82.9%	-84.0%
		WB	L	-	-	-	A [3.8]	B [18.5]	C [29.7]	A [2.4]	A [4.1]	A [8.2]	A [2.4]	A [4.1]	A [8.2]	-36.8%	-77.8%	-72.4%
			T	-	-	-	A [1.9]	A [2.2]	A [3.1]	A [2.0]	A [2.3]	A [3.1]	A [2.0]	A [2.3]	A [3.1]	5.3%	4.5%	0.0%
			TR	-	-	-	A [1.9]	A [2.2]	A [3.0]	A [1.9]	A [2.3]	A [3.1]	A [1.9]	A [2.3]	A [3.1]	0.0%	4.5%	3.3%
		WB APPROACH		-	-	-	A [2.3]	A [8.0]	A [8.4]	A [2.0]	A [2.7]	A [4.1]	A [2.0]	A [2.7]	A [4.1]	-13.0%	-55.0%	-51.2%
		NB	L	-	-	-	D [41.6]	D [41.6]	D [40.6]	D [41.8]	D [41.8]	D [41.0]	D [41.6]	D [41.8]	D [41.0]	0.5%	0.5%	0.5%
			TR	-	-	-	D [46.1]	D [46.3]	D [51.4]	D [45.7]	D [46.0]	D [51.2]	D [45.7]	D [46.0]	D [51.2]	-0.9%	-0.6%	-0.4%
		NB APPROACH		-	-	-	D [44.8]	D [44.5]	D [47.7]	D [44.1]	D [44.2]	D [47.4]	D [44.1]	D [44.2]	D [47.4]	-1.1%	-0.7%	-0.6%
		SB	LTR	-	-	-	D [41.9]	D [42.2]	D [41.7]	D [41.7]	D [42.0]	D [41.6]	D [41.7]	D [42.0]	D [41.6]	-0.5%	-0.5%	-0.2%
		SB APPROACH					D [41.9]	D [42.2]	D [41.7]	D [41.7]	D [42.0]	D [41.6]	D [41.7]	D [42.0]	D [41.6]	-0.5%	-0.5%	-0.2%
		OVERALL		-	-	-	**A [5.3]**	**A [8.4]**	**B [11.2]**	**A [3.0]**	**A [3.5]**	**A [4.9]**	**A [3.0]**	**A [3.5]**	**A [4.9]**	**-43.4%**	**-58.3%**	**-56.3%**
4	PARKWAY DRIVE &	**UNSIGNALIZED**																
	SITE ACCESS DRIVEWAY	EB	LTR	-	-	-	-	-	-	A [7.3]	A [7.3]	A [7.4]	A [7.3]	A [7.3]	A [7.4]	-	-	-

NOTES:

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

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

3) * REPRESENTS ESTIMATED AVERAGE VEHICLE DELAYS GREATER THAN 500 SECONDS.

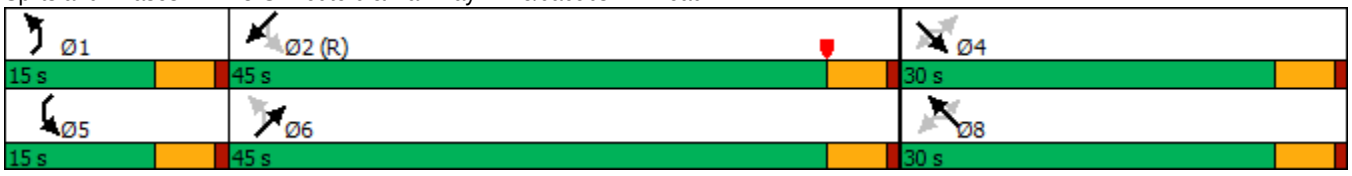
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	6	19	4	0	5	24	673	0	1	733	50
Future Volume (vph)	27	6	19	4	0	5	24	673	0	1	733	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850					0.990	
Flt Protected		0.960			0.950		0.950			0.950		
Satd. Flow (prot)	0	1821	1456	0	1916	1503	1661	3177	0	1719	3297	0
Flt Permitted		0.793			0.870		0.327			0.385		
Satd. Flow (perm)	0	1505	1456	0	1755	1503	572	3177	0	697	3297	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					10	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	2%	11%	2%	2%	20%	4%	5%	2%	2%	5%	10%
Adj. Flow (vph)	28	6	20	4	0	5	25	701	0	1	764	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	20	0	4	5	25	701	0	1	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.31	0.11		0.03	0.03	0.04	0.26		0.00	0.30	
Control Delay		46.0	1.2		37.8	0.2	2.0	2.8		2.0	3.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.4	
Total Delay		46.0	1.2		37.8	0.2	2.0	2.8		2.0	4.4	
Queue Length 50th (ft)		19	0		2	0	2	34		0	41	
Queue Length 95th (ft)		47	0		12	0	7	102		1	126	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		418	465		487	478	612	2732		709	2747	
Starvation Cap Reductn		0	0		0	0	0	0		0	1323	
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		0.08	0.04		0.01	0.01	0.04	0.26		0.00	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	27	6	19	4	0	5	24	673	0	1	733	50
Future Volume (veh/h)	27	6	19	4	0	5	24	673	0	1	733	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2010	1988	2067	1786	1817	1802	1802	1909	1864	1939
Adj Flow Rate, veh/h	28	6	20	4	0	0	25	701	0	1	764	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	11	2	2	20	4	5	5	2	5	5
Cap, veh/h	138	14	72	120	0		577	2703	0	642	2574	175
Arrive On Green	0.04	0.04	0.04	0.04	0.00	0.00	0.03	0.79	0.00	0.00	0.76	0.76
Sat Flow, veh/h	1529	328	1704	952	0	1514	1731	3515	0	1818	3365	229
Grp Volume(v), veh/h	34	0	20	4	0	0	25	701	0	1	402	414
Grp Sat Flow(s),veh/h/ln	1857	0	1704	952	0	1514	1731	1712	0	1818	1771	1823
Q Serve(g_s), s	0.0	0.0	1.0	0.2	0.0	0.0	0.3	4.9	0.0	0.0	6.2	6.2
Cycle Q Clear(g_c), s	1.4	0.0	1.0	1.7	0.0	0.0	0.3	4.9	0.0	0.0	6.2	6.2
Prop In Lane	0.82		1.00	1.00		1.00	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	152	0	72	120	0		577	2703	0	642	1355	1395
V/C Ratio(X)	0.22	0.00	0.28	0.03	0.00		0.04	0.26	0.00	0.00	0.30	0.30
Avail Cap(c_a), veh/h	551	0	473	481	0		725	2703	0	842	1355	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	41.9	0.0	41.7	42.8	0.0	0.0	2.2	2.5	0.0	2.5	3.2	3.2
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.4	0.1	0.0	0.0	0.1	0.9	0.0	0.0	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	0.0	42.5	42.8	0.0	0.0	2.3	2.7	0.0	2.5	3.5	3.5
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		54			4	A		726			817	
Approach Delay, s/veh		42.3			42.8			2.7			3.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	73.8		8.8	5.1	76.0		8.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	8.2		3.4	2.0	6.9		3.7				
Green Ext Time (p_c), s	0.0	2.6		0.1	0.0	2.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	4.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

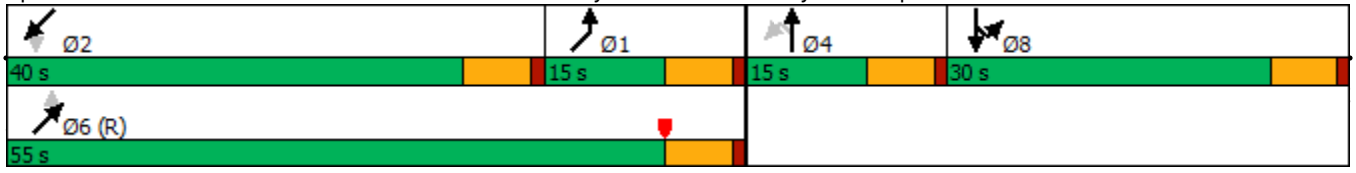
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	45	45	596	163
Future Volume (vph)	51	25	51	323	33	137	35	626	45	45	596	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.899			0.879			0.990			0.970	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	1675	0	1745	1630	0	1669	3251	0	0	3228	0
Flt Permitted	0.351			0.950			0.209				0.837	
Satd. Flow (perm)	654	1675	0	1745	1630	0	367	3251	0	0	2710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			152			10			34	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	50	50	662	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	85	0	359	189	0	39	746	0	0	893	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83		83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio	0.77	0.35		0.91	0.39		0.16	0.48			0.78	
Control Delay	97.9	21.1		65.2	10.9		19.4	19.4			32.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.0			0.0	
Total Delay	97.9	21.1		65.2	10.9		19.4	20.4			32.8	
Queue Length 50th (ft)	35	16		219	18		14	172			280	
Queue Length 95th (ft)	#100	60		#376	76		33	226			#412	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	77	249		419	507		316	1651			1145	
Starvation Cap Reductn	0	0		0	0		0	601			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	0.74	0.34		0.86	0.37		0.12	0.71			0.78	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	51	25	51	323	33	137	35	626	45	45	596	163
Future Volume (veh/h)	51	25	51	323	33	137	35	626	45	45	596	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2091	2106	2106	1835	1805	1805	1841	1841	1841
Adj Flow Rate, veh/h	57	28	57	359	37	152	39	696	50	50	662	181
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
Percent Heavy Veh, %	2	2	2	3	2	2	4	6	6	4	4	4
Cap, veh/h	123	38	78	407	74	302	184	1428	103	72	737	221
Arrive On Green	0.07	0.07	0.07	0.20	0.20	0.20	0.04	0.44	0.44	0.34	0.34	0.34
Sat Flow, veh/h	1781	550	1119	1991	360	1480	1747	3245	233	94	2168	650
Grp Volume(v), veh/h	57	0	85	359	0	189	39	368	378	460	0	433
Grp Sat Flow(s),veh/h/ln	1781	0	1669	1991	0	1840	1747	1715	1763	1355	0	1557
Q Serve(g_s), s	3.1	0.0	5.0	17.5	0.0	9.1	0.0	15.3	15.3	18.6	0.0	25.5
Cycle Q Clear(g_c), s	3.1	0.0	5.0	17.5	0.0	9.1	0.0	15.3	15.3	33.9	0.0	25.5
Prop In Lane	1.00		0.67	1.00		0.80	1.00		0.13	0.11		0.42
Lane Grp Cap(c), veh/h	123	0	116	407	0	376	184	755	776	501	0	529
V/C Ratio(X)	0.46	0.00	0.73	0.88	0.00	0.50	0.21	0.49	0.49	0.92	0.00	0.82
Avail Cap(c_a), veh/h	160	0	150	478	0	442	271	840	864	501	0	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.7	0.0	45.6	38.6	0.0	35.3	42.6	20.0	20.0	33.3	0.0	30.2
Incr Delay (d2), s/veh	1.0	0.0	8.1	14.3	0.0	0.4	0.2	2.2	2.1	21.5	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.3	10.0	0.0	4.1	0.9	6.2	6.3	13.6	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	0.0	53.8	52.9	0.0	35.7	42.8	22.2	22.1	54.8	0.0	39.4
LnGrp LOS	D	A	D	D	A	D	D	C	C	D	A	D
Approach Vol, veh/h		142			548			785			893	
Approach Delay, s/veh		50.5			47.0			23.2			47.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	40.0		12.9		50.0		26.4				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	35.9		7.0		17.3		19.5				
Green Ext Time (p_c), s	0.0	0.0		0.1		2.4		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			39.4									
HCM 6th LOS			D									

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Future Volume (vph)	3	2	11	24	2	35	2	900	93	208	762	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%			-4%			1%			0%	
Storage Length (ft)	0		0	65		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.905			0.858			0.986			0.997	
Flt Protected		0.991		0.950						0.950		
Satd. Flow (prot)	0	1679	0	1745	1600	0	0	3344	0	1711	3462	0
Flt Permitted		0.991		0.950						0.950		
Satd. Flow (perm)	0	1679	0	1745	1600	0	0	3344	0	1711	3462	0
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		74			261			430			307	
Travel Time (s)		1.7			5.9			7.3			5.2	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	6%	5%	2%	4%	2%
Adj. Flow (vph)	3	2	12	26	2	37	2	957	99	221	811	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	26	39	0	0	1058	0	221	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

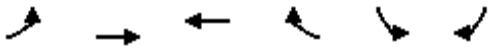
Intersection	
Int Delay, s/veh	3.9

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

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

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

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	1	9	0	0	0
Future Volume (vph)	6	1	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-3%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.958				
Satd. Flow (prot)	0	1725	1837	0	1810	0
Flt Permitted		0.958				
Satd. Flow (perm)	0	1725	1837	0	1810	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		327	206		71	
Travel Time (s)		7.4	4.7		1.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	7	1	10	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	8	10	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.98	0.98	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

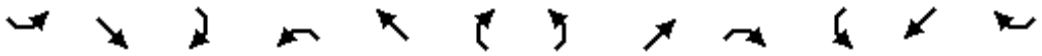
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	9	0	0	0
Future Vol, veh/h	6	1	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-3	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	7	1	10	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	25	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1590	-	-	-	983	1063
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1590	-	-	-	979	1063
Mov Cap-2 Maneuver	-	-	-	-	979	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Control Delay, s	6.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1590	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



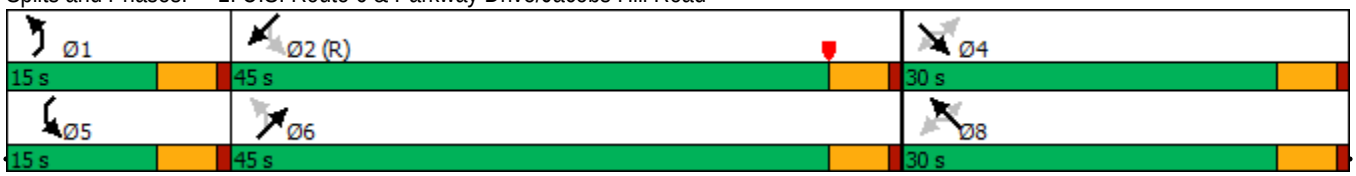
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	7	47	1	0	0	40	1052	2	1	914	70
Future Volume (vph)	53	7	47	1	0	0	40	1052	2	1	914	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850								0.989	
Flt Protected		0.958			0.950		0.950			0.950		
Satd. Flow (prot)	0	1847	1584	0	1916	2080	1694	3270	0	1719	3395	0
Flt Permitted		0.752			0.715		0.232			0.236		
Satd. Flow (perm)	0	1450	1584	0	1442	2080	413	3270	0	427	3395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85								11	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	57	8	51	1	0	0	43	1131	2	1	983	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	51	0	1	0	43	1133	0	1	1058	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.48	0.23		0.01		0.10	0.43		0.00	0.41	
Control Delay		49.5	5.4		35.0		2.9	4.8		3.0	6.7	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.6	
Total Delay		49.5	5.4		35.0		2.9	4.8		3.0	7.2	
Queue Length 50th (ft)		36	0		1		4	78		0	129	
Queue Length 95th (ft)		74	14		5		12	216		1	202	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)							115			90		
Base Capacity (vph)		402	501		400		479	2635		488	2556	
Starvation Cap Reductn		0	0		0		0	0		0	1001	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.16	0.10		0.00		0.09	0.43		0.00	0.68	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	7	47	1	0	0	40	1052	2	1	914	70
Future Volume (veh/h)	53	7	47	1	0	0	40	1052	2	1	914	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1988	2067	2067	1847	1847	1847	1909	1909	1986
Adj Flow Rate, veh/h	57	8	51	1	0	0	43	1131	2	1	983	75
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	13	97	113	0		481	2798	5	426	2538	194
Arrive On Green	0.05	0.05	0.05	0.05	0.00	0.00	0.04	0.78	0.78	0.00	0.74	0.74
Sat Flow, veh/h	1666	234	1818	626	0	1752	1759	3594	6	1818	3415	261
Grp Volume(v), veh/h	65	0	51	1	0	0	43	552	581	1	522	536
Grp Sat Flow(s),veh/h/ln	1900	0	1818	627	0	1752	1759	1754	1846	1818	1814	1862
Q Serve(g_s), s	0.0	0.0	2.5	0.1	0.0	0.0	0.5	9.2	9.2	0.0	9.3	9.3
Cycle Q Clear(g_c), s	2.8	0.0	2.5	2.8	0.0	0.0	0.5	9.2	9.2	0.0	9.3	9.3
Prop In Lane	0.88		1.00	1.00		1.00	1.00		0.00	1.00		0.14
Lane Grp Cap(c), veh/h	177	0	97	113	0		481	1366	1437	426	1348	1384
V/C Ratio(X)	0.37	0.00	0.52	0.01	0.00		0.09	0.40	0.40	0.00	0.39	0.39
Avail Cap(c_a), veh/h	553	0	505	447	0		612	1366	1437	625	1348	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	41.6	0.0	41.5	43.0	0.0	0.0	2.7	3.2	3.2	3.1	4.2	4.2
Incr Delay (d2), s/veh	0.5	0.0	1.6	0.0	0.0	0.0	0.1	0.9	0.8	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.1	0.0	0.0	0.0	0.1	2.1	2.2	0.0	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	43.1	43.0	0.0	0.0	2.8	4.1	4.1	3.1	4.2	4.2
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		116			1	A		1176			1059	
Approach Delay, s/veh		42.5			43.0			4.0			4.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	71.9		9.8	5.1	75.1		9.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.5	11.3		4.8	2.0	11.2		4.8				
Green Ext Time (p_c), s	0.1	3.6		0.3	0.0	3.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		6.0	
HCM 6th LOS		A	

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	48	50	825	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	48	50	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.897			0.888			0.993			0.974	
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1770	1671	0	1762	1647	0	1686	3380	0	0	3311	0
Flt Permitted	0.354			0.950			0.106				0.606	
Satd. Flow (perm)	659	1671	0	1762	1647	0	188	3380	0	0	2011	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			109			7			26	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	51	53	868	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	92	0	469	146	0	44	1113	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83		83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio	0.80	0.38		0.90	0.26		0.29	0.80			1.57	
Control Delay	103.9	21.1		58.0	11.3		28.8	30.4			291.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	18.8			0.0	
Total Delay	103.9	21.1		58.0	11.3		28.8	49.2			291.0	
Queue Length 50th (ft)	36	17		~344	18		15	297			~533	
Queue Length 95th (ft)	#111	64		#538	69		35	366			#665	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	77	251		523	566		222	1659			706	
Starvation Cap Reductn	0	0		0	0		0	565			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	0.77	0.37		0.90	0.26		0.20	1.02			1.57	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow

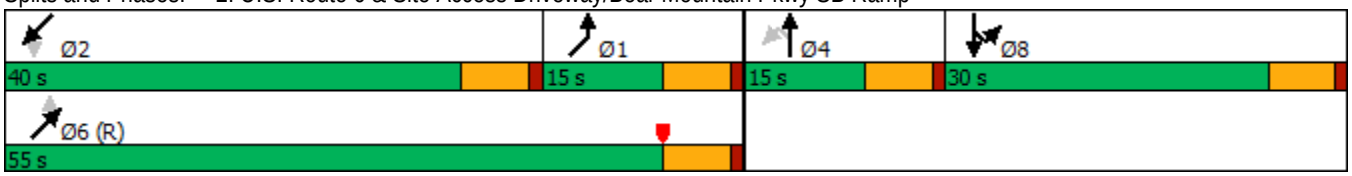
Natural Cycle: 110

Control Type: Actuated-Coordinated

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

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	56	28	60	446	35	104	42	1009	48	50	825	180
Future Volume (veh/h)	56	28	60	446	35	104	42	1009	48	50	825	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1850	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	59	29	63	469	37	109	44	1062	51	53	868	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	2	2	2
Cap, veh/h	131	39	84	481	113	333	142	1514	73	52	642	184
Arrive On Green	0.07	0.07	0.07	0.24	0.24	0.24	0.04	0.44	0.44	0.34	0.34	0.34
Sat Flow, veh/h	1781	525	1140	2006	470	1386	1762	3440	165	38	1888	542
Grp Volume(v), veh/h	59	0	92	469	0	146	44	547	566	552	0	558
Grp Sat Flow(s),veh/h/ln	1781	0	1665	2006	0	1856	1762	1771	1834	867	0	1602
Q Serve(g_s), s	3.2	0.0	5.4	23.2	0.0	6.5	0.0	25.0	25.0	9.0	0.0	34.0
Cycle Q Clear(g_c), s	3.2	0.0	5.4	23.2	0.0	6.5	0.0	25.0	25.0	34.0	0.0	34.0
Prop In Lane	1.00		0.68	1.00		0.75	1.00		0.09	0.10		0.34
Lane Grp Cap(c), veh/h	131	0	123	481	0	446	142	779	807	334	0	545
V/C Ratio(X)	0.45	0.00	0.75	0.97	0.00	0.33	0.31	0.70	0.70	1.65	0.00	1.03
Avail Cap(c_a), veh/h	160	0	150	481	0	446	231	868	899	334	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	45.4	37.7	0.0	31.3	46.1	22.7	22.7	33.9	0.0	33.0
Incr Delay (d2), s/veh	0.9	0.0	11.6	34.2	0.0	0.2	0.4	4.8	4.6	306.1	0.0	45.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.6	15.7	0.0	2.9	1.0	10.7	11.0	36.6	0.0	19.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	57.0	71.9	0.0	31.5	46.5	27.5	27.3	340.0	0.0	78.1
LnGrp LOS	D	A	E	E	A	C	D	C	C	F	A	F
Approach Vol, veh/h		151			615			1157			1110	
Approach Delay, s/veh		52.4			62.3			28.1			208.3	
Approach LOS		D			E			C			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	40.0		13.4		50.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		7.4		27.0		25.2				
Green Ext Time (p_c), s	0.0	0.0		0.1		3.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		102.2
HCM 6th LOS		F

Lane Group	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Future Volume (vph)	4	3	20	33	0	44	12	1344	154	304	1008	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%		-4%				1%			0%	
Storage Length (ft)		0	0	65	0		0		0	0		0
Storage Lanes		1	0	1	1		0		0	1		0
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.900			0.850			0.985			0.998	
Flt Protected		0.987		0.950						0.950		
Satd. Flow (prot)	0	1627	0	1745	1484	0	0	3469	0	1711	3532	0
Flt Permitted		0.987		0.950						0.950		
Satd. Flow (perm)	0	1627	0	1745	1484	0	0	3469	0	1711	3532	0
Link Speed (mph)		30		30				40			40	
Link Distance (ft)		118		261				430			307	
Travel Time (s)		2.7		5.9				7.3			5.2	
Confl. Peds. (#/hr)	3		3				3					3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	5%	2%	2%	11%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	3	20	34	0	45	12	1371	157	310	1029	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	34	45	0	0	1540	0	310	1044	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Sign Control		Stop		Stop				Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	10.8

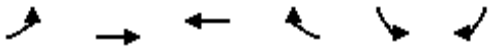
Movement	SBL	SBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Vol, veh/h	3	20	33	0	12	1344	154	304	1008	15
Future Vol, veh/h	3	20	33	0	12	1344	154	304	1008	15
Conflicting Peds, #/hr	0	3	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized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

Major/Minor	Minor2		Minor1		Major1			Major2		
Conflicting Flow All	2373	528	2613	767	1047	0	0	1528	0	0
Stage 1	1660	-	1474	-	-	-	-	-	-	-
Stage 2	713	-	1139	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.9	6.74	6.72	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	-	5.74	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	-	5.74	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.35	3.52	3.41	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	21	494	~ 21	355	660	-	-	432	-	-
Stage 1	111	-	184	-	-	-	-	-	-	-
Stage 2	405	-	276	-	-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	7	491	-	354	658	-	-	432	-	-
Mov Cap-2 Maneuver	7	-	-	-	-	-	-	-	-	-
Stage 1	96	-	159	-	-	-	-	-	-	-
Stage 2	304	-	70	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	658	-	-	-	354	17	432	-	-
HCM Lane V/C Ratio	0.019	-	-	-	0.127	1.621	0.718	-	-
HCM Control Delay (s)	10.6	0.7	-	-	16.6	$ 773.5	31.9	-	-
HCM Lane LOS	B	A	-	-	C	F	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	3.9	5.6	-	-

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	3	1	0	0	0
Future Volume (vph)	7	3	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-3%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.965				
Satd. Flow (prot)	0	1737	1837	0	1810	0
Flt Permitted		0.965				
Satd. Flow (perm)	0	1737	1837	0	1810	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		327	206		71	
Travel Time (s)		7.4	4.7		1.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	8	3	1	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	1	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.98	0.98	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	3	1	0	0	0
Future Vol, veh/h	7	3	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-3	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	8	3	1	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	20	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1602	-	-	-	989	1075
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	984	1075
Mov Cap-2 Maneuver	-	-	-	-	984	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

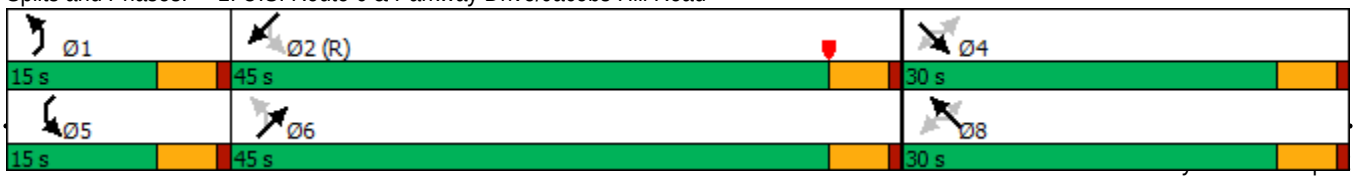
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	46	6	26	1	0	7	46	1124	2	10	1145	69
Future Volume (vph)	46	6	26	1	0	7	46	1124	2	10	1145	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	12	14	15	11	10	12	11	11	13
Grade (%)		-7%			-3%			2%			-1%	
Storage Length (ft)	0		0	0		75	115		0	90		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850			0.850					0.992	
Flt Protected		0.957			0.950		0.950			0.950		
Satd. Flow (prot)	0	1845	1584	0	1916	1768	1694	3270	0	1594	3400	0
Flt Permitted		0.749			0.721		0.171			0.219		
Satd. Flow (perm)	0	1444	1584	0	1454	1768	305	3270	0	367	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85					9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		153			327			315			316	
Travel Time (s)		3.5			7.4			5.4			5.4	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	5%
Adj. Flow (vph)	49	6	28	1	0	7	49	1196	2	11	1218	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	28	0	1	7	49	1198	0	11	1291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	1.00	0.98	0.90	0.86	1.06	1.11	1.01	1.04	1.04	0.95
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83	83	83	83		83	83	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5		-5	-5	
Detector 1 Size(ft)	20	40	40	20	40	40	40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43	43		43	43	43	43		43	43	
Detector 2 Size(ft)		40	40		40	40	40	40		40	40	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0		10.0	15.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	25.0	25.0	25.0	25.0	25.0	25.0	10.0	40.0		10.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	18.0	18.0	18.0									
Pedestrian Calls (#/hr)	0	0	0									
v/c Ratio		0.44	0.13		0.01	0.03	0.14	0.45		0.03	0.50	
Control Delay		48.8	1.2		35.0	0.3	3.1	4.7		2.7	7.3	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.9	
Total Delay		48.8	1.2		35.0	0.3	3.1	4.7		2.7	8.2	
Queue Length 50th (ft)		30	0		1	0	4	81		1	172	
Queue Length 95th (ft)		66	0		5	0	13	227		5	265	
Internal Link Dist (ft)		73			247			235			236	
Turn Bay Length (ft)						75	115			90		
Base Capacity (vph)		401	501		403	552	405	2655		434	2578	
Starvation Cap Reductn		0	0		0	0	0	0		0	911	
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		0.14	0.06		0.00	0.01	0.12	0.45		0.03	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 8 (9%), Referenced to phase 2:SWTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

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



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	46	6	26	1	0	7	46	1124	2	10	1145	69
Future Volume (veh/h)	46	6	26	1	0	7	46	1124	2	10	1145	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2145	2145	2145	1988	2067	2067	1847	1847	1847	1789	1909	1986
Adj Flow Rate, veh/h	49	6	28	1	0	0	49	1196	2	11	1218	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	10	2	2
Cap, veh/h	157	10	89	114	0		405	2772	5	396	2591	155
Arrive On Green	0.05	0.05	0.05	0.05	0.00	0.00	0.04	0.77	0.77	0.01	0.75	0.75
Sat Flow, veh/h	1676	205	1818	704	0	1752	1759	3594	6	1704	3477	208
Grp Volume(v), veh/h	55	0	28	1	0	0	49	584	614	11	635	656
Grp Sat Flow(s),veh/h/ln	1881	0	1818	704	0	1752	1759	1754	1846	1704	1814	1871
Q Serve(g_s), s	0.0	0.0	1.3	0.1	0.0	0.0	0.6	10.3	10.3	0.1	12.3	12.4
Cycle Q Clear(g_c), s	2.4	0.0	1.3	2.4	0.0	0.0	0.6	10.3	10.3	0.1	12.3	12.4
Prop In Lane	0.89		1.00	1.00		1.00	1.00		0.00	1.00		0.11
Lane Grp Cap(c), veh/h	167	0	89	114	0		405	1353	1423	396	1352	1395
V/C Ratio(X)	0.33	0.00	0.32	0.01	0.00		0.12	0.43	0.43	0.03	0.47	0.47
Avail Cap(c_a), veh/h	550	0	505	462	0		532	1353	1423	563	1352	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	41.8	0.0	41.4	43.0	0.0	0.0	3.1	3.5	3.5	3.0	4.5	4.5
Incr Delay (d2), s/veh	0.4	0.0	0.8	0.0	0.0	0.0	0.1	1.0	1.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.6	0.0	0.0	0.0	0.1	2.5	2.6	0.0	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	0.0	42.1	43.0	0.0	0.0	3.2	4.5	4.5	3.0	4.6	4.6
LnGrp LOS	D	A	D	D	A		A	A	A	A	A	A
Approach Vol, veh/h		83			1	A		1247			1302	
Approach Delay, s/veh		42.2			43.0			4.5			4.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	72.1		9.4	6.2	74.4		9.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	40.0		25.0	10.0	40.0		25.0				
Max Q Clear Time (g_c+I1), s	2.6	14.4		4.4	2.1	12.3		4.4				
Green Ext Time (p_c), s	0.1	4.8		0.2	0.0	4.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

Notes

Unsignalized Delay for [NWR] is excluded from calculations of the approach delay and intersection delay.

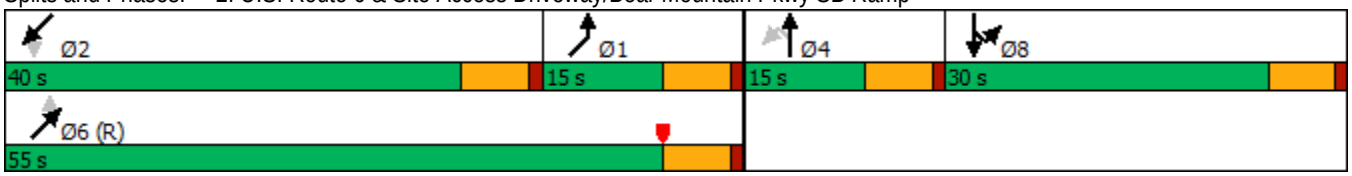
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	44	49	1027	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	44	49	1027	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor					0.99						1.00	
Frt		0.894			0.877			0.994			0.973	
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1543	1665	0	1762	1609	0	1702	3384	0	0	3306	0
Flt Permitted	0.351			0.950			0.103				0.608	
Satd. Flow (perm)	570	1665	0	1762	1609	0	185	3384	0	0	2014	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			153			6			29	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	46	52	1081	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	82	0	492	186	0	56	1184	0	0	1384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83		83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases		4		8	8		1	6			2	
Permitted Phases	4						6			2		
Detector Phase	4	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		4.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		10.0	16.0		16.0	16.0	
Total Split (s)	15.0	15.0		30.0	30.0		15.0	55.0		40.0	40.0	
Total Split (%)	15.0%	15.0%		30.0%	30.0%		15.0%	55.0%		40.0%	40.0%	
Maximum Green (s)	9.0	9.0		24.0	24.0		9.0	49.0		34.0	34.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0			6.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Min		Min	Min	
Walk Time (s)										8.0	8.0	
Flash Dont Walk (s)										18.0	18.0	
Pedestrian Calls (#/hr)										0	0	
v/c Ratio	0.86	0.34		1.03	0.34		0.34	0.80			1.97	
Control Delay	124.8	21.8		87.5	9.9		31.2	29.0			464.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	41.5			0.0	
Total Delay	124.8	21.8		87.5	9.9		31.2	70.5			464.2	
Queue Length 50th (ft)	35	15		~374	16		20	326			~727	
Queue Length 95th (ft)	#122	61		#572	73		39	378			#865	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	65	241		478	548		225	1661			703	
Starvation Cap Reductn	0	0		0	0		0	566			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	0.86	0.34		1.03	0.34		0.25	1.08			1.97	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 99 (99%), Referenced to phase 6:NETL, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	23	55	467	31	145	53	1081	44	49	1027	238
Future Volume (veh/h)	53	23	55	467	31	145	53	1081	44	49	1027	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1870	1870	2106	2106	2106	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	56	24	58	492	33	153	56	1138	46	52	1081	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	17	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	33	79	481	78	362	143	1527	62	47	610	190
Arrive On Green	0.07	0.07	0.07	0.24	0.24	0.24	0.04	0.44	0.44	0.34	0.34	0.34
Sat Flow, veh/h	1570	486	1174	2006	325	1507	1776	3470	140	23	1795	560
Grp Volume(v), veh/h	56	0	82	492	0	186	56	581	603	668	0	716
Grp Sat Flow(s),veh/h/ln	1570	0	1659	2006	0	1832	1776	1771	1838	781	0	1597
Q Serve(g_s), s	3.4	0.0	4.8	24.0	0.0	8.6	0.0	27.3	27.3	6.7	0.0	34.0
Cycle Q Clear(g_c), s	3.4	0.0	4.8	24.0	0.0	8.6	0.0	27.3	27.3	34.0	0.0	34.0
Prop In Lane	1.00		0.71	1.00		0.82	1.00		0.08	0.08		0.35
Lane Grp Cap(c), veh/h	106	0	112	481	0	440	143	779	809	304	0	543
V/C Ratio(X)	0.53	0.00	0.73	1.02	0.00	0.42	0.39	0.75	0.75	2.19	0.00	1.32
Avail Cap(c_a), veh/h	141	0	149	481	0	440	232	868	901	304	0	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	45.7	38.0	0.0	32.1	46.1	23.3	23.3	32.9	0.0	33.0
Incr Delay (d2), s/veh	1.5	0.0	7.0	46.7	0.0	0.2	0.6	5.7	5.5	548.0	0.0	156.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	2.2	17.8	0.0	3.8	1.3	11.8	12.2	53.7	0.0	35.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	0.0	52.7	84.7	0.0	32.4	46.7	29.1	28.9	580.9	0.0	189.1
LnGrp LOS	D	A	D	F	A	C	D	C	C	F	A	F
Approach Vol, veh/h		138			678			1240			1384	
Approach Delay, s/veh		50.2			70.4			29.8			378.1	
Approach LOS		D			E			C			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	40.0		12.8		50.0		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	34.0		9.0		49.0		24.0				
Max Q Clear Time (g_c+I1), s	2.0	36.0		6.8		29.3		26.0				
Green Ext Time (p_c), s	0.0	0.0		0.1		4.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			178.8									
HCM 6th LOS			F									

Lane Group	SBL2	SBL	SBR	NWL	NWR	NWR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Future Volume (vph)	4	4	30	44	0	72	11	1436	150	308	1244	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	12	12	12	11	12	12
Grade (%)		-1%		-4%				1%			0%	
Storage Length (ft)		0	0	65	0		0		0	0		0
Storage Lanes		1	0	1	1		0		0	1		0
Taper Length (ft)		25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.893			0.850			0.986			0.997	
Flt Protected		0.990		0.950						0.950		
Satd. Flow (prot)	0	1655	0	1711	1615	0	0	3472	0	1711	3529	0
Flt Permitted		0.990		0.950						0.950		
Satd. Flow (perm)	0	1655	0	1711	1615	0	0	3472	0	1711	3529	0
Link Speed (mph)		30		30				40			40	
Link Distance (ft)		118		261				430			307	
Travel Time (s)		2.7		5.9				7.3			5.2	
Confl. Peds. (#/hr)	4		4				4					4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	4	4	31	46	0	75	11	1496	156	321	1296	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	46	75	0	0	1663	0	321	1325	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	0.97	0.97	1.01	1.01	1.01	1.04	1.00	1.00
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Sign Control		Stop		Stop				Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	47.4

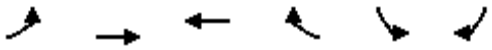
Movement	SBL	SBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Vol, veh/h	4	30	44	0	11	1436	150	308	1244	28
Future Vol, veh/h	4	30	44	0	11	1436	150	308	1244	28
Conflicting Peds, #/hr	0	4	0	0	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized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

Major/Minor	Minor2		Minor1		Major1			Major2		
Conflicting Flow All	2731	671	2892	830	1329	0	0	1652	0	0
Stage 1	1957	-	1596	-	-	-	-	-	-	-
Stage 2	774	-	1296	-	-	-	-	-	-	-
Critical Hdwy	7.34	6.84	6.78	6.54	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.34	-	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.34	-	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	3.54	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	406	~ 13	344	515	-	-	387	-	-
Stage 1	73	-	155	-	-	-	-	-	-	-
Stage 2	373	-	225	-	-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	~ 2	403	-	343	513	-	-	387	-	-
Mov Cap-2 Maneuver	~ 2	-	-	-	-	-	-	-	-	-
Stage 1	49	-	104	-	-	-	-	-	-	-
Stage 2	194	-	~ 28	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	NWLn2	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	513	-	-	-	343	6	387	-	-
HCM Lane V/C Ratio	0.022	-	-	-	0.219	6.597	0.829	-	-
HCM Control Delay (s)	12.2	2	-	-	18.4	3699.4	46.2	-	-
HCM Lane LOS	B	A	-	-	C	F	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	6.5	7.6	-	-

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	12	8	0	0	0
Future Volume (vph)	6	12	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		1%	-3%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected		0.983				
Satd. Flow (prot)	0	1770	1837	0	1810	0
Flt Permitted		0.983				
Satd. Flow (perm)	0	1770	1837	0	1810	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		327	206		71	
Travel Time (s)		7.4	4.7		1.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	7	13	9	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	9	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.98	0.98	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	12	8	0	0	0
Future Vol, veh/h	6	12	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-3	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	7	13	9	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	9	0	-	0	36	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1591	-	-	-	969	1064
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	965	1064
Mov Cap-2 Maneuver	-	-	-	-	965	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	0
HCM LOS			A

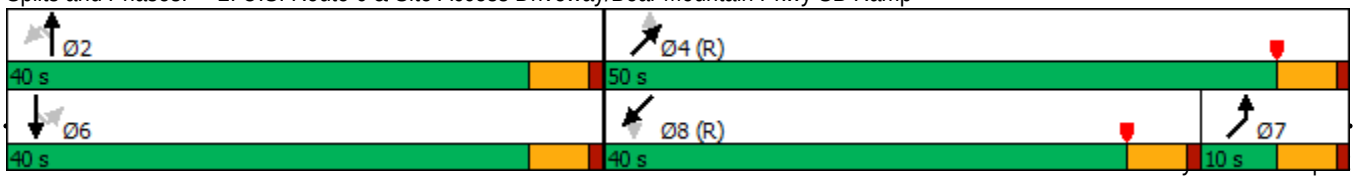
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1591	-	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	7.3	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	45	45	596	163
Future Volume (vph)	51	25	51	323	33	137	35	626	45	45	596	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.899			0.879			0.990			0.970	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	1675	0	1745	1630	0	1669	3251	0	0	3228	0
Flt Permitted	0.591			0.702			0.242				0.865	
Satd. Flow (perm)	1101	1675	0	1289	1630	0	425	3251	0	0	2801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			152			12			41	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	50	50	662	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	85	0	359	189	0	39	746	0	0	893	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83		83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		23.0	23.0		10.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0		40.0	40.0		10.0	50.0		40.0	40.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		11.1%	55.6%		44.4%	44.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		5.0	45.0		35.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0						8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0						18.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0						0		1	1	
v/c Ratio	0.16	0.15		0.87	0.30		0.13	0.40			0.63	
Control Delay	20.7	8.7		49.3	6.6		14.9	14.4			25.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.5			0.1	
Total Delay	20.7	8.7		49.3	6.6		14.9	14.9			25.3	
Queue Length 50th (ft)	23	11		186	14		12	145			251	
Queue Length 95th (ft)	47	39		278	55		33	218			323	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	428	686		501	726		310	1850			1423	
Starvation Cap Reductn	0	0		0	0		0	630			70	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.13	0.12		0.72	0.26		0.13	0.61			0.66	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	51	25	51	323	33	137	35	626	45	45	596	163
Future Volume (veh/h)	51	25	51	323	33	137	35	626	45	45	596	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2091	2106	2106	1835	1805	1805	1841	1841	1841
Adj Flow Rate, veh/h	57	28	57	359	37	152	39	696	50	50	662	181
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
Percent Heavy Veh, %	2	2	2	3	2	2	4	6	6	4	4	4
Cap, veh/h	355	170	347	480	112	458	389	1879	135	91	946	254
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.13	0.58	0.58	0.26	0.26	0.26
Sat Flow, veh/h	1194	550	1119	1467	360	1480	1747	3245	233	119	2433	652
Grp Volume(v), veh/h	57	0	85	359	0	189	39	368	378	461	0	432
Grp Sat Flow(s),veh/h/ln	1194	0	1669	1467	0	1840	1747	1715	1763	1648	0	1557
Q Serve(g_s), s	3.5	0.0	3.3	21.2	0.0	7.1	0.0	10.3	10.3	11.7	0.0	22.7
Cycle Q Clear(g_c), s	10.6	0.0	3.3	24.5	0.0	7.1	0.0	10.3	10.3	22.1	0.0	22.7
Prop In Lane	1.00		0.67	1.00		0.80	1.00		0.13	0.11		0.42
Lane Grp Cap(c), veh/h	355	0	517	480	0	570	389	993	1021	685	0	605
V/C Ratio(X)	0.16	0.00	0.16	0.75	0.00	0.33	0.10	0.37	0.37	0.67	0.00	0.71
Avail Cap(c_a), veh/h	450	0	649	596	0	715	389	993	1021	685	0	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.94	0.00	0.94
Uniform Delay (d), s/veh	28.0	0.0	22.6	31.5	0.0	23.9	27.0	10.1	10.1	28.1	0.0	28.7
Incr Delay (d2), s/veh	0.1	0.0	0.1	2.9	0.0	0.1	0.0	1.0	1.0	4.9	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.3	7.7	0.0	3.0	0.6	3.6	3.7	10.1	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	22.6	34.4	0.0	24.0	27.0	11.2	11.2	33.0	0.0	35.4
LnGrp LOS	C	A	C	C	A	C	C	B	B	C	A	D
Approach Vol, veh/h		142			548			785			893	
Approach Delay, s/veh		24.8			30.8			12.0			34.1	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		32.9		57.1		32.9	17.1	40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		45.0		35.0	5.0	35.0				
Max Q Clear Time (g_c+I1), s		12.6		12.3		26.5	2.0	24.7				
Green Ext Time (p_c), s		0.4		2.4		1.3	0.0	2.5				

Intersection Summary												
HCM 6th Ctrl Delay			25.5									
HCM 6th LOS			C									

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	48	50	825	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	48	50	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt		0.897			0.888			0.993			0.974	
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1770	1671	0	1762	1647	0	1686	3380	0	0	3311	0
Flt Permitted	0.664			0.697			0.137				0.747	
Satd. Flow (perm)	1237	1671	0	1293	1647	0	243	3380	0	0	2479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			109			8			31	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	51	53	868	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	92	0	469	146	0	44	1113	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83		83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

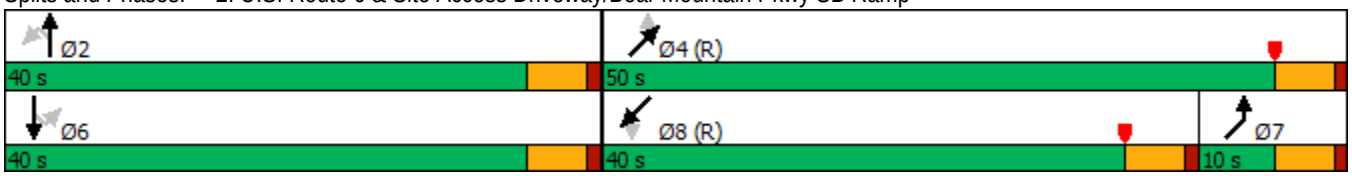
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		23.0	23.0		10.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0		40.0	40.0		10.0	50.0		40.0	40.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		11.1%	55.6%		44.4%	44.4%	
Maximum Green (s)	35.0	35.0		35.0	35.0		5.0	45.0		35.0	35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0						8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0						18.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0						0		3	3	
v/c Ratio	0.13	0.14		0.96	0.21		0.22	0.64			0.99	
Control Delay	18.7	8.0		61.1	6.8		20.2	20.6			53.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.9			0.0	
Total Delay	18.7	8.0		61.1	6.8		20.2	22.5			53.9	
Queue Length 50th (ft)	21	10		251	13		15	278			~386	
Queue Length 95th (ft)	47	40		#446	51		32	368			#516	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	481	688		502	707		204	1731			1118	
Starvation Cap Reductn	0	0		0	0		0	439			0	
Spillback Cap Reductn	0	0		0	0		0	15			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.12	0.13		0.93	0.21		0.22	0.86			0.99	

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

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

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	56	28	60	446	35	104	42	1009	48	50	825	180
Future Volume (veh/h)	56	28	60	446	35	104	42	1009	48	50	825	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1850	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	59	29	63	469	37	109	44	1062	51	53	868	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	2	2	2
Cap, veh/h	479	197	427	576	176	519	226	1769	85	83	991	213
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.14	1.00	1.00	0.39	0.39	0.39
Sat Flow, veh/h	1242	525	1140	1469	470	1386	1762	3440	165	102	2549	547
Grp Volume(v), veh/h	59	0	92	469	0	146	44	547	566	556	0	554
Grp Sat Flow(s),veh/h/ln	1242	0	1665	1469	0	1856	1762	1771	1834	1596	0	1601
Q Serve(g_s), s	3.0	0.0	3.3	28.0	0.0	4.8	0.0	0.0	0.0	18.9	0.0	29.1
Cycle Q Clear(g_c), s	7.9	0.0	3.3	31.2	0.0	4.8	0.0	0.0	0.0	28.8	0.0	29.1
Prop In Lane	1.00		0.68	1.00		0.75	1.00		0.09	0.10		0.34
Lane Grp Cap(c), veh/h	479	0	624	576	0	695	226	911	943	665	0	623
V/C Ratio(X)	0.12	0.00	0.15	0.81	0.00	0.21	0.19	0.60	0.60	0.84	0.00	0.89
Avail Cap(c_a), veh/h	497	0	648	597	0	722	226	911	943	665	0	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.93	0.00	0.93
Uniform Delay (d), s/veh	21.8	0.0	18.6	29.0	0.0	19.1	35.0	0.0	0.0	24.9	0.0	25.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.6	0.0	0.1	0.4	2.7	2.6	11.2	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.2	10.6	0.0	2.0	0.8	0.7	0.7	12.1	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	18.7	36.5	0.0	19.2	35.4	2.7	2.6	36.1	0.0	41.9
LnGrp LOS	C	A	B	D	A	B	D	A	A	D	A	D
Approach Vol, veh/h		151			615			1157			1110	
Approach Delay, s/veh		19.9			32.4			3.9			39.0	
Approach LOS		B			C			A			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		38.7		51.3		38.7	11.3	40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		45.0		35.0	5.0	35.0				
Max Q Clear Time (g_c+I1), s		9.9		2.0		33.2	2.0	31.1				
Green Ext Time (p_c), s		0.5		4.0		0.5	0.0	1.8				

Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	44	49	1027	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	44	49	1027	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor					0.99						1.00	
Frt		0.894			0.877			0.994			0.973	
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1543	1665	0	1762	1609	0	1702	3384	0	0	3306	0
Flt Permitted	0.607			0.704			0.091				0.755	
Satd. Flow (perm)	986	1665	0	1306	1609	0	163	3384	0	0	2501	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			153			7			36	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	46	52	1081	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	82	0	492	186	0	56	1184	0	0	1384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83		83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40		40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43		43	43		43	43			43	
Detector 2 Size(ft)	40	40		40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0		23.0	23.0		10.0	31.0		31.0	31.0	
Total Split (s)	37.0	37.0		37.0	37.0		10.0	53.0		43.0	43.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		11.1%	58.9%		47.8%	47.8%	
Maximum Green (s)	32.0	32.0		32.0	32.0		5.0	48.0		38.0	38.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0						8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0						18.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0						0		4	4	
v/c Ratio	0.16	0.13		1.06	0.28		0.33	0.65			1.22	
Control Delay	21.5	8.8		89.3	6.6		27.8	19.4			134.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	1.8			0.0	
Total Delay	21.5	8.8		89.3	6.6		27.8	21.3			134.6	
Queue Length 50th (ft)	22	9		~311	12		18	291			~531	
Queue Length 95th (ft)	50	38		#501	56		40	379			#447	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	350	629		464	670		172	1808			1131	
Starvation Cap Reductn	0	0		0	0		0	438			0	
Spillback Cap Reductn	0	0		0	0		0	46			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.16	0.13		1.06	0.28		0.33	0.86			1.22	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

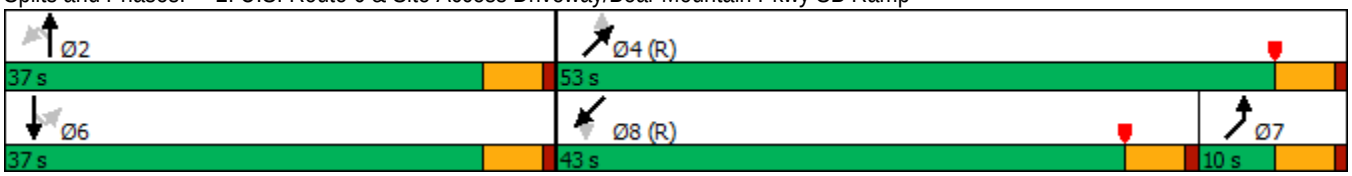
Natural Cycle: 150

Control Type: Actuated-Coordinated

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

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

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



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	23	55	467	31	145	53	1081	44	49	1027	238
Future Volume (veh/h)	53	23	55	467	31	145	53	1081	44	49	1027	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1870	1870	2106	2106	2106	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	56	24	58	492	33	153	56	1138	46	52	1081	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	17	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	173	417	557	116	536	179	1850	75	77	1080	249
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	1.00	1.00	0.56	0.56	0.56
Sat Flow, veh/h	1055	486	1174	1482	325	1508	1776	3470	140	80	2557	589
Grp Volume(v), veh/h	56	0	82	492	0	186	56	581	603	706	0	678
Grp Sat Flow(s),veh/h/ln	1055	0	1659	1482	0	1833	1776	1771	1839	1634	0	1593
Q Serve(g_s), s	3.6	0.0	3.0	29.0	0.0	6.5	0.0	0.0	0.0	26.9	0.0	38.0
Cycle Q Clear(g_c), s	10.2	0.0	3.0	32.0	0.0	6.5	0.0	0.0	0.0	38.0	0.0	38.0
Prop In Lane	1.00		0.71	1.00		0.82	1.00		0.08	0.07		0.37
Lane Grp Cap(c), veh/h	378	0	590	557	0	652	179	945	981	733	0	672
V/C Ratio(X)	0.15	0.00	0.14	0.88	0.00	0.29	0.31	0.61	0.62	0.96	0.00	1.01
Avail Cap(c_a), veh/h	378	0	590	557	0	652	179	945	981	733	0	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.88	0.00	0.88
Uniform Delay (d), s/veh	24.4	0.0	19.7	30.9	0.0	20.8	37.8	0.0	0.0	19.4	0.0	19.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	14.9	0.0	0.1	0.3	2.7	2.6	23.5	0.0	34.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.1	12.7	0.0	2.7	1.1	0.7	0.7	15.0	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	19.7	45.8	0.0	20.9	38.1	2.7	2.6	42.8	0.0	54.4
LnGrp LOS	C	A	B	D	A	C	D	A	A	D	A	F
Approach Vol, veh/h		138			678			1240			1384	
Approach Delay, s/veh		21.7			39.0			4.2			48.5	
Approach LOS		C			D			A			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0		53.0		37.0	10.0	43.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		32.0		48.0		32.0	5.0	38.0				
Max Q Clear Time (g_c+I1), s		12.2		2.0		34.0	2.0	40.0				
Green Ext Time (p_c), s		0.5		4.3		0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			29.6									
HCM 6th LOS			C									

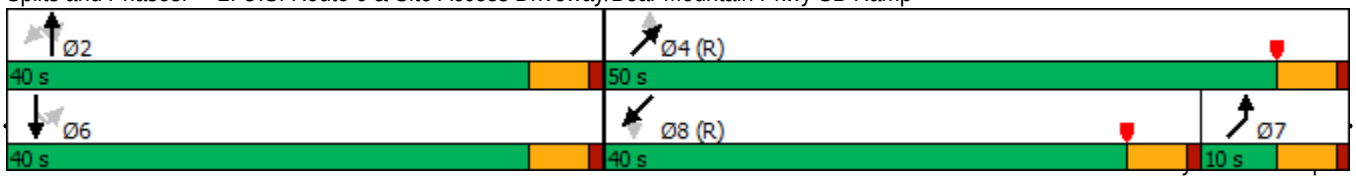
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	25	51	323	33	137	35	626	45	45	596	163
Future Volume (vph)	51	25	51	323	33	137	35	626	45	45	596	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850		0.879			0.990			0.970	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	1863	1583	1745	1630	0	1669	3251	0	0	3228	0
Flt Permitted	0.587			0.739			0.245				0.866	
Satd. Flow (perm)	1093	1863	1583	1357	1630	0	430	3251	0	0	2804	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		152			12			41	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	4%	6%	2%	2%	4%	5%
Adj. Flow (vph)	57	28	57	359	37	152	39	696	50	50	662	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	28	57	359	189	0	39	746	0	0	893	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83	83	83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0	31.0	23.0	23.0		10.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0		10.0	50.0		40.0	40.0	
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%		11.1%	55.6%		44.4%	44.4%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0		5.0	45.0		35.0	35.0	
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)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0	8.0					8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0	18.0					18.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0	0					0		1	1	
v/c Ratio	0.17	0.05	0.10	0.85	0.31		0.12	0.40			0.61	
Control Delay	21.3	19.0	2.3	47.4	6.7		14.4	13.8			24.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.5			0.2	
Total Delay	21.3	19.0	2.3	47.4	6.7		14.4	14.3			24.4	
Queue Length 50th (ft)	23	11	0	187	15		11	141			245	
Queue Length 95th (ft)	47	27	13	269	55		33	218			322	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	425	724	667	527	726		317	1883			1453	
Starvation Cap Reductn	0	0	0	0	0		0	645			96	
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	0.13	0.04	0.09	0.68	0.26		0.12	0.60			0.66	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 4:NETL and 8:SWTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

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



Lane Group	NBL	NBT	NBR	SBL	SBT	NEL	NET	SWT
Lane Group Flow (vph)	57	28	57	359	189	39	746	893
v/c Ratio	0.17	0.05	0.10	0.85	0.31	0.12	0.40	0.61
Control Delay	21.3	19.0	2.3	47.4	6.7	14.4	13.8	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.2
Total Delay	21.3	19.0	2.3	47.4	6.7	14.4	14.3	24.4
Queue Length 50th (ft)	23	11	0	187	15	11	141	245
Queue Length 95th (ft)	47	27	13	269	55	33	218	322
Internal Link Dist (ft)		46			210		236	350
Turn Bay Length (ft)				135		45		
Base Capacity (vph)	425	724	667	527	726	317	1883	1453
Starvation Cap Reductn	0	0	0	0	0	0	645	96
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	0.13	0.04	0.09	0.68	0.26	0.12	0.60	0.66

Intersection Summary

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	51	25	51	323	33	137	35	626	45	45	596	163
Future Volume (veh/h)	51	25	51	323	33	137	35	626	45	45	596	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2091	2106	2106	1835	1805	1805	1841	1841	1841
Adj Flow Rate, veh/h	57	28	57	359	37	152	39	696	50	50	662	181
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
Percent Heavy Veh, %	2	2	2	3	2	2	4	6	6	4	4	4
Cap, veh/h	323	533	452	482	103	422	432	1960	141	91	946	254
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.16	0.60	0.60	0.26	0.26	0.26
Sat Flow, veh/h	1194	1870	1585	1467	360	1480	1747	3245	233	119	2433	652
Grp Volume(v), veh/h	57	28	57	359	0	189	39	368	378	461	0	432
Grp Sat Flow(s),veh/h/ln	1194	1870	1585	1467	0	1840	1747	1715	1763	1648	0	1557
Q Serve(g_s), s	3.6	1.0	2.4	21.2	0.0	7.4	0.0	9.7	9.7	11.7	0.0	22.7
Cycle Q Clear(g_c), s	11.0	1.0	2.4	22.1	0.0	7.4	0.0	9.7	9.7	22.1	0.0	22.7
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.13	0.11		0.42
Lane Grp Cap(c), veh/h	323	533	452	482	0	524	432	1036	1065	685	0	605
V/C Ratio(X)	0.18	0.05	0.13	0.74	0.00	0.36	0.09	0.35	0.36	0.67	0.00	0.71
Avail Cap(c_a), veh/h	447	727	616	635	0	715	432	1036	1065	685	0	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	0.94	0.00	0.94
Uniform Delay (d), s/veh	30.0	23.4	23.9	31.4	0.0	25.6	25.3	9.0	9.0	28.1	0.0	28.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.1	0.0	0.2	0.0	0.9	0.9	4.9	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.4	0.9	7.5	0.0	3.2	0.6	3.3	3.4	10.1	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	23.4	23.9	33.5	0.0	25.8	25.3	9.9	9.9	33.0	0.0	35.4
LnGrp LOS	C	C	C	C	A	C	C	A	A	C	A	D
Approach Vol, veh/h		142			548			785			893	
Approach Delay, s/veh		26.3			30.9			10.7			34.1	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		30.6		59.4		30.6	19.4	40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		45.0		35.0	5.0	35.0				
Max Q Clear Time (g_c+I1), s		13.0		11.7		24.1	2.0	24.7				
Green Ext Time (p_c), s		0.4		2.4		1.5	0.0	2.5				

Intersection Summary												
HCM 6th Ctrl Delay			25.1									
HCM 6th LOS			C									

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	28	60	446	35	104	42	1009	48	50	825	180
Future Volume (vph)	56	28	60	446	35	104	42	1009	48	50	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor							1.00				1.00	
Frt			0.850		0.888			0.993			0.974	
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1770	1863	1583	1762	1647	0	1686	3380	0	0	3311	0
Flt Permitted	0.663			0.738			0.143				0.757	
Satd. Flow (perm)	1235	1863	1583	1369	1647	0	254	3380	0	0	2512	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		109			8			31	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	29	63	469	37	109	44	1062	51	53	868	189
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	29	63	469	146	0	44	1113	0	0	1110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83	83	83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

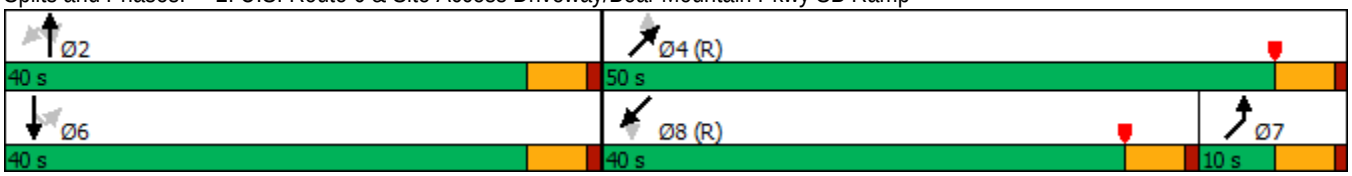
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0	31.0	23.0	23.0		10.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0		10.0	50.0		40.0	40.0	
Total Split (%)	44.4%	44.4%	44.4%	44.4%	44.4%		11.1%	55.6%		44.4%	44.4%	
Maximum Green (s)	35.0	35.0	35.0	35.0	35.0		5.0	45.0		35.0	35.0	
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)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		3.0	2.0		2.0	2.0	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0	8.0					8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0	18.0					18.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0	0					0		3	3	
v/c Ratio	0.13	0.04	0.10	0.94	0.22		0.21	0.63			0.96	
Control Delay	18.8	17.5	2.8	55.6	6.9		19.4	19.9			45.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.5			0.0	
Total Delay	18.8	17.5	2.8	55.6	6.9		19.4	21.4			45.4	
Queue Length 50th (ft)	21	10	0	243	13		15	278			~382	
Queue Length 95th (ft)	47	27	16	#429	51		32	368			#512	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	480	724	667	532	707		212	1770			1162	
Starvation Cap Reductn	0	0	0	0	0		0	439			0	
Spillback Cap Reductn	0	0	0	0	0		0	12			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.12	0.04	0.09	0.88	0.21		0.21	0.84			0.96	

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

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

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

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



Lane Group	NBL	NBT	NBR	SBL	SBT	NEL	NET	SWT
Lane Group Flow (vph)	59	29	63	469	146	44	1113	1110
v/c Ratio	0.13	0.04	0.10	0.94	0.22	0.21	0.63	0.96
Control Delay	18.8	17.5	2.8	55.6	6.9	19.4	19.9	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0
Total Delay	18.8	17.5	2.8	55.6	6.9	19.4	21.4	45.4
Queue Length 50th (ft)	21	10	0	243	13	15	278	~382
Queue Length 95th (ft)	47	27	16	#429	51	32	368	#512
Internal Link Dist (ft)		46			210		236	350
Turn Bay Length (ft)				135		45		
Base Capacity (vph)	480	724	667	532	707	212	1770	1162
Starvation Cap Reductn	0	0	0	0	0	0	439	0
Spillback Cap Reductn	0	0	0	0	0	0	12	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.04	0.09	0.88	0.21	0.21	0.84	0.96

Intersection Summary

~ 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.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	56	28	60	446	35	104	42	1009	48	50	825	180
Future Volume (veh/h)	56	28	60	446	35	104	42	1009	48	50	825	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	2106	2106	2106	1850	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	59	29	63	469	37	109	44	1062	51	53	868	189
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	2	2	2	2	2
Cap, veh/h	449	659	558	582	166	488	266	1847	89	83	991	213
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.18	1.00	1.00	0.39	0.39	0.39
Sat Flow, veh/h	1242	1870	1585	1469	470	1386	1762	3440	165	102	2549	547
Grp Volume(v), veh/h	59	29	63	469	0	146	44	547	566	556	0	554
Grp Sat Flow(s),veh/h/ln	1242	1870	1585	1469	0	1856	1762	1771	1834	1596	0	1601
Q Serve(g_s), s	3.2	0.9	2.4	27.8	0.0	5.0	0.0	0.0	0.0	18.9	0.0	29.1
Cycle Q Clear(g_c), s	8.1	0.9	2.4	28.7	0.0	5.0	0.0	0.0	0.0	28.8	0.0	29.1
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.09	0.10		0.34
Lane Grp Cap(c), veh/h	449	659	558	582	0	654	266	951	984	665	0	623
V/C Ratio(X)	0.13	0.04	0.11	0.81	0.00	0.22	0.17	0.58	0.58	0.84	0.00	0.89
Avail Cap(c_a), veh/h	494	727	616	636	0	722	266	951	984	665	0	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	0.93	0.00	0.93
Uniform Delay (d), s/veh	23.4	19.2	19.7	28.6	0.0	20.5	32.3	0.0	0.0	24.9	0.0	25.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.2	0.0	0.1	0.3	2.3	2.2	11.2	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.9	10.4	0.0	2.1	0.8	0.6	0.6	12.1	0.0	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	19.2	19.7	34.8	0.0	20.6	32.5	2.3	2.2	36.1	0.0	41.9
LnGrp LOS	C	B	B	C	A	C	C	A	A	D	A	D
Approach Vol, veh/h		151			615			1157			1110	
Approach Delay, s/veh		21.1			31.4			3.4			39.0	
Approach LOS		C			C			A			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		36.7		53.3		36.7	13.3	40.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		35.0		45.0		35.0	5.0	35.0				
Max Q Clear Time (g_c+I1), s		10.1		2.0		30.7	2.0	31.1				
Green Ext Time (p_c), s		0.5		4.0		1.0	0.0	1.8				

Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	53	23	55	467	31	145	53	1081	44	49	1027	238
Future Volume (vph)	53	23	55	467	31	145	53	1081	44	49	1027	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	11	11	12	10	11	11
Grade (%)		0%			-6%			1%			0%	
Storage Length (ft)	0		0	135		0	45		0	50		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	25			86			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor					0.99						1.00	
Frt			0.850		0.877			0.994			0.973	
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1543	1863	1583	1762	1609	0	1702	3384	0	0	3306	0
Flt Permitted	0.607			0.742			0.091				0.755	
Satd. Flow (perm)	986	1863	1583	1376	1609	0	163	3384	0	0	2501	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		153			7			36	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		126			290			316			430	
Travel Time (s)		2.9			6.6			5.4			7.3	
Confl. Peds. (#/hr)						1	4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	56	24	58	492	33	153	56	1138	46	52	1081	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	24	58	492	186	0	56	1184	0	0	1384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.01	1.01	0.96	1.05	1.05	1.01	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2		2	2		1	2	
Detector Template										Left		
Leading Detector (ft)	83	83	83	83	83		83	83		20	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5		-5	-5		0	-5	
Detector 1 Size(ft)	40	40	40	40	40		40	40		20	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43		43	43			43	
Detector 2 Size(ft)	40	40	40	40	40		40	40			40	
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		7	4			8	
Permitted Phases	2		2	6			4			8		
Detector Phase	2	2	2	6	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	31.0	31.0	31.0	23.0	23.0		10.0	31.0		31.0	31.0	
Total Split (s)	37.0	37.0	37.0	37.0	37.0		10.0	53.0		43.0	43.0	
Total Split (%)	41.1%	41.1%	41.1%	41.1%	41.1%		11.1%	58.9%		47.8%	47.8%	
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		5.0	48.0		38.0	38.0	
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)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag							Lag			Lead	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	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Walk Time (s)	8.0	8.0	8.0					8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0	18.0					18.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0	0					0		4	4	
v/c Ratio	0.16	0.04	0.09	1.01	0.28		0.33	0.65			1.22	
Control Delay	21.5	19.3	2.6	73.4	6.6		27.8	19.4			134.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.8			0.0	
Total Delay	21.5	19.3	2.6	73.4	6.6		27.8	21.3			134.6	
Queue Length 50th (ft)	22	9	0	~279	12		18	291			~531	
Queue Length 95th (ft)	50	26	14	#486	56		40	379			#447	
Internal Link Dist (ft)		46			210			236			350	
Turn Bay Length (ft)				135			45					
Base Capacity (vph)	350	662	617	489	670		172	1808			1131	
Starvation Cap Reductn	0	0	0	0	0		0	438			0	
Spillback Cap Reductn	0	0	1	0	0		0	43			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.16	0.04	0.09	1.01	0.28		0.33	0.86			1.22	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

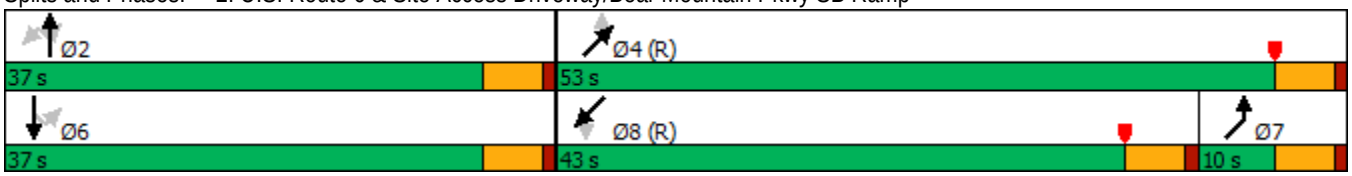
Natural Cycle: 120

Control Type: Actuated-Coordinated

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

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

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



Lane Group	NBL	NBT	NBR	SBL	SBT	NEL	NET	SWT
Lane Group Flow (vph)	56	24	58	492	186	56	1184	1384
v/c Ratio	0.16	0.04	0.09	1.01	0.28	0.33	0.65	1.22
Control Delay	21.5	19.3	2.6	73.4	6.6	27.8	19.4	134.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0
Total Delay	21.5	19.3	2.6	73.4	6.6	27.8	21.3	134.6
Queue Length 50th (ft)	22	9	0	~279	12	18	291	~531
Queue Length 95th (ft)	50	26	14	#486	56	40	379	#447
Internal Link Dist (ft)		46			210		236	350
Turn Bay Length (ft)				135		45		
Base Capacity (vph)	350	662	617	489	670	172	1808	1131
Starvation Cap Reductn	0	0	0	0	0	0	438	0
Spillback Cap Reductn	0	0	1	0	0	0	43	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.04	0.09	1.01	0.28	0.33	0.86	1.22

Intersection Summary

~ 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.

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	53	23	55	467	31	145	53	1081	44	49	1027	238
Future Volume (veh/h)	53	23	55	467	31	145	53	1081	44	49	1027	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1870	1870	2106	2106	2106	1864	1864	1864	1870	1870	1870
Adj Flow Rate, veh/h	56	24	58	492	33	153	56	1138	46	52	1081	251
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	17	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	665	563	594	116	536	179	1851	75	77	1080	249
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.11	1.00	1.00	0.56	0.56	0.56
Sat Flow, veh/h	1055	1870	1585	1482	325	1508	1776	3470	140	80	2557	589
Grp Volume(v), veh/h	56	24	58	492	0	186	56	581	603	706	0	678
Grp Sat Flow(s),veh/h/ln	1055	1870	1585	1482	0	1833	1776	1771	1839	1634	0	1593
Q Serve(g_s), s	3.6	0.8	2.2	29.2	0.0	6.6	0.0	0.0	0.0	26.9	0.0	38.0
Cycle Q Clear(g_c), s	10.2	0.8	2.2	30.0	0.0	6.6	0.0	0.0	0.0	38.0	0.0	38.0
Prop In Lane	1.00		1.00	1.00		0.82	1.00		0.08	0.07		0.37
Lane Grp Cap(c), veh/h	378	665	563	594	0	651	179	945	981	733	0	672
V/C Ratio(X)	0.15	0.04	0.10	0.83	0.00	0.29	0.31	0.61	0.61	0.96	0.00	1.01
Avail Cap(c_a), veh/h	378	665	564	595	0	652	179	945	981	733	0	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.88	0.00	0.88
Uniform Delay (d), s/veh	24.5	18.9	19.4	28.7	0.0	20.8	37.7	0.0	0.0	19.4	0.0	19.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	8.9	0.0	0.1	0.3	2.7	2.6	23.5	0.0	34.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.3	0.8	11.4	0.0	2.8	1.1	0.7	0.7	15.0	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	19.0	19.4	37.7	0.0	20.9	38.1	2.7	2.6	42.8	0.0	54.4
LnGrp LOS	C	B	B	D	A	C	D	A	A	D	A	F
Approach Vol, veh/h		138			678			1240			1384	
Approach Delay, s/veh		21.4			33.1			4.2			48.5	
Approach LOS		C			C			A			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		37.0		53.0		37.0	10.0	43.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		32.0		48.0		32.0	5.0	38.0				
Max Q Clear Time (g_c+I1), s		12.2		2.0		32.0	2.0	40.0				
Green Ext Time (p_c), s		0.4		4.3		0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									

GASLAND CORTLANDT

APPENDIX H

NYSDOT CORRESPONDENCE

NEW YORK STATE OF OPPORTUNITY | Department of Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

NYSDOT - REGION 8

MEETING SIGN-IN SHEET

Meeting Name: 19-015 Gasland Cortland **Date:** 1/29/19

NAME	COMPANY / GROUP	E-MAIL ADDRESS	PHONE #
PHILIP GREALY	MASER CONSULTING	pgrealy@maserconsulting.com	914 347-7500
Mitch Nesbewat	Gas Land Blaster	gasland.zombie@gmail.com	845-331-7545
Chris Kapins	Chazen	ckapins@chazencompanies.com	845-486-1478
Lance Gorney	NYSDOT	Lance.Gorney@dot.ny.gov	845-431-5856

Philip Grealy

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

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

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

Chris:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

If there is anything else please let me know.

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

NEW YORK
STATE OF
OPPORTUNITY.
Department of
Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

March 14, 2019

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

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

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

Dear Tortorella:

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

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

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

Sincerely,

Hai Ian
Records Access Officer

MASER CONSULTING P.A.

Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

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

March 4, 2019

VIA E-MAIL

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

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

Dear Ms. Morris

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

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

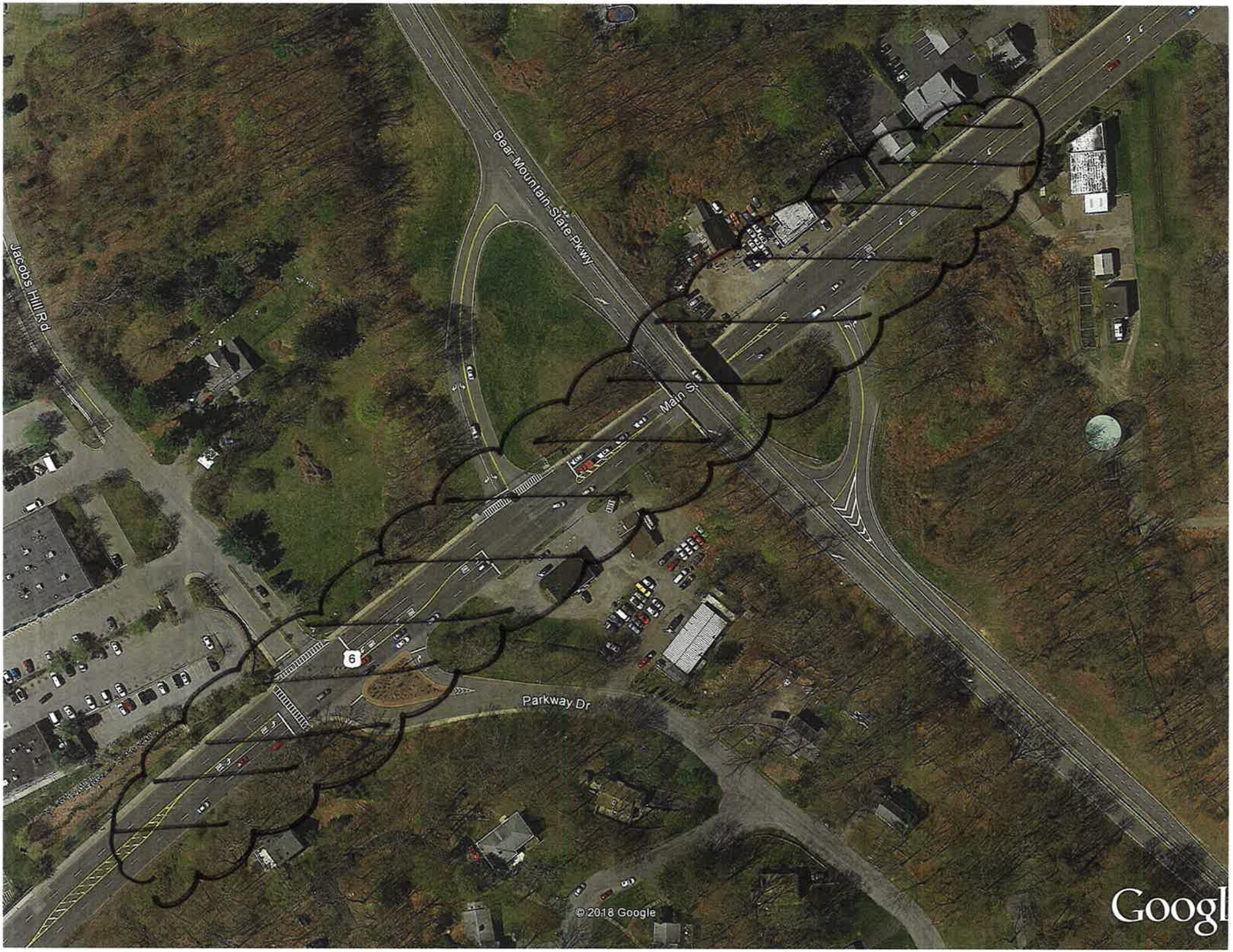
If you have any questions on the above, please feel free to reach out to discuss at (914) 347-7500 x4813.

Very truly yours,

MASER CONSULTING P.A.

Nicholas Tortorella, I.E.

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


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

NEW YORK
STATE OF
OPPORTUNITY.
Department of
Transportation

ANDREW M. CUOMO
Governor

PAUL A. KARAS
Acting Commissioner

March 5, 2019

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

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

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

Dear Mr. Tortorella:

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

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

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

Sincerely,

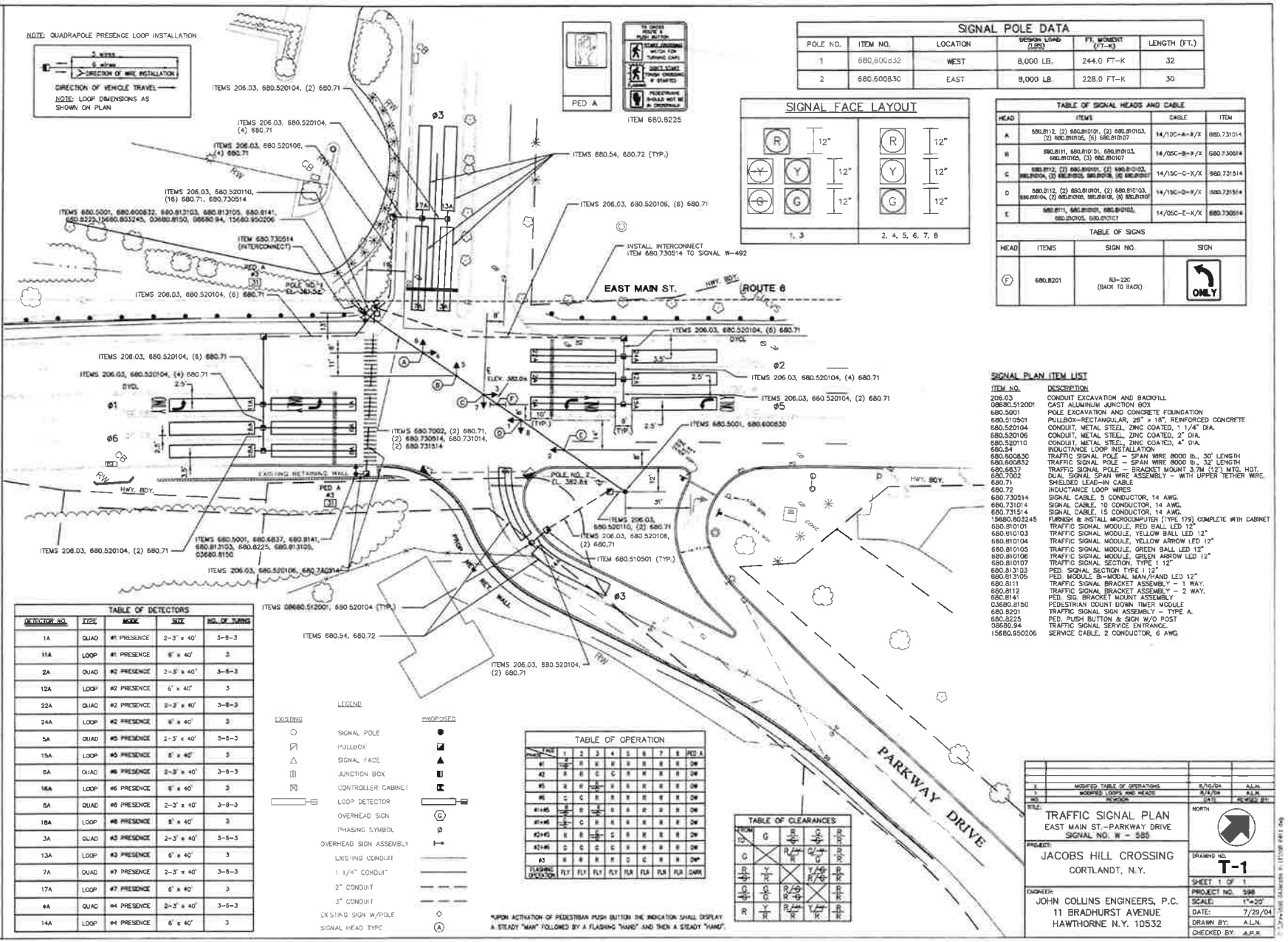
Jerry Morse
Records Access Officer

GENERAL NOTES:

1. ALL WORK IS TO BE DONE ACCORDING TO THE LATEST "NYSDOT STANDARD SPECIFICATIONS", REGION 9 SIGNAL DETAILS SHEETS, AND STANDARD STRUCTURE SHEETS. THE REGION 9 SIGNAL DETAILS SHEETS ARE TO BE PART OF THE SIGNAL PLAN.
2. SIGNAL HEAD MOUNTING CLEARANCE SHOULD BE 16'-8".
3. ALL MATERIALS INCORPORATED IN THE SIGNAL INSTALLATION SHALL CONFORM TO THE CURRENT NYSDOT REQUIREMENTS AS PER NOTE 1 ABOVE. CONFORMANCE SHALL BE MET BY NYSDOT APPROVAL OF THE FOLLOWING SUBMISSIONS BY THE PERMITTEE/CONTRACTOR.
   A. TRAFFIC SIGNAL POLES AND PEDESTRIAN POLES: MANUFACTURER'S SHOP DRAWINGS AND CALCULATIONS MUST BE SUBMITTED TO NYSDOT FOR EACH SIGNAL POLE. THE SHOP DRAWINGS AND CALCULATIONS MUST BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK.
   B. TRAFFIC SIGNAL HEADS (SECTIONS) & BRACKET ASSEMBLIES, PEDESTRIAN HEADS AND BRACKET ASSEMBLIES, CONCRETE PULLBOXES, CAST ALUMINUM JUNCTION BOXES, AND OVERHEAD SIGN ASSEMBLIES: MANUFACTURER CATALOG CUTS MUST BE SUBMITTED TO BE SAME AS BELL AS MANUFACTURER'S CERTIFICATION OF COMPLIANCE WITH "NYSDOT STANDARD SPECIFICATIONS".
   C. TRAFFIC SIGNAL CONDUIT, CABLE, WIRE: MANUFACTURER IS CATALOG CUTS MUST BE SUBMITTED TO NYSDOT.
   D. TRAFFIC SIGNAL LOOP EMBEDDING SEALER: ONLY THOSE PRODUCTS INCLUDED ON THE LATEST NYSDOT MATERIALS BUREAU "APPROVED LIST" SHALL BE USED.
4. THE SIGNAL INSTALLATION CONTRACTOR SHALL CONTACT NYSDOT REGION 8 TRAFFIC ENGINEERING & SAFETY PRIOR TO PERFORMING ANY WORK. A MEETING SHALL TAKE PLACE AS DETERMINED NECESSARY BY NYSDOT OR AT THE REQUEST OF THE CONTRACTOR.
5. NYSDOT SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY VEHICLE DETECTOR LOOPS. FAILURE TO DO SO MAY RESULT IN THE REJECTION OF LOOPS SO INSTALLED.
6. THE PERMITTEE/CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL LOCAL PERMITS REQUIRED
7. PAVEMENT MARKINGS, IF REQUIRED, SHALL BE IN ACCORDANCE TO CURRENT NYSDOT PRACTICE FOR THE SIGNAL LOCATION.
8. THE PERMITTEE IS RESPONSIBLE FOR ELECTRIC SERVICE TO THE SIGNAL ARRANGEMENTS WITH UTILITY AND PAYMENT OF ENERGY CHARGES. NYSDOT WILL PROVIDE A SAMPLE POWER REQUEST FOR THE SIGNAL(S).
9. IT IS THE PERMITTEE IS RESPONSIBILITY TO RESTORE ANY DISTURBED AREAS TO THEIR ORIGINAL CONDITION AS PER THE APPROPRIATE SECTIONS OF THE STANDARD SPECIFICATIONS.
10. SIGNAL POLE FOOTINGS (FOUNDATIONS) SHALL BE INSTALLED AS PER STANDARD STRUCTURE SHEET 680-13R2 PARTICULAR NOTE SHALL BE MADE OF THE "METHODS FOR PLACING FOOTINGS" AS THEY RELATE TO APPROVED METHODS OF BACKFILL. IF ROCK IS ENCOUNTERED, NYSDOT TRAFFIC ENGINEERING & SAFETY SHOULD BE NOTIFIED. NYSDOT SOILS SHALL THEN BE NOTIFIED FOR THE PROPER METHOD OF INSTALLATION.
11. NYSDOT WILL PROVIDE TABLE OF SWITCH PACKS AND TABLE OF INPUT WIRING TO THE PERMITTEE (CONTRACTOR). IT IS THE PERMITTEE'S (CONTRACTOR'S) RESPONSIBILITY TO NOTIFY NYSDOT WHEN THESE ARE NEEDED.
12. LOOP DETECTORS ARE TO BE WIRED IN PARALLEL IN THE CABINET.
13. ELECTRICAL CABLE SPLICES: ALL CABLE SPLICES MADE IN CABLE RUNS TO BE LOCATED BELOW GROUND WELL BE ACCOMPLISHED USING METHOD #32 (TWO COMPONENT ELECTRICAL INSULATING RESIN REJACKETING MATERIAL) AS DESCRIBED IN SECTION 680.3.16 OF THE STANDARDS SPECIFICATIONS.
14. MAINTENANCE AND PROTECTION OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE NYSDOT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
15. PULLBOXES
   A. UNLESS OTHERWISE SHOWN ON THE PLANS ALL PULLBOXES SHALL BE INSTALLED OUTSIDE OF THE PAVEMENT OR SHOULDER AREA.
   B. THE FINISHED GROUND SURFACE ON THE BACK SLOPE IN THE VICINITY OF THE PULLBOX SHALL BE ADJUSTED SO THAT NO FILL SHALL BE SPILLED ON THE TOP OF THE BOX AND THE MAXIMUM DISTANCE FROM THE TOP OF THE FINISHED GROUND AT THE BOX SHALL NOT EXCEED 6 INCHES. ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE PULLBOX.
16. THE CONTRACTOR SHALL REFERENCE NYSDOT STANDARD SHEETS M94-1, M680-1, M680-3, M680-5, M680-6, M680-8, M680-12, M680-13R2, M680-14, M650-13, M680-15 FOR THIS INSTALLATION.
17. TRAFFIC SIGNAL CONTROL BE MAINTAINED UNTIL THE NEW SIGNAL IS IN OPERATION AND ACCEPTED BY THE STATE, UNDER ITEM 619.1613 MAINTAIN TRAFFIC SIGNAL EQUIPMENT.
18. THE CLEARANCES BETWEEN ANY SIGNAL EQUIPMENT AND UTILITY LINES SHALL BE 6' FOR PRIMARY 3' SECONDARY AND 1' FOR ALL OTHERS.
19. IF SOFT CLAY OR ORGANIC DEPOSITS ARE ENCOUNTERED DURING THE FOOTING AUGERING/ENGORING OPERATION, OR IF AUGERING/DIGGING IS UNDERTAKEN IN AREAS HAVING A HIGH WATER TABLE, THE CONTRACTOR SHALL CONSULT THE ENGINEER-IN-CHARGE.
20. CONTRACTOR SHALL CONTACT ALL THE APPROPRIATE PARTIES WITH JURISDICTION OVER THE UTILITIES (OVERHEAD AND UNDERGROUND) ENTERING ON OR NEAR THE PROJECT AREA PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES AND PROVIDE THOSE AGENCIES 72 HOURS NOTIFICATION. CONTRACTOR SHALL BE AWARE THAT OTHER UTILITIES (OVERHEAD AND/OR UNDERGROUND) NOT SHOWN ON THE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL AT HIS/HER OWN EXPENSE, REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE/SHE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDUE INTERRUPTION TO UTILITY SERVICES.
21. PHASE 2 & 6 TO BE SET ON MIN. RECALL GREEN.

NOTE: QUADRAPOLE PRESENCE LOOP INSTALLATION

NOTE: LOOP DIMENSIONS AS SHOWN ON PLAN



SIGNAL POLE DATA

POLE NO.	ITEM NO.	LOCATION	DESIGN LOAD (LBS)	FT. MOMENT (FT-K)	LENGTH (FT.)
1	680.6006832	WEST	8,000 LB.	244.0 FT-K	32
2	680.6006830	EAST	8,000 LB.	228.0 FT-K	30

SIGNAL FACE LAYOUT

TABLE OF SIGNAL HEADS AND CABLE

HEAD	ITEMS	CABLE	ITEM
A	680.8112, (2) 680.810101, (2) 680.810103, (2) 680.810105, (6) 680.810107	14/10C-A-X/X	680.731014
B	680.8111, 680.810101, 680.810103, 680.810105, (3) 680.810107	14/05C-B-X/X	680.730514
C	680.8112, (2) 680.810101, (2) 680.810103, 680.810104, (2) 680.810105, 680.810106, (6) 680.810107	14/15C-C-X/X	680.731514
D	680.8112, (2) 680.810101, (2) 680.810103, 680.810104, (2) 680.810105, 680.810106, (8) 680.810107	14/15C-D-X/X	680.731514
E	680.8111, 680.810101, 680.810103, 680.810105, 680.810107	14/05C-E-X/X	680.730514

TABLE OF SIGNS

HEAD	ITEMS	SIGN NO.	SIGN
F	680.8201	R3-220 (BACK TO BACK)	ONLY

SIGNAL PLAN ITEM LIST

ITEM NO.	DESCRIPTION
206.03	CONDUIT EXCAVATION AND BACKFILL
08680.512001	CAST ALUMINUM JUNCTION BOX
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION
680.510501	PULLBOX-RECTANGULAR, 26" x 18", REINFORCED CONCRETE
680.520104	CONDUIT, METAL STEEL, ZINC COATED, 1 1/4" DIA.
680.520106	CONDUIT, METAL STEEL, ZINC COATED, 2" DIA.
680.520110	CONDUIT, METAL STEEL, ZINC COATED, 4" DIA.
680.54	INDUCTANCE LOOP INSTALLATION
680.600830	TRAFFIC SIGNAL POLE - SPAN WIRE 8000 lb., 30' LENGTH
680.600832	TRAFFIC SIGNAL POLE - SPAN WIRE 8000 lb., 32' LENGTH
680.6837	TRAFFIC SIGNAL POLE - BRACKET MOUNT 3.7M (12') MTG. HGT.
680.7002	DUAL SIGNAL SPAN WIRE ASSEMBLY - WITH UPPER TETHER WIRE.
680.71	SHIELDED LEAD-IN CABLE
680.72	INDUCTANCE LOOP WIRES
680.730514	SIGNAL CABLE, 5 CONDUCTOR, 14 AWG.
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG.
680.731514	SIGNAL CABLE, 15 CONDUCTOR, 14 AWG.
15680.803245	FURNISH & INSTALL MICROCOMPUTER (TYPE 179) COMPLETE WITH CABINET
680.810101	TRAFFIC SIGNAL MODULE, RED BALL LED 12"
680.810103	TRAFFIC SIGNAL MODULE, YELLOW BALL LED 12"
680.810104	TRAFFIC SIGNAL MODULE, YELLOW ARROW LED 12"
680.810105	TRAFFIC SIGNAL MODULE, GREEN BALL LED 12"
680.810106	TRAFFIC SIGNAL MODULE, GREEN ARROW LED 12"
680.810107	TRAFFIC SIGNAL SECTION, TYPE 1 12"
680.813103	PED. SIGNAL SECTION TYPE 1 12"
680.813105	PED. MODULE BI-MODAL MAN/HAND LED 12"
680.8111	TRAFFIC SIGNAL BRACKET ASSEMBLY - 1 WAY.
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY - 2 WAY.
680.8141	PED. SIG. BRACKET MOUNT ASSEMBLY
03680.8150	PEDESTRIAN COUNT DOWN TIMER MODULE
680.8201	TRAFFIC SIGNAL SIGN ASSEMBLY - TYPE A.
680.8225	PED. PUSH BUTTON & SIGN W/O POST
08680.94	TRAFFIC SIGNAL SERVICE ENTRANCE.
15680.950206	SERVICE CABLE, 2 CONDUCTOR, 6 AWG.

TABLE OF DETECTORS

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

LEGEND

EXISTING		PROPOSED
○	SIGNAL POLE	●
▨	PULLBOX	■
△	SIGNAL FACE	▲
▥	JUNCTION BOX	■
⊠	CONTROLLER CABINET	■
——⊏	LOOP DETECTOR	▭
	OVERHEAD SIGN	Ⓖ
	PHASING SYMBOL	ø
OVERHEAD SIGN ASSEMBLY		⊢●
	EXISTING CONDUIT	——
	1 1/4" CONDUIT	——
	2" CONDUIT	— — —
	3" CONDUIT	— — —
EXISTING SIGN W/POLE		◇
SIGNAL HEAD TYPE		Ⓐ

TABLE OF OPERATION

PHASE / FACE	1	2	3	4	5	6	7	8	PED A
#1	G	R	R	R	R	R	R	R	DW
#2	R	R	G	G	R	R	R	R	DW
#3	R	R	Y	Y	R	R	R	R	DW
#4	G	G	R	R	R	R	R	R	DW
#1+#5	G	R	R	R	R	R	R	R	DW
#1+#6	G	G	R	R	R	R	R	R	DW
#2+#5	R	R	G	G	R	R	R	R	DW
#2+#6	G	G	G	G	R	R	R	R	DW
#3	R	R	R	R	G	G	R	R	DW
FLASHING OPERATION	FLY	FLY	FLY	FLY	FLR	FLR	FLR	FLR	DWR

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

TABLE OF CLEARANCES

FROM / TO	G	Y	R	DW
G	X	R/G	R/G	DW
Y	Y/G	X	R/Y	DW
R	Y/G	Y/R	X	DW
DW	DW	DW	DW	X

NO.	REVISION	DATE	BY
2	MODIFIED TABLE OF OPERATIONS	8/10/04	A.L.M.
1	MODIFIED LOOPS AND HEADS	6/4/04	A.L.M.
NO.	REVISION	DATE	REVISED BY:

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

PROJECT:
JACOBS HILL CROSSING
CORTLANDT, N.Y.

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

NORTH

DRAWING NO. T-1
SHEET 1 OF 1
PROJECT NO. 598
SCALE: 1"=20'
DATE: 7/29/04
DRAWN BY: A.L.N.
CHECKED BY: A.P.R.

TE-26X

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

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

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

INTERSECTION ROUTE 6 AT BEAR MT. STATE PARKWAY RAMP

☐ CITY ☐ VILLAGE ☒ TOWN OF CORTLAND

Department Order filed _____ as Section 2055.30 Subdivision (m)

Prior specifications hereby superseded ☒ None ☐ _____

Purpose : INSTALL TRAFFIC SIGNAL UNDER CONTRACT D254934.

These specifications will be effective upon the ☒ Installation ☐ Modification of the necessary traffic control device(s) 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

7/11/96 (Date) | WO Fdy Patrick (Signature) | RTE / KRF (Title)

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

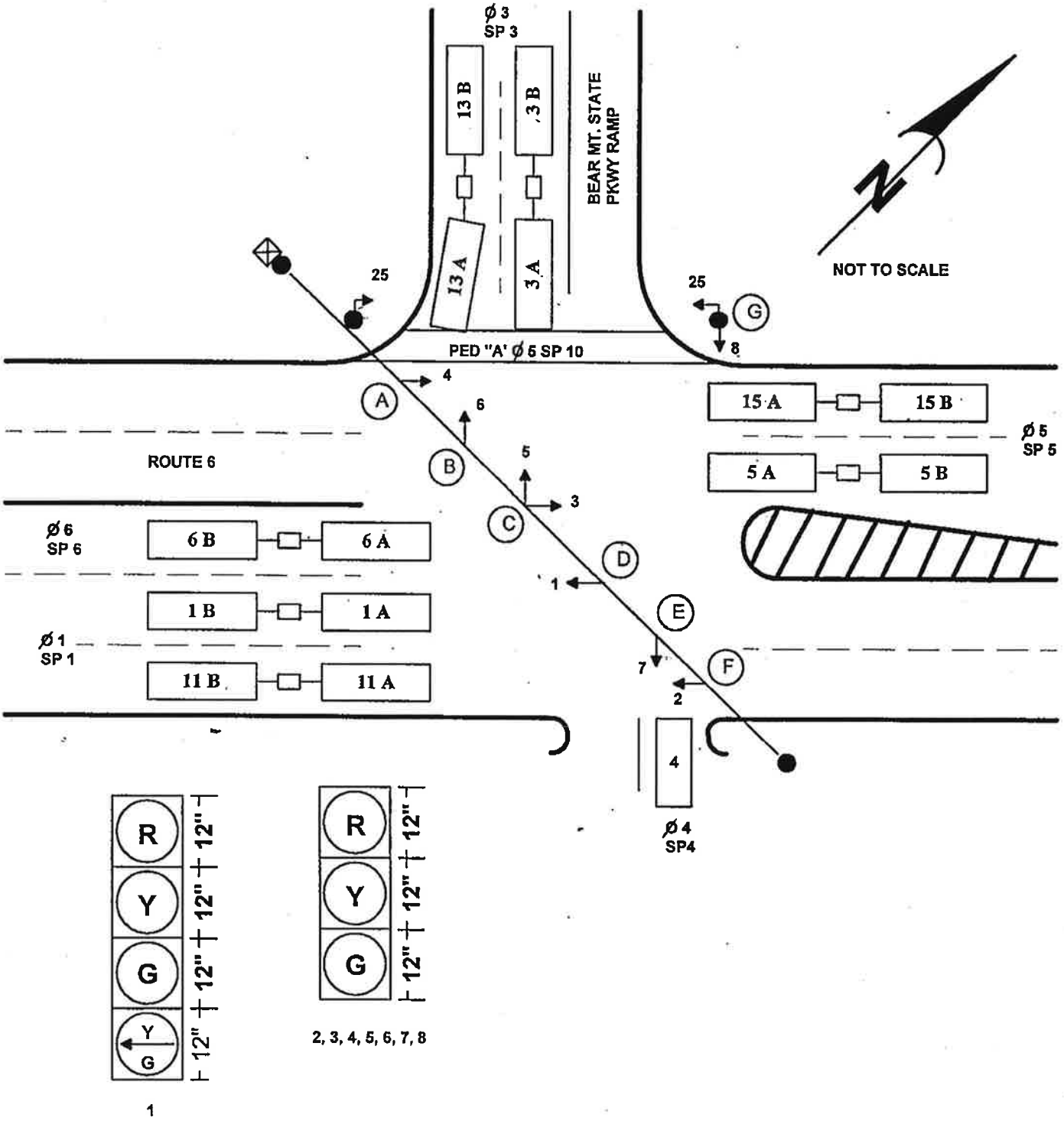
Installation Date 7-5-95

Modification Date 7/11/96

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

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

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



TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____

SIGNAL # 992 COUNTY # WEST DATE JUL 11 1996

TABLE OF SWITCH PACKS

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

TE 252-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS V 1.0
STUDY #
FILE #
PAGE 20 OF 20

SIGNAL # 492 COUNTY # WEST DATE JUL 11 1996

TABLE OF INPUT WIRING

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

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10		5	5	10	5		
Gap, Ext	2		2	2	2	2		
Max 1	35		25	10	35	10		
Max 2								
Yel Clearance	5		5	5	5	5		
Red Clearance	1.6		1	1	1	1		
Walk					8			
Ped Clearance					18			
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	1		1	1	1	1		
Min Recall	1				1			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap1	1	1	1	1	1	1	1	1
Gaurantee Pass								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Ye								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

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

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

Split	1	2	3	4	5	6	7	8	Split	1	2	3	4	5	6	7	8
1 Coor	0	0	0	0	0	0	0	0	13 Coor	0	0	0	0	0	0	0	0
2 Coor	0	0	0	0	0	0	0	0	14 Coor	0	0	0	0	0	0	0	0
3 Coor	0	0	0	0	0	0	0	0	15 Coor	0	0	0	0	0	0	0	0
4 Coor	0	0	0	0	0	0	0	0	16 Coor	0	0	0	0	0	0	0	0
5 Coor	0	0	0	0	0	0	0	0	17 Coor	0	0	0	0	0	0	0	0
6 Coor	0	0	0	0	0	0	0	0	18 Coor	0	0	0	0	0	0	0	0
7 Coor	0	0	0	0	0	0	0	0	19 Coor	0	0	0	0	0	0	0	0
8 Coor	0	0	0	0	0	0	0	0	20 Coor	0	0	0	0	0	0	0	0
9 Coor	0	0	0	0	0	0	0	0	21 Coor	0	0	0	0	0	0	0	0
10 Coor	0	0	0	0	0	0	0	0	22 Coor	0	0	0	0	0	0	0	0
11 Coor	0	0	0	0	0	0	0	0	23 Coor	0	0	0	0	0	0	0	0
12 Coor	0	0	0	0	0	0	0	0	24 Coor	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with t
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup

W-492

STD8

3-4-10

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	0
3	1	RED	1
4	1	RED	1
5	2	GREEN	1
6	2	RED	1
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Fsh Sta	ON
Start Flash(s	0
Start AllRed(s	3
Yellow < 3"	OFF
Display Time	20
Red Revert	3
Multi Param	0
Feature Param	0
Free Min Set	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Fault	ON
Auto Ped Clear	OFF
SDLC Retry	0

RTE 6 @ BEAR MTN PKWY (ID 7492) (Standard File) | 8 | Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc [illegible]am 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	ON

Overlap	Row	Parent Ph Clearance		Overlap	Row	Parent Ph Clearance	
1	IncludedØ	NORMAL		9	IncludedØ	NORMAL	
	Modifier Ø	Grn			Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
A	Conflict Olap	Red	1.5	I	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
2	IncludedØ	NORMAL		10	IncludedØ	NORMAL	
	Modifier Ø	Grn			Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
B	Conflict Olap	Red	1.5	J	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
3	IncludedØ	NORMAL		11	IncludedØ	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	IncludedØ	NORMAL		12	IncludedØ	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	IncludedØ	NORMAL		13	IncludedØ	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	IncludedØ	NORMAL		14	IncludedØ	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	IncludedØ	NORMAL		15	IncludedØ	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	IncludedØ	NORMAL		16	IncludedØ	NORMAL	
	Modifier Ø	Grn			Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
H	Conflict Olap	Red	1.5	P	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	

Channel Settings [1.8.1]

......Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1		3	4	5	6				5														
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

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

Channel Params[1.8.3]	C1 IO Mode	USER	Single BIU Map	SINGLE	Invert Rail Input	OFF

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22				EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25	0	0				BegGRN				
26	0	0				BegGRN				
27	0	0				BegGRN				
28	0	0				BegGRN				
29	0	0				BegGRN				
30	0	0				BegGRN				
31	0	0				BegGRN				
32	0	0				BegGRN				
33	0	0				BegGRN				
34	0	0				BegGRN				
35	0	0				BegGRN				
36	0	0				BegGRN				
37	0	0				BegGRN				
38	0	0				BegGRN				
39	0	0				BegGRN				
40	0	0				BegGRN				
41	0	0				BegGRN				
42	0	0				BegGRN				
43	0	0				BegGRN				
44	0	0				BegGRN				
45	0	0				BegGRN				
46	0	0				BegGRN				
47	0	0				BegGRN				
48	0	0				BegGRN				

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Addl	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	5	0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.

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

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedCl	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track G	Min Dwel	Ext Dwe	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

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

Alt# 1 Times Table [1.1.6.1]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

Alt# 1 Options Table [1.1.6.2]

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

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

Day Plans [4.4]

Day Plan 1

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

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
41												
42	48											
43												
44	98											
45	99											
46	100	255										
47	RTE 6 @ BEAR MTN PKWY (ID 7492)											
48	3/4/2010 Page 6											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOp	ØTime	DetG	Call In	CIC	CNA	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	15	Veh Call 15
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1		C11S Connecto
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	129	Ped Call 1
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		FcnTimer		
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0
I	0	=	I	0	----	I	0	----	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6

Station ID	7492
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-00
Alt:	0,0-000-000-00

2070 Port Parms [6

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

Ø	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By	Ø	From	To	From	To	From	To	From	To
1			1								
2			2								
3			3								
4			4								
5			5								
6			6								
7			7								
8			8								

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By	Ø	From	To	From	To	From	To	From	To
1			1								
2			2								
3			3								
4			4								
5			5								
6			6								
7			7								
8			8								

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Time	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

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

Study :
Contract :
PIN :
File :

W -585 SIGNAL NO(S)

Westchester COUNTY

OFFICE

INTERSECTION Rte. 6 @ Jacobs Plaza/Parkway Drive

☐ CITY ☐ VILLAGE ☒ TOWN OF Cortlandt

Department Order filed _____ as Section _____ Subdivision _____

Prior specifications hereby superseded ☐ None ☐ _____

Purpose : Installaton of New Traffic Signal

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

I. This Signal shall

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

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

B.

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

as shown in the ☒ schematic ☐ scaled drawing on page 2.

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

cc:
( ) ☐ Main Office
(1) ☐ Region 8 Traffic Engineer
(2) ☐ Ray Novak
( ) ☐ _____

_____ _____ RTE
Date Signature Title

Installation Date 01/31/06

Modification Date _____

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	5	10	5		5	10		
Gap, Ext	3	2	2		2	2		
Max 1	25	40	28		25	40		
Max 2								
Yel Clearance	4	4	4		4	4		
Red Clearance	1	1	1		1	1		
Walk			7					
Ped Clearance			19					
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	On	On	On		On	On		
Min Recall		On				On		
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		On		On		On		On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Gm/Ped Delay								

ID: 7585 ROUTE 6 @ JACOBS HILL PLAZA

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

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	90	8	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	70	8	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3			3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4			4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5			5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6			6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7			7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8			8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9			9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10			10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11			11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12			12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	15	45	30		15	45	30		13	Coor								
	2		MAX				MAX												
2	Coor	15	35	20		15	35	20		14	Coor								
	2		MAX				MAX												
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

STD8

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	On
2	1	GREEN	On
3	1	RED	On
4	1	RED	Off
5	2	RED	On
6	2	GREEN	On
7	2	RED	Off
8	2	RED	Off

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand 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)	3
Yellow < 3*	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

Overlap	Item	Clearance		Overlap	Item	Clearance	
	Included Ø	NORMAL			Included Ø	NORMAL	
1	Modifier Ø	Grn		9	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
A	Conflict Olap	Red	1.5	I	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
2	Modifier Ø	Grn		10	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
B	Conflict Olap	Red	1.5	J	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
3	Modifier Ø	Grn		11	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
C	Conflict Olap	Red	1.5	K	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
4	Modifier Ø	Grn		12	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
D	Conflict Olap	Red	1.5	L	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
5	Modifier Ø	Grn		13	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
E	Conflict Olap	Red	1.5	M	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
6	Modifier Ø	Grn		14	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
F	Conflict Olap	Red	1.5	N	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
7	Modifier Ø	Grn		15	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
G	Conflict Olap	Red	1.5	O	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	
	Included Ø	NORMAL			Included Ø	NORMAL	
8	Modifier Ø	Grn		16	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5		Conflict Ø	Yel	3.5
H	Conflict Olap	Red	1.5	P	Conflict Olap	Red	1.5
	Conflict Ped	LG			Conflict Ped	LG	

Channel Settings [1.8.1]

......Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3		5	6			3				3											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

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

Coord Transition, CoorPhs [2.5]

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

Channel Params[1.8.3]

C1 IO Mode USER ; BIU Map SINGLE Invert Rail Input OFF

Ven Par 1-64 [5.1]

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

Ven 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	3		15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3	45			7	ON
4	45			7	ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwel	PedClr+	Yel
1		2			
2		2			
3		15	3		4
4		15	3		4
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3	4		OFF
4	4		OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

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

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min 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 Plan To
1	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
	On	On	On	On	On	On	On	On	On	On	On	On		On	On	On	On	On		On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	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	
	On	On	On	On	On	On	On	On	On	On	On	On	On						On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	2
3	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	6	0	2	9			
2	7	30	1	10			
3	9	0	2	11			
4	14	0	1	12			
5	19	0	2	13			
6	22	0	99	14			
7	0	0	99	15			
8				16			

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	7	0	2	9			
2	10	0	1	10			
3	18	0	2	11			
4	22	0	99	12			
5				13			
6				14			
7				15			
8				16			

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call 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	
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25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	15	Veh Call 15
I2-8	16	Veh Call 16
I3-1	17	Veh Call 17
I3-2	18	Veh Call 18
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	22	Veh Call 22
I3-7	189	Unused
I3-8	24	Veh Call 24
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	129	Ped Call 1
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		Fcn Timer		
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6.1]

Station ID	7585
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
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		

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MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

SIGNAL # W-585 COUNTY # Westchester DATE 11/05

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	-----	1	SP 1 R	----------		SP 1 R	
		←		SP 1 Y	14 / 15C - D - BL / W		SP 1 Y	
		←		SP 1 G	- G / W		SP 1 G	
		Ground Wire		Grnd Bus	- B / W		Grnd Bus	
2	Ø2	Red	3	SP 2 R	14 / 15C - C - R	4	SP 2 R	14 / 10C - A - R
		Yellow		SP 2 Y	- O		SP 2 Y	- O
		Green		SP 2 G	- G		SP 2 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
3	Ø3	Red	5	SP 3 R	14 / 5C - B - R	6	SP 3 R	14 / 10C - A - R / B
		Yellow		SP 3 Y	- O		SP 3 Y	- O / B
		Green		SP 3 G	- G		SP 3 G	- G / B
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W / B
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø5	-----	3	SP 5 R	----------		SP 6 R	
		←		SP 5 Y	14 / 15C - C - O / B		SP 6 Y	
		←		SP 5 G	- G / B		SP 6 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
6	Ø6	Red	1	SP 6 R	14 / 15C - D - R	2	SP 5 R	14 / 5C - E - R
		Yellow		SP 6 R	- O		SP 5 Y	- O
		Green		SP 6 R	- G		SP 5 G	- G
		Ground Wire		Ground Wire	- W		Grnd Bus	- W
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8		Red		SP 8 R			SP 8 R	
		Yellow		SP 8 Y			SP 8 Y	
		Green		SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9	PED A Ø3	DON'T WALK	9,10	SP 9 R	14 / 5C - 1P - R		SP 9 R	
		-------		SP 9 Y	-----		SP 9 Y	
		WALK		SP 9 G	14 / 5C - 1P - G		SP 9 G	
		Ground Wire		Grnd Bus	14 / 5C - 1P - W		Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13	Ø3	Red	7	SP 13 R	14 / 15C - C - R / B	8	SP 13 R	14 / 15C - D - R / B
		Yellow		SP 13 Y	- O / B		SP 13 Y	- O / B
		Green		SP 13 G	- G / B		SP 13 G	- G / B
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W / B
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

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MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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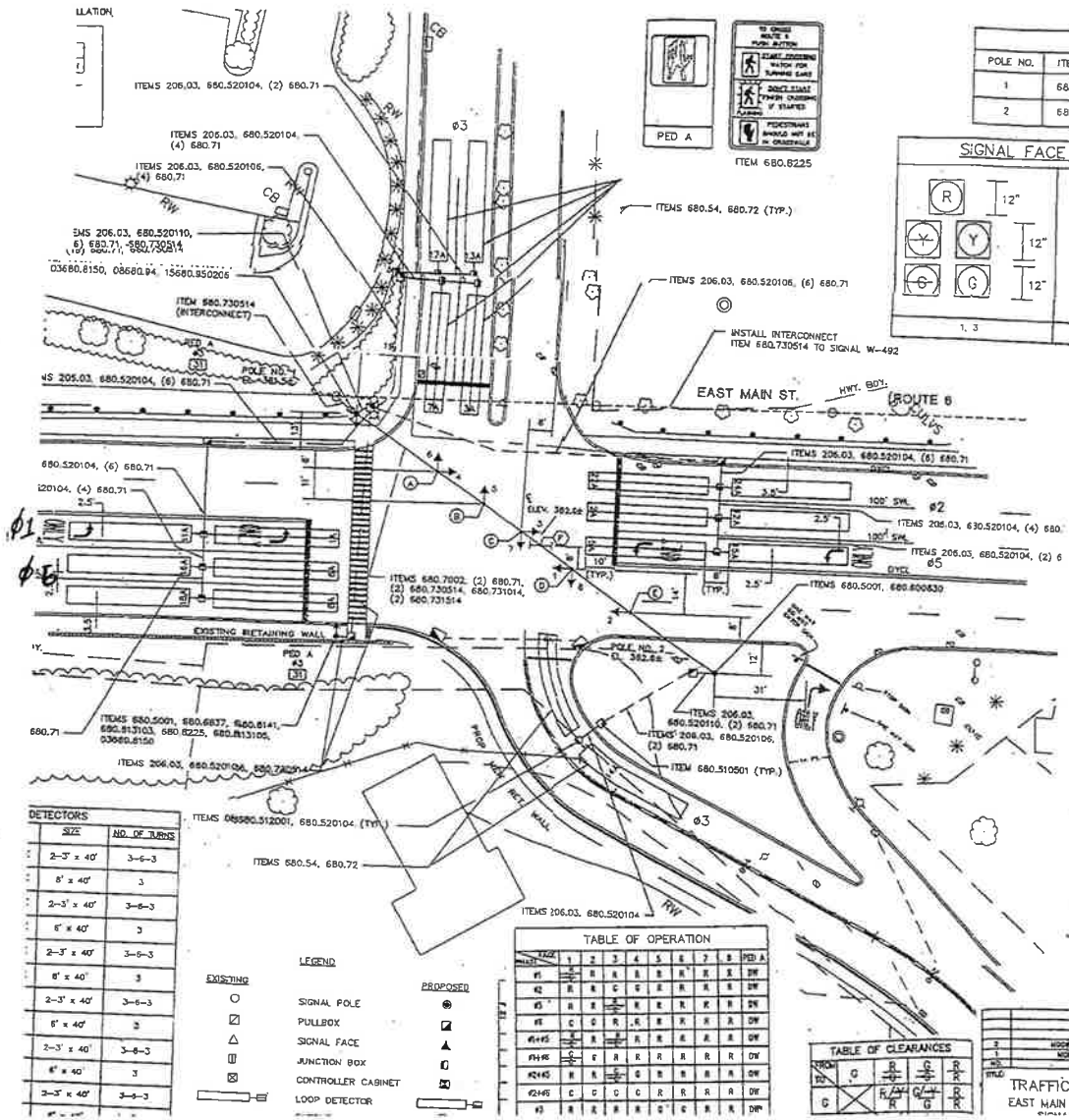
SIGNAL # W-585 COUNTY Westchester DATE 11/05

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. YPE	DET. AN OVER	REMARKS
1A, 1B	Ø1	1A	QUAD		PRESENCE
2A, 2B	Ø2	2A	QUAD		PRESENCE
3A, 3B	Ø3	3A	QUAD		PRSENCE
4A, 4B	Ø3	4A	QUAD		PRESENCE
5A, 5B	Ø5		QUAD		Presence
6A, 6B	Ø6	6A	QUAD		PRESENCE
7A, 7B	Ø3	7A	QUAD		PRESENCE
8A, 8B	Ø6	8A	QUAD		PRESENCE
9A, 9B					
10A, 10B					
11A, 11B	Ø1	11A	NORMAL		PRESENCE
12A, 12B	Ø2	12A	NORMAL		PRESENCE
13A, 13B	Ø3	13A	NORMAL		PRESENCE
14A, 14B	Ø3	14A	NORMAL		PRESENCE
15A, 15B	Ø5		Normal		Presence
16A, 16B	Ø6	16A	NORMAL		PRESENCE
17A, 17B	Ø3	17A	NORMAL		PRESENCE
18A, 18B	Ø6	18A	NORMAL		PRESENCE
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B	Ø2	22A	QUAD		PRESENCE
23A, 23B	~~Ø3 PED A~~	~~23A~~	~~PED DETECTOR~~		~~PED DETECTOR~~
24A, 24B	Ø2	24A	NORMAL		PRESENCE
25A, 25B	Ø3 PED A	25	PED DETECTOR		PED
26A, 26B					
27A, 27B					
28A, 28B					

W-585



POLE NO.	ITEM #
1	680.61
2	680.61

SIGNAL FACE LAYOUT

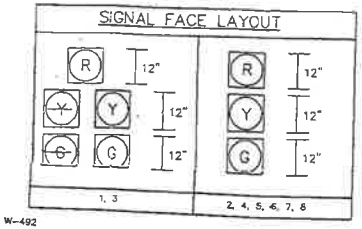


TABLE OF SIGNAL HEADS AND CABLE

HEAD	ITEMS	CABLE	ITE
A	680.8112, (2) 680.810101, (2) 680.810103, (2) 680.810103, (4) 680.810107	14/10C-A-X/X	680.7
B	680.8111, 680.810101, 680.810103, 680.810105, (3) 680.810107	14/05C-B-X/X	680.7
C	680.8112, (2) 680.810101, (2) 680.810103, 680.810104, (2) 680.810105, 680.810106, (4) 680.810107	14/15C-C-X/X	680.7
D	680.8112, (2) 680.810101, (2) 680.810103, 680.810104, (3) 680.810105, 680.810106, (6) 680.810107	14/15C-D-X/X	680.7
E	680.8111, 680.810101, 680.810103, 680.810105, 680.810107	14/05C-E-X/X	680.7

TABLE OF SIGNS

HEAD	ITEMS	SIGN NO.	SIGN
(F)	680.6201	R3-22c (BACK TO BACK)	ONLY

DETECTORS

SIZE	NO. OF TURNS
2-3' x 40'	3-6-3
6' x 40'	3
2-3' x 40'	3-6-3
6' x 40'	3
2-3' x 40'	3-6-3
6' x 40'	3
2-3' x 40'	3-6-3
6' x 40'	3
3-3' x 40'	3-6-3

LEGEND

EXISTING		PROPOSED
○	SIGNAL POLE	◉
⊡	PULLBOX	◪
△	SIGNAL FACE	▲
▯	JUNCTION BOX	▮
⊠	CONTROLLER CABINET	▣
▭	LOOP DETECTOR	▬

TABLE OF OPERATION

PHASE	1	2	3	4	5	6	7	8	PED A
ø1	G	R	R	R	R	R	R	R	DW
ø2	R	R	G	G	R	R	R	R	DW
ø3	R	R	Y	R	R	R	R	R	DW
ø4	G	G	R	R	R	R	R	R	DW
ø1+ø5	G	R	R	R	R	R	R	R	DW
ø2+ø5	R	R	G	G	R	R	R	R	DW
ø2+ø6	R	R	G	G	R	R	R	R	DW
ø2+ø5	G	G	G	G	R	R	R	R	DW
ø3	R	R	R	R	G	G	R	R	DW

TABLE OF CLEARANCES

FROM / TO	G	Y	G	R
G		R / 4.0	G / 4.0	R
		R	G	R

NO.	REVISIONS	DATE	BY
2	MODIFIED TABLE OF OPERATIONS	8/15/03	A.L.N.
1	MODIFIED LOOPS AND HEADS	8/1/03	A.L.N.
NO.	AS BUILT	DATE	REVISED BY

STUD

TRAFFIC SIGNAL PLAN

EAST MAIN ST.-PARKWAY DRIVE

SIGNAL NO. W-585

NORTH