DRAFT ENVIRONMENTAL IMPACT STATEMENT

Northeast Interstate Logistics Center

NY 312 & PUGSLEY ROAD
TOWN OF SOUTHEAST
PUTNAM COUNTY, NY

TRAFFIC DATA
APPENDIX B-1

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TRAFFIC DATA

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SIGNALIZED LEVEL OF SERVICE CRITERIA

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

Notes:
(1) For approach-based and intersection wide assessments, LOS is defined solely by control delay. If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 80 seconds.

TABLE III.B-2

UNSIGNALIZED LEVEL OF SERVICE CRITERIA

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

Notes:
(1) If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 50 seconds.

TABLE III.B-3

INTERSECTION OPERATIONS-EXISTING CONDITIONS

INTERSECTION	APPROACH	LANE GROUP	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. US 6 & NY 312 /NY 312 Extension (Signalized)	EASTBOUND	LEFT	0.74	22.3	C	0.95	42.2	D	0.78	20.9	C
		THRU/RIGHT	0.23	9.7	A	0.20	6.7	A	0.19	7.2	A
		COMPOSITE	-	18.9	B	-	34.1	C	-	17.8	B
	WESTBOUND	LEFT	0.02	34.3	C	-	-	-	0.03	31.8	C
		THRU	0.54	42.3	D	0.71	43.6	D	0.51	39.0	D
		RIGHT	0.35	10.0	B	0.44	6.6	A	0.42	9.0	A
		COMPOSITE	-	28.3	C	-	27.0	C	-	23.3	C
	NORTHBOUND	LEFT/THRU/RIGHT	0.13	17.9	B	0.09	30.7	C	0.19	28.5	C
	SOUTHBOUND	LEFT/THRU	0.76	47.1	D	0.68	49.9	D	0.68	44.1	D
		RIGHT	0.56	2.8	A	0.84	16.5	B	0.57	3.1	A
		COMPOSITE	-	13.7	B	-	21.6	C	-	11.2	B
	INTERSECTION	COMPOSITE	-	17.9	B	-	27.5	C	-	16.2	B
2. NY 312 & Prospect Hill Road (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.29	29.7	D	0.18	25.7	D	0.15	21.7	C
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT	0.09	10.0	A	0.02	9.8	A	0.03	10.1	B
		THRU	-	-	-	-	-	-	-	-	-
3. NY 312 & Pugsley Road (Unsignalized)	EASTBOUND	LEFT/THRU	-	0.0	A	-	0.0	A	-	0.0	A
	WESTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/RIGHT	0.06	43.0	E	0.06	49.8	E	0.07	51.3	F
4. NY 312 & Caremount Driveway (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	WESTBOUND	LEFT	0.14	10.1	B	0.05	10.3	B	0.03	10.4	B
		THRU	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/RIGHT	0.08	20.4	C	0.53	32.2	D	0.25	23.3	C
5. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized)	EASTBOUND	LEFT	0.65	59.7	E	0.56	55.7	E	0.65	53.1	D
		THRU	0.61	36.2	D	0.70	34.8	C	0.54	38.1	D
		RIGHT	0.19	3.0	A	0.23	2.4	A	0.45	9.8	A
		COMPOSITE	-	36.2	D	-	30.8	C	-	29.9	C
	WESTBOUND	LEFT	0.65	59.1	E	0.66	52.7	D	0.79	52.3	D
		THRU/RIGHT	0.53	30.8	C	0.38	21.4	C	0.42	28.7	C
		COMPOSITE	-	38.5	D	-	32.0	C	-	40.2	D
	NORTHBOUND	LEFT	0.53	65.8	E	0.62	60.7	E	0.63	50.2	D
		LEFT/THRU	0.53	58.4	E	0.54	50.9	D	0.65	45.2	D
		RIGHT	0.36	5.3	A	0.62	9.2	A	0.47	3.2	A
		COMPOSITE	-	38.8	D	-	30.1	C	-	29.2	C
	SOUTHBOUND	LEFT	0.74	60.7	E	0.58	62.1	E	0.34	49.2	D
		THRU/RIGHT	0.67	25.0	C	0.48	27.4	C	0.69	43.0	D
		COMPOSITE	-	35.5	D	-	39.0	D	-	44.0	D
	INTERSECTION	COMPOSITE	-	37.1	D	-	31.8	C	-	34.4	C

TABLE III.B-3

INTERSECTION OPERATIONS-EXISTING CONDITIONS

INTERSECTION	APPROACH	LANE GROUP	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
6. NY 312 & I-84 Westbound Ramp (Signalized)	EASTBOUND	LEFT	0.46	25.4	C	0.37	23.3	C	0.17	19.9	B
		RIGHT	0.66	8.6	A	0.71	9.7	A	0.76	11.9	B
		COMPOSITE	-	12.9	B	-	12.3	B	-	12.6	B
	NORTHBOUND	LEFT	0.36	6.8	A	0.98	50.8	D	0.56	9.6	A
		THRU	0.55	8.2	A	0.50	7.6	A	0.38	6.4	A
		COMPOSITE	-	7.9	A	-	26.8	C	-	7.6	A
	SOUTHBOUND	THRU	0.68	20.8	C	0.81	29.3	C	0.73	24.2	C
		RIGHT	0.05	5.3	A	0.15	4.7	A	0.15	4.5	A
		COMPOSITE	-	19.9	B	-	25.7	C	-	21.0	C
	INTERSECTION	COMPOSITE	-	12.9	B	-	23.1	C	-	13.5	B
7. NY 312 & International Boulevard (Signalized)	EASTBOUND	LEFT/THRU	0.16	33.9	C	0.22	33.9	C	0.07	23.8	C
		RIGHT	0.38	8.6	A	0.48	12.6	B	0.21	1.6	A
		COMPOSITE	-	13.0	B	-	16.6	B	-	4.9	A
	WESTBOUND	LEFT/THRU/ RIGHT	0.02	30.0	C	0.00	0.0	A	-	-	-
	NORTHBOUND	LEFT	0.35	4.6	A	0.14	3.6	A	0.11	3.7	A
		THRU/RIGHT	0.37	4.4	A	0.47	5.9	A	0.37	4.9	A
		COMPOSITE	-	4.5	A	-	5.6	B	-	4.8	A
	SOUTHBOUND	LEFT/THRU/RIGHT	0.51	12.5	B	0.49	11.3	B	0.79	24.6	C
	INTERSECTION	COMPOSITE	-	8.2	A	-	9.0	A	-	14.7	B

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

TABLE III.B-3A

OTHER DEVELOPMENT VOLUMES

DESCRIPTION	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
A. Barrett Hill (Mount Ebo Lot 6) 168 Dwelling Unit Apartments (ITE Code 220)(1)	17	69	86	72	38	110	44	44	88
B. Prospect Hill Office Park 20,000 Square Feet Office (ITE Code 710)(2)	47	6	53	17	84	101	5	4	9
C. Crossroads 312 Multi-Use Development(4)	124	80	204	399	432	831	617	572	1,189

Notes:

(1) Barrett Hill (Mount Ebo Lot 6) dwelling units are based on a "Limited Traffic Access & Impact Study", dated May 2016, prepared by Frederick P. Clark Associates, Inc. Trip Generation for Barrett Hill is based on ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition. Apartments (ITE Code 220) is defined by ITE as rental dwelling units located within the same building with at least three other dewelling units. Development volumes for Apartments are based on the trip generation equations provided by ITE.

AM: $T = 0.49(X) + 3.73$ **PM**: $T = 0.55(X) + 17.65$ **Saturday**: $T = 0.41(X) + 19.23$

(2) Prospect Hill Office Park square footage is based on a letter dated 02/08/2005, prepared by John Collins Engineers, P.C. Trip generation for Prospect Hill Office Park is based on ITE Trip Generation Manual, 9th Edition. General Office Building (ITE Code 710) is defined by ITE as an office building or buildings containing a mixture of tenants where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. Development volumes for General Office Building is based on the trip generation equations provided by ITE for the Peak Weekday AM & PM hours and is based on the trip generation average rate provided for the Peak Saturday Hour.

AM: $Ln(T) = 0.80Ln(X) + 1.57$ **PM**: $T = 1.12(X) + 78.45$ **Saturday**: *0.43/1,000 SF*

(3) Crossroads 312 development volumes are based on "Traffic Exhibits" within a "Final Environmental Impact Study", dated 12/01/2014, prepared by Frederick P. Clark Associates, Inc.

TABLE III.B-4

INTERSECTION OPERATIONS-NO-BUILD CONDITIONS

INTERSECTION	APPROACH	LANE GROUP	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1a. US 6 & NY 312 /NY 312 Extension (Signalized w/ Improvments by Others)	EASTBOUND	LEFT	0.80	37.1	D	1.06	81.7	F	0.85	36.9	D
		LEFT/THRU/RIGHT	0.83	39.1	D	1.07	83.7	F	0.84	36.0	D
		COMPOSITE	-	38.1	D	-	82.7	F	-	36.5	D
	WESTBOUND	LEFT	0.01	31.0	C	-	-	-	0.03	34.3	C
		THRU	0.57	43.2	D	0.60	31.4	C	0.51	43.8	D
		RIGHT	0.39	5.8	A	0.46	6.2	A	0.55	10.5	B
		COMPOSITE	-	24.7	C	-	18.5	B	-	22.5	C
	NORTHBOUND	LEFT/THRU/RIGHT	0.46	40.1	D	0.17	34.3	C	0.60	65.3	E
	SOUTHBOUND	LEFT/THRU	0.99	93.9	F	1.74	387.9	F	1.08	121.6	F
		RIGHT	0.70	8.0	A	1.11	77.2	F	0.84	16.4	B
		COMPOSITE	-	28.7	C	-	123.2	F	-	37.6	D
	INTERSECTION	COMPOSITE	-	32.3	C	-	88.9	F	-	35.7	D
2. NY 312 & Prospect Hill Road (Unsignalized)	WESTBOUND	LEFT/RIGHT	2.53	794.4	F	2.59	803.2	F	2.20	641.7	F
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT	0.39	13.5	B	0.24	12.6	B	0.27	13.9	B
		THRU	-	-	-	-	-	-	-	-	-
3a. NY 312 & Pugsley Road (Unsignalized w/ Improvements)	EASTBOUND	LEFT	0.02	12.5	B	0.06	13.6	B	0.04	12.4	B
		THRU	-	-	-	-	-	-	-	-	-
	WESTBOUND	THRU	-	-	-	-	-	-	-	-	-
		RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT	1.93	647.3	F	2.27	954.4	F	1.84	681.6	F
		RIGHT	0.14	26.7	D	0.09	26.8	D	0.07	23.3	C
4a. NY 312 & Caremount Driveway (Unsignalized w/ Improvements by Others)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	WESTBOUND	LEFT	0.18	11.8	B	0.05	12.6	B	0.03	13.0	B
		THRU	-	-	-	-	-	-	-	-	-
	NORTHBOUND	LEFT	0.19	54.2	F	0.65	98.6	F	0.38	75.3	F
		RIGHT	0.02	16.8	C	0.42	32.6	D	0.19	28.0	D
5a. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized w/ Improvements by Others)	EASTBOUND	LEFT	0.42	34.0	C	0.59	45.9	D	0.74	51.1	D
		THRU	0.84	40.8	D	0.86	34.8	C	0.73	31.7	C
		RIGHT	0.45	25.1	C	0.45	19.6	B	0.83	39.2	D
		COMPOSITE	-	35.2	D	-	33.1	C	-	39.0	D
	WESTBOUND	LEFT	0.36	40.5	D	0.55	46.9	D	0.80	49.0	D
		THRU/RIGHT	0.80	39.6	D	0.50	17.9	B	0.55	20.5	C
		COMPOSITE	-	39.8	D	-	24.7	C	-	30.4	C
	NORTHBOUND	LEFT	0.64	50.0	D	0.86	63.4	E	1.03	92.5	F
		THRU	0.64	57.1	E	0.48	47.9	D	1.00	103.5	F
		RIGHT	0.21	16.3	B	0.86	45.3	D	0.77	31.0	C
		COMPOSITE	-	45.1	D	-	53.3	D	-	73.5	E
	SOUTHBOUND	LEFT	0.90	75.5	E	0.94	106.4	F	0.70	61.1	E
		THRU	0.62	48.9	D	0.69	66.0	E	0.96	94.3	F
		RIGHT	0.62	27.1	C	0.40	32.8	C	0.35	28.6	C
		COMPOSITE	-	46.0	D	-	65.8	E	-	64.6	E
	INTERSECTION	COMPOSITE	-	40.6	D	-	38.6	D	-	48.2	D

TABLE III.B-4

INTERSECTION OPERATIONS-NO-BUILD CONDITIONS

INTERSECTION	APPROACH	LANE GROUP	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
6a. NY 312 & I-84 Westbound Ramp (Signalized w/ Improvements by Others)	EASTBOUND	LEFT	0.37	37.4	D	0.58	56.7	E	0.27	47.6	D
		THRU	0.09	33.7	C	0.40	46.5	D	0.57	51.1	D
		RIGHT	0.72	26.0	C	0.71	19.1	B	0.81	28.0	C
		COMPOSITE	-	28.4	C	-	27.4	C	-	33.1	C
	WESTBOUND	LEFT	0.14	43.0	D	0.42	45.6	D	0.49	46.3	D
		THRU	0.09	40.1	D	0.40	46.1	D	0.35	39.0	D
		RIGHT	-	-	-	-	-	-	-	-	-
		COMPOSITE	-	42.1	D	-	45.8	D	-	43.4	D
	NORTHBOUND	LEFT	0.30	14.2	B	0.71	23.7	C	0.48	10.8	B
		THRU	0.44	15.1	B	0.41	10.0	B	0.26	5.6	A
		RIGHT	0.08	6.0	A	0.17	2.7	A	0.30	1.3	A
		COMPOSITE	-	13.9	B	-	15.0	B	-	5.8	A
	SOUTHBOUND	LEFT	-	-	-	-	-	-	-	-	-
		THRU/RIGHT	0.37	15.1	B	0.53	22.8	C	0.52	27.9	C
		COMPOSITE	-	15.1	B	-	22.8	C	-	27.9	C
	INTERSECTION	COMPOSITE	-	18.9	B	-	22.0	C	-	22.3	C
7a. NY 312 & International Boulevard (Signalized w/ Improvements by Others)	EASTBOUND	LEFT	0.19	41.1	D	0.24	39.0	D	0.06	27.8	C
		THRU/RIGHT	0.16	0.7	A	0.26	1.2	A	0.16	0.8	A
		COMPOSITE	-	7.7	A	-	8.3	A	-	4.9	A
	WESTBOUND	LEFT	0.24	42.2	D	0.71	68.3	E	0.56	37.3	D
		THRU	-	-	-	-	-	-	-	-	-
		RIGHT	0.03	0.1	A	0.33	2.1	A	0.16	0.5	A
		COMPOSITE	-	25.6	C	-	28.3	C	-	22.5	C
	NORTHBOUND	LEFT	0.33	3.0	A	0.15	4.0	A	0.17	14.2	B
		THRU/RIGHT	0.30	4.5	A	0.52	9.2	A	0.41	19.0	B
		COMPOSITE	-	4.0	A	-	8.5	A	-	18.3	B
	SOUTHBOUND	LEFT	0.04	3.8	A	0.25	6.6	A	0.25	10.4	B
		THRU/RIGHT	0.37	8.4	A	0.35	9.7	A	0.52	18.0	B
		COMPOSITE	-	8.1	A	-	9.0	A	-	16.4	B
	INTERSECTION	COMPOSITE	-	6.6	A	-	11.4	B	-	17.6	B

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

TABLE III.B-5

INTERSECTION OPERATIONS-ALTERNATIVE NO-BUILD CONDITIONS

INTERSECTION	APPROACH	LANE GROUP	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. US 6 & NY 312 /NY 312 Extension (Signalized)	EASTBOUND	LEFT	0.83	28.7	C	1.07	76.1	F	0.82	20.6	C
		THRU/RIGHT	0.21	10.4	B	0.19	7.1	A	0.17	5.7	A
		COMPOSITE	-	24.5	C	-	63.1	E	-	17.7	B
	WESTBOUND	LEFT	0.02	36.0	D	-	-	-	0.04	30.3	C
		THRU	0.54	45.2	D	0.69	43.9	D	0.48	37.8	D
		RIGHT	0.40	10.6	B	0.48	7.0	A	0.48	9.4	A
		COMPOSITE	-	28.5	C	-	25.6	C	-	21.1	C
	NORTHBOUND	LEFT/THRU/RIGHT	0.13	17.2	B	0.09	29.8	C	0.25	30.2	C
	SOUTHBOUND	LEFT/THRU	0.79	49.5	D	0.71	50.2	D	0.61	38.3	D
		RIGHT	0.61	3.3	A	0.93	24.8	C	0.63	3.6	A
		COMPOSITE	-	14.5	B	-	28.6	C	-	10.3	B
	INTERSECTION	COMPOSITE	-	20.3	C	-	41.3	D	-	15.4	B
2. NY 312 & Prospect Hill Road (Unsignalized)	WESTBOUND	LEFT/RIGHT	2.29	682.8	F	2.01	532.1	F	1.43	281.5	F
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT	0.38	13.0	B	0.22	11.8	B	0.23	12.2	B
		THRU	-	-	-	-	-	-	-	-	-
3a. NY 312 & Pugsley Road (Unsignalized w/ Improvements)	EASTBOUND	LEFT	0.02	12.4	B	0.05	12.7	B	0.03	11.4	B
		THRU	-	-	-	-	-	-	-	-	-
	WESTBOUND	THRU	-	-	-	-	-	-	-	-	-
		RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT	1.76	558.6	F	1.67	610.4	F	1.13	302.1	F
		RIGHT	0.13	25.9	D	0.08	23.5	C	0.06	19.6	C
4. NY 312 & Caremount Driveway (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	WESTBOUND	LEFT	0.17	11.6	B	0.05	11.9	B	0.02	11.8	B
		THRU	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/RIGHT	0.19	44.3	E	0.90	98.5	F	0.42	43.0	E
5. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized)	EASTBOUND	LEFT	0.73	63.9	E	0.64	56.1	E	0.69	53.5	D
		THRU	0.71	40.2	D	0.86	44.8	D	0.67	43.7	D
		RIGHT	-	2.5	A	0.31	3.3	A	0.55	13.1	B
		COMPOSITE	0.25	38.1	D	-	35.9	D	-	33.0	C
	WESTBOUND	LEFT	0.62	63.2	E	0.62	54.7	D	0.76	53.2	D
		THRU/RIGHT	0.62	36.4	D	0.47	26.6	C	0.52	33.9	C
		COMPOSITE	-	42.0	D	-	34.3	C	-	42.2	D
	NORTHBOUND	LEFT	0.60	67.1	E	0.66	58.1	E	0.68	51.3	D
		LEFT/THRU	0.61	59.8	E	0.52	47.3	D	0.68	45.5	D
		RIGHT	0.22	5.4	A	0.53	6.2	A	0.44	3.0	A
		COMPOSITE	-	50.6	D	-	31.3	C	-	31.9	C
	SOUTHBOUND	LEFT	0.73	63.0	E	0.55	63.3	E	0.26	47.8	D
		THRU/RIGHT	0.77	60.2	C	0.59	25.8	C	0.74	38.6	D
		COMPOSITE	-	38.6	D	-	35.2	D	-	39.7	D
	INTERSECTION	COMPOSITE	-	41.0	D	-	34.3	C	-	36.0	D

TABLE III.B-5

INTERSECTION OPERATIONS-ALTERNATIVE NO-BUILD CONDITIONS

INTERSECTION	APPROACH	LANE GROUP	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
6. NY 312 & I-84 Westbound Ramp (Signalized)	EASTBOUND	LEFT	0.38	23.2	C	0.29	21.0	C	0.10	18.0	B
		RIGHT	0.73	10.3	B	0.79	13.6	B	0.82	15.4	B
		COMPOSITE	-	12.8	B	-	14.7	B	-	15.6	B
	NORTHBOUND	LEFT	0.49	8.7	A	1.09	82.3	F	0.64	13.6	B
		THRU	0.50	7.9	A	0.48	8.3	A	0.34	6.9	A
		COMPOSITE	-	8.1	A	-	45.6	D	-	9.9	A
	SOUTHBOUND	THRU	0.72	23.5	C	0.73	25.9	C	0.70	24.5	C
		RIGHT	0.03	6.9	A	0.12	5.3	A	0.13	5.0	A
		COMPOSITE	-	22.9	C	-	23.2	C	-	21.5	C
	INTERSECTION	COMPOSITE	-	13.7	B	-	32.1	C	-	15.1	B
7. NY 312 & International Boulevard (Signalized)	EASTBOUND	LEFT/THRU	0.17	33.9	C	0.23	34.1	C	0.08	24.0	C
		RIGHT	0.41	9.7	A	0.49	12.5	B	0.22	1.7	A
		COMPOSITE	-	13.9	B	-	16.5	B	-	5.1	A
	WESTBOUND	LEFT/THRU/ RIGHT	0.02	30.0	C	0.00	0.0	A	-	-	-
	NORTHBOUND	LEFT	0.35	4.6	A	0.14	3.6	A	0.11	3.6	A
		THRU/RIGHT	0.30	4.0	A	0.43	5.5	A	0.30	4.5	A
		COMPOSITE	-	4.2	A	-	5.2	A	-	4.4	A
	SOUTHBOUND	LEFT/THRU/RIGHT	0.46	11.9	B	0.41	10.3	B	0.68	19.2	B
	INTERSECTION	COMPOSITE	-	8.0	A	-	8.4	A	-	11.7	B

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

TABLE III.B-6

DEVELOPMENT VOLUMES[1]

DESCRIPTION	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
A. Previously Approved 143 Single Family Homes Driveway Volumes (ITE Code 210)[2][4]	28	82	110	91	54	145	73	63	136
B. Proposed 1,124,575 S.F. Warehouse Driveway Volumes (ITE Code 150)[3]	266	71	337	90	270	360	93	53	146
C. Net Driveway Volumes[4] (Row c = Row B - Row A)	238	(11)	227	(1)	216	215	20	(10)	10

Notes:

(1) Trip Generation is based on ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition.

(2) Single-Family Detached Housing (ITE Code 210) is defined by ITE as single-family detached homes on individual lots. Development volumes for Single-Family Detached Housing are based on the trip generation equations provided by ITE.

AM: $T = 0.7(X) + 9.74$ **PM**: $Ln(T) = 0.90Ln(X) + 0.51$ **Saturday**: $T = 0.89(X) + 8.77$

(3) Warehouses (ITE Code 150) is defined by ITE as facilities primarily devoted to the storage of materials, but may also include office and maintenance area. Development volumes for Warehouses are based on the trip generation average rates provided by ITE.

AM: *0.3/1,000 SF* **PM**: *0.32/1,000 SF* **Saturday**: *0.13/1,000 SF*

(4) The 1992 DEIS prepared for the site projected that the residential and office components would generate 539 trips during the peak AM hour and 565 trips during the peak PM hour on weekdays. The currently proposed development will generate approximately 202 and 205 net fewer trips than projected in the 1992 DEIS during the peak weekday AM and PM hours, respectively.

TABLE III.B-7

GAP DISTRIBUTION CENTER TRUCK SURVEY

Time	Entering					Exiting			
	Box Truck	Tractor Trailer Cab Only	Tractor Trailer	Total		Box Truck	Tractor Trailer Cab Only	Tractor Trailer	Total
7:00 - 8:00 AM	2	1	3	6		2	0	3	5
7:15 - 8:15 AM	3	1	2	6		2	0	1	3
7:30 - 8:30 AM	3	1	2	6		3	0	1	4
7:45 - 8:45 AM	2	1	2	5		3	1	2	6
8:00 - 9:00 AM	2	1	1	4		3	1	3	7
8:15 - 9:15 AM	1	1	1	3		2	1	4	7
8:30 - 9:30 AM	2	1	2	5		1	2	4	7
8:45 - 9:45 AM	4	0	4	8		2	1	3	6
9:00 - 10:00 AM	3	0	6	9		3	1	3	7
7:00 - 10:00 AM	7	2	10	19		8	2	9	19
3:00 - 4:00 PM	2	0	8	10		3	4	3	10
3:15 - 4:15 PM	0	0	5	5		2	2	4	8
3:30 - 4:30 PM	0	0	1	1		0	0	3	3
3:45 - 4:45 PM	0	0	1	1		0	0	3	3
4:00 - 5:00 PM	0	0	1	1		0	1	1	2
4:15 - 5:15 PM	0	0	1	1		0	2	1	3
4:30 - 5:30 PM	2	1	1	4		0	2	1	3
4:45 - 5:45 PM	5	1	1	7		3	2	1	6
5:00 - 6:00 PM	5	1	0	6		3	1	1	5
3:00 - 6:00 PM	7	1	9	17		6	6	5	17

Notes:

(1) JMC conducted turning movement counts at the Gap Distribution Center in Fishkill, New York on Wednesday December 6, 2017.

TABLE III.B-8

SENSITIVITY ANALYSIS DEVELOPMENT VOLUMES[1]

DESCRIPTION	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
A. Previously Approved 143 Single Family Homes Driveway Volumes (ITE Code 210)[2][4]	28	82	110	91	54	145
B. Proposed 1,124,575 S.F. Warehouse Driveway Volumes based on Peak Hour of the Generator (ITE Code 150)[3]	307	165	472	96	410	506
C. Net Driveway Volumes[4] (Row c = Row B - Row A)	279	83	362	5	356	361

Notes:

(1) Trip Generation is based on ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition.

(2) Single-Family Detached Housing (ITE Code 210) is defined by ITE as single-family detached homes on individual lots. Development volumes for Single-Family Detached Housing are based on the trip generation equations provided by ITE. **AM**: $T = 0.70(X) + 9.74$ **PM**: $Ln(T) = 0.90\ Ln(X) + 0.51$

(3) Warehouses (ITE Code 150) is defined by ITE as facilities primarily devoted to the storage of materials, but may also include office and maintenance area. Development volumes for Warehouses are based on the trip generation average rates provided by ITE. **AM**: *0.42/1,000 SF* **PM**: *0.45/1,000 SF*

(4) The 1992 DEIS prepared for the site projected that the residential and office components would generate 539 trips during the peak AM hour and 565 trips during the peak PM hour on weekdays. The sensitivity analysis development would generate approximately 67 and 59 net fewer trips than projected in the 1992 DEIS during the peak weekday AM and PM hours, respectively.

TABLE III.B-9

NY 312 & Pugsley Road
70% Columns Eight-Hour Vehicular Volume Traffic Signal Warrant Analysis

Time	2017 Existing Volumes		2023 General Growth Volumes		Other Development Volumes[2]	Proposed Development Volumes		2023 Design Year Volumes		2023 Design Year Warrant #1 Satisfied	
	Major	Minor	Major	Minor	Major	Major	Minor	Major	Minor		
	NY 312	Pugsley Road	NY 312	Pugsley Road	NY 312	NY 312	Pugsley Road	NY 312	Pugsley Road	$A_{70\%}$[3][4]	$B_{70\%}$[3][5]
7:00-8:00 AM	1,408	9	1,495	10	315	89	59	1,899	69	NO	YES
8:00-9:00 AM	1,454	3	1,543	3	323	69	59	1,935	62	NO	YES
9:00-10:00 AM	1,340	5	1,422	5	290	69	60	1,781	65	NO	YES
10:00-11:00 AM	1,336	6	1,418	6	290	22	48	1,730	54	NO	YES
11:00-12:00 PM	1,390	3	1,476	3	302	32	45	1,810	48	NO	NO
12:00-1:00 PM	1,484	3	1,575	3	322	44	42	1,941	45	NO	NO
1:00-2:00 PM	1,526	0	1,620	0	421	53	40	2,094	40	NO	NO
2:00-3:00 PM	1,672	3	1,775	3	462	57	94	2,294	97	NO	YES
3:00-4:00 PM	1,761	4	1,869	4	503	59	148	2,431	152	YES	YES
4:00-5:00 PM	1,790	4	1,900	4	511	60	158	2,471	162	YES	YES
5:00-6:00 PM	1,849	4	1,963	4	528	198	217	2,689	221	YES	YES
6:00-7:00 PM	1,445	7	1,534	7	401	58	148	1,993	155	YES	YES
							TOTAL HOURS SATISFIED			4	9
							REQUIRED EIGHT HOURS SATISFIED[6]			NO	YES

Notes:

[1] Turning movement counts were conducted on Tuesday, May 23, 2017.

[2] Other Development Volumes include the Barrett Hill development, Crossroads 312 development, and the Reopening of the Prospect Hill Road bridge over Metro-North Railroad.

[3] Since NY 312 has a posted speed limit of 45 mph, the 70% volume threshold columns may be used.

[4] Warrant 1 Condition A is satisfied when there are 420 vehicles per hour or more on a major street having two lanes in each approach and there are 105 vehicles per hour or more on the minor street having a one lane approach.

[5] Warrant 1 Condition B is satisfied when there are 630 vehicles per hour or more on a major street having two lanes in each approach and there are 53 vehicles per hour or more on the minor street having a one lane approach.

[6] Warrant 1 is satisfied if either Condition A or Condition B are satisfied for 8 hours.

TABLE III.B-10

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. US 6 & NY 312 /NY 312 Extension (Signalized)	EASTBOUND	LEFT	0.74	22.3	C										0.83	28.7	C	0.84	28.9	C	0.84	29.6	C
		THRU/RIGHT	0.23	9.7	A										0.21	10.4	B	0.21	10.0	B	0.21	10.1	B
		COMPOSITE	-	18.9	B										-	24.5	C	-	24.7	C	-	25.3	C
	WESTBOUND	LEFT	0.02	34.3	C										0.02	36.0	D	0.02	35.7	D	0.02	35.7	D
		THRU	0.54	42.3	D										0.54	45.2	D	0.54	44.9	D	0.54	45.3	D
		RIGHT	0.35	10.0	B		N/A			N/A			N/A		0.40	10.6	B	0.41	10.6	B	0.41	10.6	B
		COMPOSITE	-	28.3	C										-	28.5	C	-	28.0	C	-	28.2	C
	NORTHBOUND	LEFT/THRU/RIGHT	0.13	17.9	B										0.13	17.2	B	0.13	17.4	B	0.13	17.3	B
	SOUTHBOUND	LEFT/THRU	0.76	47.1	D										0.79	49.5	D	0.79	50.4	D	0.80	50.5	D
		RIGHT	0.56	2.8	A										0.61	3.3	A	0.60	3.3	A	0.61	3.3	A
		COMPOSITE	-	13.7	B										-	14.5	B	-	14.6	B	-	14.7	B
	INTERSECTION	COMPOSITE	-	17.9	B										-	20.3	C	-	20.4	C	-	20.8	C
1a. US 6 & NY 312 /NY 312 Extension (Signalized w/ Improvments by Others)	EASTBOUND	LEFT				0.80	37.1	D	0.82	38.4	D	0.82	38.8	D									
		LEFT/THRU/RIGHT				0.83	39.1	D	0.84	39.9	D	0.84	40.1	D									
		COMPOSITE				-	38.1	D	-	39.1	D	-	39.5	D									
	WESTBOUND	LEFT				0.01	31.0	C	0.01	31.0	C	0.01	31.0	C									
		THRU				0.57	43.2	D	0.57	43.2	D	0.57	43.2	D									
		RIGHT		N/A		0.39	5.8	A	0.40	6.4	A	0.40	6.4	A		N/A			N/A			N/A	
		COMPOSITE				-	24.7	C	-	24.7	C	-	24.7	C									
	NORTHBOUND	LEFT/THRU/RIGHT				0.46	40.1	D	0.46	40.2	D	0.46	40.2	D									
	SOUTHBOUND	LEFT/THRU				0.99	93.9	F	0.96	87.8	F	0.98	90.8	F									
		RIGHT				0.70	8.0	A	0.69	7.8	A	0.70	8.0	A									
		COMPOSITE				-	28.7	C	-	26.8	C	-	27.7	C									
	INTERSECTION	COMPOSITE				-	32.3	C	-	31.9	C	-	32.4	C									
2. NY 312 & Prospect Hill Road (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.29	29.7	D	2.53	794.4	F	2.55	808.2	F	2.65	851.8	F	2.29	682.8	F	2.36	717.6	F	2.36	717.6	F
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT	0.09	10.0	A	0.39	13.5	B	0.40	13.8	B	0.40	13.8	B	0.38	13.0	B	0.38	13.3	B	0.39	13.4	B
		THRU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

TABLE III.B-10

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
3. NY 312 & Pugsley Road (Unsignalized)	EASTBOUND	LEFT/THRU	-	0.0	A																		
	WESTBOUND	THRU/RIGHT	-	-	-		N/A			N/A			N/A			N/A			N/A			N/A	
	SOUTHBOUND	LEFT/RIGHT	0.06	43.0	E																		
3a. NY 312 & Pugsley Road (Unsignalized w/ Improvements)	EASTBOUND	LEFT				0.02	12.5	B	0.09	15.1	C	0.10	15.8	C	0.02	12.4	B	0.08	14.9	A	0.10	15.5	C
		THRU				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WESTBOUND	THRU		N/A		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		RIGHT				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT				1.93	647.3	F	2.43	902.1	F	5.48	2,250.3	F	1.76	558.6	F	2.24	798.8	F	5.04	2,033.8	F
		RIGHT				0.14	26.7	D	0.06	24.7	C	0.12	26.1	D	0.13	25.9	D	0.06	24.1	C	0.12	25.4	D
3b. NY 312 & Pugsley Road (Signalized w/ Improvements)	EASTBOUND	LEFT							0.25	14.3	B	0.31	19.2	B				0.24	12.5	B	0.30	18.0	B
		THRU							0.73	7.5	A	0.72	7.5	A				0.71	7.3	A	0.71	7.1	A
		COMPOSITE							-	7.7	A	-	7.9	A				-	7.4	A	-	7.5	A
	WESTBOUND	THRU		N/A			N/A		0.96	29.4	C	0.97	33.4	C		N/A		0.95	28.8	C	0.96	31.4	C
		RIGHT							0.21	0.5	A	0.24	0.5	A				0.21	0.5	A	0.24	0.5	A
		COMPOSITE							-	24.3	C	-	26.8	C				-	23.7	C	-	25.1	C
	SOUTHBOUND	LEFT/RIGHT							0.40	65.7	E	0.80	82.5	F				0.38	64.3	E	0.79	83.1	F
	INTERSECTION	COMPOSITE							-	19.1	B	-	23.6	C				-	18.7	B	-	22.7	C
3c. NY 312 & Pugsley Road (Roundabout w/ Improvements)	EASTBOUND	LEFT/THRU							0.46	7.9	A	0.50	9.3	A				0.44	7.7	A	0.49	9.0	A
		THRU							0.49	8.0	A	0.53	9.4	A				0.47	7.8	A	0.52	9.1	A
	WESTBOUND	THRU							0.53	9.0	A	0.54	9.1	A				0.52	8.8	A	0.53	8.9	A
		THRU		N/A			N/A		0.57	9.3	A	0.57	9.4	A		N/A		0.56	9.1	A	0.56	9.2	A
		BYPASS RIGHT							0.23	4.8	A	0.27	5.1	A				0.23	4.8	A	0.27	5.1	A
	SOUTHBOUND	LEFT							0.16	14.2	B	0.34	18.1	C				0.15	13.8	B	0.33	17.5	C
		LEFT/RIGHT							0.12	11.7	B	0.25	13.7	B				0.12	11.4	B	0.25	13.3	B
4. NY 312 & Caremount Driveway (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-										-	-	-	-	-	-	-	-	-
	WESTBOUND	LEFT	0.14	10.1	B		N/A			N/A			N/A		0.17	11.6	B	0.17	11.6	B	0.19	12.3	B
		THRU	-	-	-										-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/RIGHT	0.08	20.4	C										0.19	44.3	E	0.23	52.6	F	0.26	63.2	F
4a. NY 312 & Caremount Driveway (Unsignalized w/ Improvements by Others)	EASTBOUND	THRU/RIGHT				-	-	-	-	-	-	-	-	-									
	WESTBOUND	LEFT				0.18	11.8	B	0.18	11.9	B	0.19	12.6	A									
		THRU		N/A		-	-	-	-	-	-	-	-	-		N/A			N/A			N/A	
	NORTHBOUND	LEFT				0.19	54.2	F	0.22	64.8	F	0.27	79.3	F									
		RIGHT				0.02	16.8	C	0.02	16.8	C	0.02	18.3	C									

TABLE III.B-10

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
5. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized)	EASTBOUND	LEFT	0.65	59.7	E										0.73	63.9	E	0.74	65.4	E	0.78	67.2	E
		THRU	0.61	36.2	D										0.71	40.2	D	0.72	42.0	D	0.78	45.4	D
		RIGHT	0.19	3.0	A										-	2.5	A	0.25	2.6	A	0.25	3.0	A
		COMPOSITE	-	36.2	D										0.25	38.1	D	-	39.8	D	-	43.2	D
	WESTBOUND	LEFT	0.65	59.1	E										0.62	63.2	E	0.62	64.9	E	0.63	66.4	E
		THRU/RIGHT	0.53	30.8	C										0.62	36.4	D	0.76	42.0	D	0.79	44.8	D
		COMPOSITE	-	38.5	D										-	42.0	D	-	46.2	D	-	48.7	D
	NORTHBOUND	LEFT	0.53	65.8	E		N/A			N/A			N/A		0.60	67.1	E	0.62	70.3	E	0.64	71.9	E
		LEFT/THRU	0.53	58.4	E										0.61	59.8	E	0.62	61.6	E	0.63	63.0	E
		RIGHT	0.36	5.3	A										0.22	5.4	A	0.23	5.5	A	0.23	5.5	A
		COMPOSITE	-	38.8	D										-	50.6	D	-	52.4	D	-	53.6	D
	SOUTHBOUND	LEFT	0.74	60.7	E										0.73	63.0	E	0.67	58.4	E	0.66	58.1	E
		THRU/RIGHT	0.67	25.0	C										0.77	60.2	C	0.95	36.7	D	0.97	38.6	D
		COMPOSITE	-	35.5	D										-	38.6	D	-	41.6	D	-	43.0	D
	INTERSECTION	COMPOSITE	-	37.1	D										-	41.0	D	-	43.8	D	-	46.0	D
5a. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.42	34.0	C	0.43	35.9	D	0.51	38.0	D									
		THRU				0.84	40.8	D	0.84	40.4	D	0.87	41.8	D									
		RIGHT				0.45	25.1	C	0.43	24.8	C	0.41	23.3	C									
		COMPOSITE				-	35.2	D	-	35.6	D	-	36.8	D									
	WESTBOUND	LEFT				0.36	40.5	D	0.29	39.0	D	0.32	40.7	D									
		THRU/RIGHT				0.80	39.6	D	0.82	36.4	D	0.83	36.1	D									
		COMPOSITE				-	39.8	D	-	36.9	D	-	36.9	D									
	NORTHBOUND	LEFT		N/A		0.64	50.0	D	0.64	49.7	D	0.64	49.7	D		N/A			N/A			N/A	
		THRU				0.64	57.1	E	0.64	57.1	E	0.64	57.1	E									
		RIGHT				0.21	16.3	B	0.18	15.8	B	0.19	16.6	B									
		COMPOSITE				-	45.1	D	-	44.9	D	-	45.0	D									
	SOUTHBOUND	LEFT				0.90	75.5	E	1.16	150.1	F	1.16	150.1	F									
		THRU				0.62	48.9	D	0.81	65.9	E	0.81	65.9	E									
		RIGHT				0.62	27.1	C	0.86	44.0	D	0.91	49.9	D									
		COMPOSITE				-	46.0	D	-	75.7	E	-	78.3	E									
	INTERSECTION	COMPOSITE				-	40.6	D	-	48.0	D	-	48.9	D									
5b. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized w/ Improvements)	EASTBOUND	LEFT							0.71	48.4	D	0.73	48.3	D				0.80	57.3	E	0.89	66.8	E
		THRU							0.85	42.1	D	0.88	43.4	D				0.76	35.7	D	0.84	41.4	D
		RIGHT							0.30	13.3	B	0.29	12.3	B				0.30	14.2	B	0.30	14.3	B
		COMPOSITE							-	37.4	D	-	38.4	D				-	37.2	D	-	43.6	D
	WESTBOUND	LEFT							0.49	45.1	D	0.48	45.2	D				0.51	38.5	D	0.49	38.4	D
		THRU/RIGHT							0.84	37.4	D	0.84	37.0	D				0.73	29.0	C	0.76	30.1	C
		COMPOSITE							-	38.0	D	-	38.4	D				-	30.8	C	-	31.6	C
	NORTHBOUND	LEFT		N/A			N/A		0.60	47.8	D	0.60	48.0	D		N/A		0.67	51.7	D	0.66	51.7	D
		THRU							0.61	54.1	D	0.61	54.3	D				0.67	60.6	E	0.67	60.5	E
		RIGHT							0.24	17.6	B	0.24	17.8	B				0.26	17.5	B	0.25	17.5	B
		COMPOSITE							-	43.4	D	-	43.6	D				-	47.2	D	-	47.1	D
	SOUTHBOUND	LEFT							0.71	50.5	D	0.79	58.7	E				0.64	44.4	D	0.64	44.5	D
		THRU							0.50	41.1	D	0.55	44.3	D				0.53	39.7	D	0.53	39.8	D
		RIGHT							0.86	44.1	D	0.91	50.2	D				0.91	49.0	D	0.93	52.8	D
		COMPOSITE							-	45.2	D	-	51.2	D				-	46.0	D	-	48.3	D
	INTERSECTION	COMPOSITE							-	40.7	D	-	42.4	D				-	38.8	D	-	41.6	D

TABLE III.B-10

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
6. NY 312 & I-84 Westbound Ramp (Signalized)	EASTBOUND	LEFT	0.46	25.4	C										0.38	23.2	C	0.30	20.2	C	0.28	19.6	B
		RIGHT	0.66	8.6	A										0.73	10.3	B	0.86	19.8	B	0.87	21.5	C
		COMPOSITE	-	12.9	B										-	12.8	B	-	19.9	B	-	21.2	C
	NORTHBOUND	LEFT	0.36	6.8	A										0.49	8.7	A	0.56	12.0	B	0.67	17.7	B
		THRU	0.55	8.2	A		N/A			N/A			N/A		0.50	7.9	A	0.52	10.0	B	0.53	10.6	B
		COMPOSITE	-	7.9	A										-	8.1	A	-	10.6	B	-	12.8	B
	SOUTHBOUND	THRU	0.68	20.8	C										0.72	23.5	C	0.79	30.7	C	0.84	35.0	D
		RIGHT	0.05	5.3	A										0.03	6.9	A	0.04	7.9	A	0.04	8.0	A
		COMPOSITE	-	19.9	B										-	22.9	C	-	29.9	C	-	34.0	C
	INTERSECTION	COMPOSITE	-	12.9	B										-	13.7	B	-	18.9	B	-	21.2	C
6a. NY 312 & I-84 Westbound Ramp (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.37	37.4	D	0.28	32.0	C	0.27	31.6	C									
		THRU				0.09	33.7	C	0.06	29.9	C	6.00	29.9	C									
		RIGHT				0.72	26.0	C	0.82	28.8	C	0.83	30.1	C									
		COMPOSITE				-	28.4	C	-	29.3	C	-	30.3	C									
	WESTBOUND	LEFT				0.14	43.0	D	0.14	43.0	D	0.14	43.0	D									
		THRU				0.09	40.1	D	0.09	40.1	D	0.09	40.1	D									
		RIGHT				-	-	-	-	-	-	-	-	-									
		COMPOSITE		N/A		-	42.1	D	-	42.1	D	-	42.1	D		N/A			N/A			N/A	
	NORTHBOUND	LEFT				0.30	14.2	B	0.33	17.8	B	0.40	20.3	C									
		THRU				0.44	15.1	B	0.47	18.1	B	0.48	18.5	B									
		RIGHT				0.08	6.0	A	0.08	7.0	A	0.09	6.8	A									
		COMPOSITE				-	13.9	B	-	16.9	B	-	17.8	B									
	SOUTHBOUND	LEFT				-	-	-	-	-	-	-	-	-									
		THRU/RIGHT				0.37	15.1	B	0.43	18.9	B	0.44	19.2	B									
		COMPOSITE				-	15.1	B	-	18.9	B	-	19.2	B									
	INTERSECTION	COMPOSITE				-	18.9	B	-	21.9	C	-	22.6	C									
6b. NY 312 & I-84 Westbound Ramp (Signalized w/ Improvements)	EASTBOUND	LEFT																0.52	47.1	D	0.51	46.5	D
		RIGHT																0.72	23.7	C	0.75	24.6	C
		COMPOSITE																-	27.4	C	-	27.9	C
	NORTHBOUND	LEFT																0.30	11.3	B	0.36	13.7	B
		THRU		N/A			N/A			N/A			N/A			N/A		0.41	7.2	A	0.42	7.8	A
		COMPOSITE																-	8.3	A	-	9.6	A
	SOUTHBOUND	THRU																0.79	33.2	D	0.80	33.7	C
		RIGHT																0.04	16.2	C	0.04	16.3	B
		COMPOSITE																-	32.5	D	-	33.1	C
	INTERSECTION	COMPOSITE																-	21.3	C	-	21.9	C

TABLE III.B-10

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
7. NY 312 & International Boulevard (Signalized)	EASTBOUND	LEFT/THRU	0.16	33.9	C										0.17	33.9	C	0.17	33.9	C	0.17	33.9	C
		RIGHT	0.38	8.6	A										0.41	9.7	A	0.41	9.7	A	0.41	9.7	A
		COMPOSITE	-	13.0	B										-	13.9	B	-	13.9	B	-	13.9	B
	WESTBOUND	LEFT/THRU/ RIGHT	0.02	30.0	C										0.02	30.0	C	0.02	30.0	C	0.02	30.0	C
	NORTHBOUND	LEFT	0.35	4.6	A		N/A			N/A			N/A		0.35	4.6	A	0.36	4.6	A	0.36	4.6	A
		THRU/RIGHT	0.37	4.4	A										0.30	4.0	A	0.30	4.0	A	0.30	4.0	A
		COMPOSITE	-	4.5	A										-	4.2	A	-	4.2	A	-	4.2	A
	SOUTHBOUND	LEFT/THRU/RIGHT	0.51	12.5	B										0.46	11.9	B	0.47	12.1	B	0.47	12.1	B
	INTERSECTION	COMPOSITE	-	8.2	A										-	8.0	A	-	8.1	A	-	8.1	A
7a. NY 312 & International Boulevard (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.19	41.1	D	0.19	41.1	D	0.19	41.1	D									
		THRU/RIGHT				0.16	0.7	A	0.17	0.7	A	0.17	0.7	A									
		COMPOSITE				-	7.7	A	-	7.7	A	-	7.7	A									
	WESTBOUND	LEFT				0.24	42.2	D	0.24	42.2	D	0.24	42.0	D									
		THRU				-	-	-	-	-	-	-	-	-									
		RIGHT				0.03	0.1	A	0.03	0.1	A	0.03	0.1	A									
		COMPOSITE		N/A		-	25.6	C	-	25.6	C	-	25.6	C		N/A			N/A			N/A	
	NORTHBOUND	LEFT				0.33	3.0	A	0.33	3.1	A	0.34	3.0	A									
		THRU/RIGHT				0.30	4.5	A	0.29	4.4	A	0.30	4.4	A									
		COMPOSITE				-	4.0	A	-	3.9	A	-	3.9	A									
	SOUTHBOUND	LEFT				0.04	3.8	A	0.04	3.8	A	0.04	3.8	A									
		THRU/RIGHT				0.37	8.4	A	0.38	8.5	A	0.38	8.5	A									
		COMPOSITE				-	8.1	A	-	8.2	A	-	8.3	A									
	INTERSECTION	COMPOSITE				-	6.6	A	-	6.6	A	-	6.6	A									
7b. NY 312 & International Boulevard (Signalized w/ Improvements)	EASTBOUND	LEFT/THRU																0.21	45.9	D	0.21	45.9	D
		RIGHT																0.47	15.2	B	0.47	15.2	B
		COMPOSITE																-	20.5	C	-	20.5	C
	WESTBOUND	LEFT/THRU/ RIGHT																0.02	40.0	D	0.02	40.0	D
	NORTHBOUND	LEFT		N/A			N/A			N/A			N/A			N/A		0.31	3.1	A	0.31	3.0	A
		THRU/RIGHT																0.28	2.4	A	0.28	2.3	A
		COMPOSITE																-	2.7	A	-	2.6	A
	SOUTHBOUND	LEFT/THRU/RIGHT																0.38	7.5	A	0.38	7.5	A
	INTERSECTION	COMPOSITE																-	6.1	A	-	6.0	A

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

TABLE III.B-11

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. US 6 & NY 312 /NY 312 Extension (Signalized)	EASTBOUND	LEFT	0.95	42.2	D										1.07	76.1	F	1.07	73.1	F	1.07	75.2	F
		THRU/RIGHT	0.20	6.7	A										0.19	7.1	A	0.19	7.1	A	0.19	7.2	A
		COMPOSITE	-	34.1	C										-	63.1	E	-	60.6	E	-	62.3	E
	WESTBOUND	LEFT	-	-	-										-	-	-	-	-	-	-	-	-
		THRU	0.71	43.6	D										0.69	43.9	D	0.69	43.9	D	0.69	44.0	D
		RIGHT	0.44	6.6	A		N/A			N/A			N/A		0.48	7.0	A	0.47	7.0	A	0.47	7.0	A
		COMPOSITE	-	27.0	C										-	25.6	C	-	25.8	C	-	25.9	C
	NORTHBOUND	LEFT/THRU/RIGHT	0.09	30.7	C										0.09	29.8	C	0.09	29.8	C	0.09	29.7	C
	SOUTHBOUND	LEFT/THRU	0.68	49.9	D										0.71	50.2	D	0.71	50.2	D	0.72	50.2	D
		RIGHT	0.84	16.5	B										0.93	24.8	C	0.94	27.0	C	0.95	28.9	C
		COMPOSITE	-	21.6	C										-	28.6	C	-	30.4	C	-	32.1	C
	INTERSECTION	COMPOSITE	-	27.5	C										-	41.3	D	-	41.1	D	-	42.4	D
1a. US 6 & NY 312 /NY 312 Extension (Signalized w/ Improvments by Others)	EASTBOUND	LEFT				1.06	81.7	F	1.05	78.6	F	1.06	79.7	F									
		LEFT/THRU/RIGHT				1.07	83.7	F	1.06	82.1	F	1.06	82.1	F									
		COMPOSITE				-	82.7	F	-	80.4	F	-	80.9	F									
	WESTBOUND	LEFT				-	-	-	-	-	-	-	-	-									
		THRU				0.60	31.4	C	0.60	31.4	C	0.60	31.4	C									
		RIGHT		N/A		0.46	6.2	A	0.45	6.1	A	0.45	6.1	A		N/A			N/A			N/A	
		COMPOSITE				-	18.5	B	-	18.6	B	-	18.6	B									
	NORTHBOUND	LEFT/THRU/RIGHT				0.17	34.3	C	0.17	34.3	C	0.17	34.3	C									
	SOUTHBOUND	LEFT/THRU				1.74	387.9	F	1.74	387.9	F	1.77	401.6	F									
		RIGHT				1.11	77.2	F	1.13	83.4	F	1.14	88.6	F									
		COMPOSITE				-	123.2	F	-	127.9	F	-	134.6	F									
	INTERSECTION	COMPOSITE				-	88.9	F	-	90.4	F	-	93.8	F									
2. NY 312 & Prospect Hill Road (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.18	25.7	D	2.59	803.2	F	2.59	803.2	F	2.64	826.2	F	2.01	532.1	F	2.00	525.4	F	2.05	552.8	F
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT	0.02	9.8	A	0.24	12.6	B	0.24	12.5	B	0.24	12.5	B	0.22	11.8	B	0.22	11.7	B	0.22	11.7	B
		THRU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE III.B-11

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
3. NY 312 & Pugsley Road (Unsignalized)	EASTBOUND	LEFT/THRU	-	0.0	A																		
	WESTBOUND	THRU/RIGHT	-	-	-		N/A			N/A			N/A			N/A			N/A			N/A	
	SOUTHBOUND	LEFT/RIGHT	0.06	49.8	E																		
3a. NY 312 & Pugsley Road (Unsignalized w/ Improvements)	EASTBOUND	LEFT				0.06	13.6	B	0.02	13.4	B	0.03	13.5	B	0.05	12.7	B	0.02	12.5	B	0.02	12.6	B
		THRU				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WESTBOUND	THRU		N/A		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		RIGHT				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT				2.27	954.4	F	12.44	5,473.0	F	18.81	8,336.7	F	1.67	610.4	F	8.94	3,812.5	F	13.52	5,869.3	F
		RIGHT				0.09	26.8	D	0.18	29.2	D	0.27	32.1	D	0.08	23.5	C	0.15	24.9	C	0.23	26.9	D
3b. NY 312 & Pugsley Road (Signalized w/ Improvements)	EASTBOUND	LEFT							0.09	7.0	A	0.11	8.0	A				0.07	6.0	A	0.09	6.8	A
		THRU							0.97	31.4	C	0.98	34.8	C				0.93	25.0	C	0.95	28.2	C
		COMPOSITE							-	31.3	C	-	34.6	C				-	24.8	C	-	28.0	C
	WESTBOUND	THRU		N/A			N/A		0.93	26.3	C	0.96	33.8	C		N/A		0.89	21.6	C	0.92	27.9	C
		RIGHT							0.08	0.2	A	0.08	0.3	A				0.08	0.2	A	0.08	0.3	A
		COMPOSITE							-	24.5	C	-	31.4	C				-	19.9	B	-	25.7	C
	SOUTHBOUND	LEFT/RIGHT							0.72	67.2	E	0.98	94.7	F				0.65	58.4	E	0.84	67.2	E
	INTERSECTION	COMPOSITE							-	31.6	C	-	41.5	D				-	26.1	C	-	32.8	C
3c. NY 312 & Pugsley Road (Roundabout w/ Improvements)	EASTBOUND	LEFT/THRU							0.68	14.4	B	0.79	21.3	C				0.63	12.6	B	0.73	17.7	C
		THRU							0.72	14.9	B	0.82	22.1	C				0.66	12.9	B	0.75	18.0	C
	WESTBOUND	THRU							0.50	7.9	A	0.50	7.9	A				0.46	7.2	A	0.46	7.2	A
		THRU		N/A			N/A		0.54	8.2	A	0.54	8.2	A		N/A		0.49	7.5	A	0.49	7.5	A
		BYPASS RIGHT							0.09	3.6	A	0.09	3.7	A				0.09	3.6	A	0.09	3.7	A
	SOUTHBOUND	LEFT							0.48	21.9	C	0.72	36.2	E				0.43	18.0	C	0.64	27.3	D
		LEFT/RIGHT							0.37	15.7	C	0.55	21.8	C				0.33	13.5	B	0.50	17.9	C
4. NY 312 & Caremount Driveway (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-										-	-	-	-	-	-	-	-	-
	WESTBOUND	LEFT	0.05	10.3	B		N/A			N/A			N/A		0.05	11.9	B	0.06	13.4	B	0.06	14.6	B
		THRU	-	-	-										-	-	-	-	-	-	-	-	-
	NORTHBOUND	LEFT/RIGHT	0.53	32.2	D										0.90	98.5	F	1.18	202.8	F	1.41	304.1	F
4a. NY 312 & Caremount Driveway (Unsignalized w/ Improvements by Others)	EASTBOUND	THRU/RIGHT				-	-	-	-	-	-	-	-	-									
	WESTBOUND	LEFT				0.05	12.6	B	0.06	14.3	B	0.07	15.6	C									
		THRU		N/A		-	-	-	-	-	-	-	-	-		N/A			N/A			N/A	
	NORTHBOUND	LEFT				0.65	98.6	F	0.87	173.7	F	1.03	245.0	F									
		RIGHT				0.42	32.6	D	0.55	49.0	E	0.64	66.7	F									

TABLE III.B-11

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
5. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized)	EASTBOUND	LEFT	0.56	55.7	E										0.64	56.1	E	0.73	57.0	E	0.74	56.3	E
		THRU	0.70	34.8	C										0.86	44.8	D	0.96	58.1	E	1.01	68.7	F
		RIGHT	0.23	2.4	A										0.31	3.3	A	0.31	4.2	A	0.31	4.6	A
		COMPOSITE	-	30.8	C										-	35.9	D	-	45.4	D	-	51.8	D
	WESTBOUND	LEFT	0.66	52.7	D										0.62	54.7	D	0.63	56.5	E	0.64	58.1	E
		THRU/RIGHT	0.38	21.4	C										0.47	26.6	C	0.50	29.1	C	0.52	30.4	C
		COMPOSITE	-	32.0	C										-	34.3	C	-	36.5	D	-	37.9	D
	NORTHBOUND	LEFT	0.62	60.7	E		N/A			N/A			N/A		0.66	58.1	E	0.67	60.2	E	0.68	62.2	E
		LEFT/THRU	0.54	50.9	D										0.52	47.3	D	0.53	49.0	D	0.54	50.4	D
		RIGHT	0.62	9.2	A										0.53	6.2	A	0.54	6.9	A	0.55	7.3	A
		COMPOSITE	-	30.1	C										-	31.3	C	-	32.5	C	-	33.6	C
	SOUTHBOUND	LEFT	0.58	62.1	E										0.55	63.3	E	0.56	65.5	E	0.57	67.1	E
		THRU/RIGHT	0.48	27.4	C										0.59	25.8	C	0.61	26.1	C	0.62	26.4	C
		COMPOSITE	-	39.0	D										-	35.2	D	-	35.7	D	-	36.2	D
	INTERSECTION	COMPOSITE	-	31.8	C										-	34.3	C	-	39.2	D	-	42.8	D
5a. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.59	45.9	D	0.84	59.3	E	0.99	83.8	F									
		THRU				0.86	34.8	C	0.98	52.1	D	1.05	71.9	F									
		RIGHT				0.45	19.6	B	0.45	19.5	B	0.45	19.5	B									
		COMPOSITE				-	33.1	C	-	46.8	D	-	64.5	E									
	WESTBOUND	LEFT				0.55	46.9	D	0.55	46.6	D	0.55	48.3	D									
		THRU/RIGHT				0.50	17.9	B	0.51	17.9	B	0.51	17.7	B									
		COMPOSITE				-	24.7	C	-	24.5	C	-	24.8	C									
	NORTHBOUND	LEFT		N/A		0.86	63.4	E	0.85	62.4	E	0.85	62.4	E		N/A			N/A			N/A	
		THRU				0.48	47.9	D	0.48	47.9	D	0.48	47.9	D									
		RIGHT				0.86	45.3	D	0.86	45.5	D	0.86	45.5	D									
		COMPOSITE				-	53.3	D	-	52.9	D	-	52.9	D									
	SOUTHBOUND	LEFT				0.94	106.4	F	0.94	106.4	F	0.94	106.4	F									
		THRU				0.69	66.0	E	0.69	66.0	E	0.69	66.0	E									
		RIGHT				0.40	32.8	C	0.42	33.3	C	0.43	33.4	C									
		COMPOSITE				-	65.8	E	-	65.3	E	-	65.1	E									
	INTERSECTION	COMPOSITE				-	38.6	D	-	43.6	D	-	51.3	D									
5b. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized w/ Improvements)	EASTBOUND	LEFT							0.63	42.7	D	0.74	46.8	D				0.67	45.0	D	0.79	50.8	D
		THRU							0.92	38.6	D	0.99	51.4	D				0.86	34.9	C	0.94	43.9	D
		RIGHT							0.32	7.7	A	0.32	7.7	A				0.33	9.2	A	0.33	9.2	A
		COMPOSITE							-	32.9	C	-	41.6	D				-	31.5	C	-	38.4	D
	WESTBOUND	LEFT							0.72	55.5	E	0.72	57.3	E				0.55	41.2	D	0.55	41.0	D
		THRU/RIGHT							0.55	20.3	C	0.56	19.5	B				0.44	17.0	B	0.44	17.0	B
		COMPOSITE							-	28.4	C	-	28.3	C				-	23.5	C	-	23.5	C
	NORTHBOUND	LEFT		N/A			N/A		0.85	62.4	E	0.85	62.4	E		N/A		0.85	62.4	E	0.85	62.4	E
		THRU							0.48	47.9	D	0.48	47.9	D				0.48	47.9	D	0.48	47.9	D
		RIGHT							0.97	71.8	E	0.97	71.8	E				0.86	45.5	D	0.86	45.5	D
		COMPOSITE							-	64.7	E	-	64.7	E				-	52.9	D	-	52.9	D
	SOUTHBOUND	LEFT							0.94	106.4	F	0.94	106.4	F				0.63	63.5	E	0.63	63.5	E
		THRU							0.69	66.0	E	0.69	66.0	E				0.69	66.0	E	0.69	66.0	E
		RIGHT							0.36	29.0	C	0.37	29.1	C				0.38	30.0	C	0.38	30.1	C
		COMPOSITE							-	63.5	E	-	63.3	E				-	48.5	D	-	48.4	D
	INTERSECTION	COMPOSITE							-	41.4	D	-	44.7	D				-	35.9	D	-	38.7	D

TABLE III.B-11

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
6. NY 312 & I-84 Westbound Ramp (Signalized)	EASTBOUND	LEFT	0.37	23.3	C										0.29	21.0	C	0.29	20.8	C	0.29	20.7	C
		RIGHT	0.71	9.7	A										0.79	13.6	B	0.81	14.6	B	0.81	14.8	B
		COMPOSITE	-	12.3	B										-	14.7	B	-	15.5	B	-	15.7	B
	NORTHBOUND	LEFT	0.98	50.8	D										1.09	82.3	F	1.28	157.3	F	1.40	207.6	F
		THRU	0.50	7.6	A		N/A			N/A			N/A		0.48	8.3	A	0.49	8.5	A	0.50	8.7	A
		COMPOSITE	-	26.8	C										-	45.6	D	-	88.7	F	-	119.4	F
	SOUTHBOUND	THRU	0.81	29.3	C										0.73	25.9	C	0.73	26.1	C	0.73	26.2	C
		RIGHT	0.15	4.7	A										0.12	5.3	A	0.12	5.3	A	0.12	5.3	A
		COMPOSITE	-	25.7	C										-	23.2	C	-	23.3	C	-	23.4	C
	INTERSECTION	COMPOSITE	-	23.1	C										-	32.1	C	-	55.3	E	-	72.6	E
6a. NY 312 & I-84 Westbound Ramp (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.58	56.7	E	0.59	58.2	E	0.65	64.0	E									
		THRU				0.40	46.5	D	0.42	47.7	D	0.44	49.0	D									
		RIGHT				0.71	19.1	B	0.67	16.0	B	0.64	14.4	B									
		COMPOSITE				-	27.4	C	-	25.2	C	-	24.9	C									
	WESTBOUND	LEFT				0.42	45.6	D	0.43	46.1	D	0.46	47.2	D									
		THRU				0.40	46.1	D	0.41	47.2	D	0.41	47.4	D									
		RIGHT				-	-	-	-	-	-	-	-	-									
		COMPOSITE		N/A		-	45.8	D	-	46.5	D	-	47.3	D		N/A			N/A			N/A	
	NORTHBOUND	LEFT				0.71	23.7	C	0.81	26.8	C	0.84	27.6	C									
		THRU				0.41	10.0	B	0.41	10.2	B	0.41	10.0	B									
		RIGHT				0.17	2.7	A	0.17	2.6	A	0.17	2.5	A									
		COMPOSITE				-	15.0	B	-	17.1	B	-	17.8	B									
	SOUTHBOUND	LEFT				-	-	-	-	-	-	-	-	-									
		THRU/RIGHT				0.53	22.8	C	0.59	26.0	C	0.63	27.9	C									
		COMPOSITE				-	22.8	C	-	26.0	C	-	27.9	C									
	INTERSECTION	COMPOSITE				-	22.0	C	-	23.0	C	-	23.6	C									
6b. NY 312 & I-84 Westbound Ramp (Signalized w/ Improvements)	EASTBOUND	LEFT																0.47	46.1	D	0.47	46.0	D
		RIGHT																0.69	23.6	C	0.69	23.7	C
		COMPOSITE																-	26.8	C	-	26.9	C
	NORTHBOUND	LEFT																0.80	23.8	C	0.87	28.2	C
		THRU		N/A			N/A			N/A			N/A			N/A		0.40	6.6	A	0.40	6.9	A
		COMPOSITE																-	15.9	B	-	18.7	B
	SOUTHBOUND	THRU																0.65	25.1	C	0.65	25.2	C
		RIGHT																0.12	15.4	B	0.12	15.5	B
		COMPOSITE																-	23.8	C	-	23.9	C
	INTERSECTION	COMPOSITE																-	20.5	C	-	21.9	C

TABLE III.B-11

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			SENSITIVITY ANALYSIS 2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312			SENSITIVITY ANALYSIS 2023 BUILD ALT. WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
7. NY 312 & International Boulevard (Signalized)	EASTBOUND	LEFT/THRU	0.22	33.9	C										0.23	34.1	C	0.23	34.1	C	0.23	34.1	C
		RIGHT	0.48	12.6	B										0.49	12.5	B	0.49	12.5	B	0.49	12.5	B
		COMPOSITE	-	16.6	B										-	16.5	B	-	16.5	B	-	16.5	B
	WESTBOUND	LEFT/THRU/ RIGHT	0.00	0.0	A										0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
	NORTHBOUND	LEFT	0.14	3.6	A		N/A			N/A			N/A		0.14	3.6	A	0.14	3.6	A	0.14	3.6	A
		THRU/RIGHT	0.47	5.9	A										0.43	5.5	A	0.43	5.6	A	0.44	5.6	A
		COMPOSITE	-	5.6	B										-	5.2	A	-	5.3	A	-	5.4	A
	SOUTHBOUND	LEFT/THRU/RIGHT	0.49	11.3	B										0.41	10.3	B	0.41	10.3	B	0.41	10.3	B
	INTERSECTION	COMPOSITE	-	9.0	A										-	8.4	A	-	8.4	A	-	8.4	A
7a. NY 312 & International Boulevard (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.24	39.0	D	0.24	39.0	D	0.24	39.0	D									
		THRU/RIGHT				0.26	1.2	A	0.26	1.2	A	0.26	1.2	A									
		COMPOSITE				-	8.3	A	-	8.3	A	-	8.3	A									
	WESTBOUND	LEFT				0.71	68.3	E	0.71	68.3	E	0.71	68.3	E									
		THRU				-	-	-	-	-	-	-	-	-									
		RIGHT				0.33	2.1	A	0.33	2.1	A	0.33	2.2	A									
		COMPOSITE		N/A		-	28.3	C	-	28.3	C	-	28.3	C		N/A			N/A			N/A	
	NORTHBOUND	LEFT				0.15	4.0	A	0.15	4.0	A	0.15	2.2	A									
		THRU/RIGHT				0.52	9.2	A	0.53	9.0	A	0.54	4.0	A									
		COMPOSITE				-	8.5	A	-	8.3	A	-	9.0	A									
	SOUTHBOUND	LEFT				0.25	6.6	A	0.26	6.7	A	0.26	8.4	A									
		THRU/RIGHT				0.35	9.7	A	0.35	9.7	A	0.35	6.7	A									
		COMPOSITE				-	9.0	A	-	8.9	A	-	9.7	A									
	INTERSECTION	COMPOSITE				-	11.4	B	-	11.3	B	-	11.3	B									
7b. NY 312 & International Boulevard (Signalized w/ Improvements)	EASTBOUND	LEFT/THRU																0.28	46.3	D	0.28	46.3	D
		RIGHT																0.54	15.4	B	0.54	15.4	B
		COMPOSITE																-	21.2	C	-	21.2	C
	WESTBOUND	LEFT/THRU/ RIGHT																0.00	0.0	A	0.00	0.0	A
	NORTHBOUND	LEFT		N/A			N/A			N/A			N/A			N/A		0.12	2.4	A	0.12	2.3	A
		THRU/RIGHT																0.40	3.3	A	0.41	3.3	A
		COMPOSITE																-	3.2	A	-	3.2	A
	SOUTHBOUND	LEFT/THRU/RIGHT																0.35	7.1	A	0.35	7.1	A
	INTERSECTION	COMPOSITE																-	6.9	A	-	6.8	A

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

TABLE III.B-12

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
1. US 6 & NY 312 /NY 312 Extension (Signalized)	EASTBOUND	LEFT	0.78	20.9	C							0.82	20.6	C	0.85	25.5	C
		THRU/RIGHT	0.19	7.2	A							0.17	5.7	A	0.17	7.3	A
		COMPOSITE	-	17.8	B							-	17.7	B	-	22.0	C
	WESTBOUND	LEFT	0.03	31.8	C							0.04	30.3	C	0.04	32.8	C
		THRU	0.51	39.0	D							0.48	37.8	D	0.49	40.3	D
		RIGHT	0.42	9.0	A		N/A			N/A		0.48	9.4	A	0.47	9.7	A
		COMPOSITE	-	23.3	C							-	21.1	C	-	22.5	C
	NORTHBOUND	LEFT/THRU/RIGHT	0.19	28.5	C							0.25	30.2	C	0.20	28.0	C
	SOUTHBOUND	LEFT/THRU	0.68	44.1	D							0.61	38.3	D	0.72	46.5	D
		RIGHT	0.57	3.1	A							0.63	3.6	A	0.62	3.4	A
		COMPOSITE	-	11.2	B							-	10.3	B	-	11.6	B
	INTERSECTION	COMPOSITE	-	16.2	B							-	15.4	B	-	17.9	B
1a. US 6 & NY 312 /NY 312 Extension (Signalized w/ Improvments by Others)	EASTBOUND	LEFT				0.85	36.9	D	0.85	36.7	D						
		LEFT/THRU/RIGHT				0.84	36.0	D	0.84	35.8	D						
		COMPOSITE				-	36.5	D	-	36.3	D						
	WESTBOUND	LEFT				0.03	34.3	C	0.03	34.3	C						
		THRU				0.51	43.8	D	0.51	43.8	D						
		RIGHT		N/A		0.55	10.5	B	0.55	10.4	B		N/A			N/A	
		COMPOSITE				-	22.5	C	-	22.6	C						
	NORTHBOUND	LEFT/THRU/RIGHT				0.60	65.3	E	0.60	65.3	E						
	SOUTHBOUND	LEFT/THRU				1.08	121.6	F	1.05	114.0	F						
		RIGHT				0.84	16.4	B	0.83	16.0	B						
		COMPOSITE				-	37.6	D	-	35.5	D						
	INTERSECTION	COMPOSITE				-	35.7	D	-	34.8	C						
2. NY 312 & Prospect Hill Road (Unsignalized)	WESTBOUND	LEFT/RIGHT	0.15	21.7	C	2.20	641.7	F	2.13	610.7	F	1.43	281.5	F	1.40	269.1	F
	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT	0.03	10.1	B	0.27	13.9	B	0.27	13.8	B	0.23	12.2	B	0.23	12.1	B
		THRU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TABLE III.B-12

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
3. NY 312 & Pugsley Road (Unsignalized)	EASTBOUND	LEFT/THRU	-	0.0	A												
	WESTBOUND	THRU/RIGHT	-	-	-		N/A			N/A			N/A			N/A	
	SOUTHBOUND	LEFT/RIGHT	0.07	51.3	F												
3a. NY 312 & Pugsley Road (Unsignalized w/ Improvements)	EASTBOUND	LEFT				0.04	12.4	B	0.02	12.4	B	0.03	11.4	B	0.02	11.4	B
		THRU				-	-	-	-	-	-	-	-	-	-	-	-
	WESTBOUND	THRU		N/A		-	-	-	-	-	-	-	-	-	-	-	-
		RIGHT				-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT				1.84	681.6	F	2.08	811.5	F	1.13	302.1	F	1.22	346.9	F
		RIGHT				0.07	23.3	C	0.03	22.4	C	0.06	19.6	C	0.02	18.9	C
3b. NY 312 & Pugsley Road (Signalized w/ Improvements)	EASTBOUND	LEFT							0.05	3.0	A				0.04	2.4	A
		THRU							0.91	17.7	B				0.85	13.4	B
		COMPOSITE							-	17.6	B				-	13.3	B
	WESTBOUND	THRU		N/A			N/A		0.86	16.2	B		N/A		0.81	13.3	B
		RIGHT							0.07	0.2	A				0.07	0.3	A
		COMPOSITE							-	15.1	B				-	12.3	B
	SOUTHBOUND	LEFT/RIGHT							0.24	51.9	D				0.20	39.5	D
	INTERSECTION	COMPOSITE							-	17.1	B				-	13.5	B
3c. NY 312 & Pugsley Road (Roundabout w/ Improvements)	EASTBOUND	LEFT/THRU							0.52	8.6	A				0.45	7.5	A
		THRU							0.55	8.8	A				0.48	7.6	A
	WESTBOUND	THRU							0.46	7.4	A				0.40	6.5	A
		THRU		N/A			N/A		0.50	7.6	A		N/A		0.43	6.7	A
		BYPASS RIGHT							0.08	3.5	A				0.08	3.5	A
	SOUTHBOUND	LEFT							0.10	12.1	B				0.08	10.2	B
		LEFT/RIGHT							0.07	10.3	B				0.06	8.8	A
4. NY 312 & Caremount Driveway (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-							-	-	-	-	-	-
	WESTBOUND	LEFT	0.03	10.4	B		N/A			N/A		0.02	11.8	B	0.02	11.8	B
		THRU	-	-	-							-	-	-	-	-	-
	NORTHBOUND	LEFT/RIGHT	0.25	23.3	C							0.42	43.0	E	0.43	43.7	E
4a. NY 312 & Caremount Driveway (Unsignalized w/ Improvements by Others)	EASTBOUND	THRU/RIGHT				-	-	-	-	-	-						
	WESTBOUND	LEFT				0.03	13.0	B	0.03	13.0	B						
		THRU		N/A		-	-	-	-	-	-		N/A			N/A	
	NORTHBOUND	LEFT				0.38	75.3	F	0.39	78.0	F						
		RIGHT				0.19	28.0	D	0.19	28.0	D						

TABLE III.B-12

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
5. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized)	EASTBOUND	LEFT	0.65	53.1	D							0.69	53.5	D	0.70	53.9	D
		THRU	0.54	38.1	D							0.67	43.7	D	0.67	43.9	D
		RIGHT	0.45	9.8	A							0.55	13.1	B	0.55	13.2	B
		COMPOSITE	-	29.9	C							-	33.0	C	-	33.3	C
	WESTBOUND	LEFT	0.79	52.3	D							0.76	53.2	D	0.77	53.5	D
		THRU/RIGHT	0.42	28.7	C							0.52	33.9	C	0.54	34.6	C
		COMPOSITE	-	40.2	D							-	42.2	D	-	42.7	D
	NORTHBOUND	LEFT	0.63	50.2	D		N/A			N/A		0.68	51.3	D	0.67	51.3	D
		LEFT/THRU	0.65	45.2	D							0.68	45.5	D	0.68	45.8	D
		RIGHT	0.47	3.2	A							0.44	3.0	A	0.44	3.0	A
		COMPOSITE	-	29.2	C							-	31.9	C	-	32.0	C
	SOUTHBOUND	LEFT	0.34	49.2	D							0.26	47.8	D	0.25	47.3	D
		THRU/RIGHT	0.69	43.0	D							0.74	38.6	D	0.74	37.5	D
		COMPOSITE	-	44.0	D							-	39.7	D	-	38.6	D
	INTERSECTION	COMPOSITE	-	34.4	C							-	36.0	D	-	36.2	D
5a. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.74	51.1	D	0.75	51.8	D						
		THRU				0.73	31.7	C	0.73	31.6	C						
		RIGHT				0.83	39.2	D	0.82	38.8	D						
		COMPOSITE				-	39.0	D	-	39.1	D						
	WESTBOUND	LEFT				0.80	49.0	D	0.80	48.8	D						
		THRU/RIGHT				0.55	20.5	C	0.56	20.6	C						
		COMPOSITE				-	30.4	C	-	30.2	C						
	NORTHBOUND	LEFT		N/A		1.03	92.5	F	1.01	88.2	F		N/A			N/A	
		THRU				1.00	103.5	F	1.00	103.5	F						
		RIGHT				0.77	31.0	C	0.77	31.0	C						
		COMPOSITE				-	73.5	E	-	71.5	E						
	SOUTHBOUND	LEFT				0.70	61.1	E	0.71	61.2	E						
		THRU				0.96	94.3	F	0.96	94.8	F						
		RIGHT				0.35	28.6	C	0.38	29.2	C						
		COMPOSITE				-	64.6	E	-	64.0	E						
	INTERSECTION	COMPOSITE				-	48.2	D	-	47.5	D						
5b. NY 312 & Independent Way /I-84 Eastbound Ramp (Signalized w/ Improvements)	EASTBOUND	LEFT							0.74	51.1	D				0.71	49.2	D
		THRU							0.73	31.6	C				0.52	27.8	C
		RIGHT							0.56	15.2	B				0.57	16.2	B
		COMPOSITE							-	30.1	C				-	28.6	C
	WESTBOUND	LEFT							0.84	52.7	D				0.94	72.5	E
		THRU/RIGHT							0.58	23.2	C				0.46	22.7	C
		COMPOSITE							-	33.3	C				-	43.8	D
	NORTHBOUND	LEFT		N/A			N/A		0.93	69.7	E		N/A		0.79	50.1	D
		THRU							0.92	83.2	F				0.78	58.2	E
		RIGHT							0.76	31.1	C				0.74	28.8	C
		COMPOSITE							-	59.1	E				-	44.4	D
	SOUTHBOUND	LEFT							0.71	62.2	E				0.21	38.0	D
		THRU							0.97	98.4	F				0.81	63.5	E
		RIGHT							0.38	29.2	C				0.35	26.1	C
		COMPOSITE							-	65.7	E				-	45.5	D
	INTERSECTION	COMPOSITE							-	42.7	D				-	39.3	D

TABLE III.B-12

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
6. NY 312 & I-84 Westbound Ramp (Signalized)	EASTBOUND	LEFT	0.17	19.9	B							0.10	18.0	B	0.10	17.8	B
		RIGHT	0.76	11.9	B							0.82	15.4	B	0.84	16.9	B
		COMPOSITE	-	12.6	B							-	15.6	B	-	17.0	B
	NORTHBOUND	LEFT	0.56	9.6	A							0.64	13.6	B	0.65	14.2	B
		THRU	0.38	6.4	A		N/A			N/A		0.34	6.9	A	0.34	7.1	A
		COMPOSITE	-	7.6	A							-	9.9	A	-	10.4	B
	SOUTHBOUND	THRU	0.73	24.2	C							0.70	24.5	C	0.70	25.0	C
		RIGHT	0.15	4.5	A							0.13	5.0	A	0.13	5.0	A
		COMPOSITE	-	21.0	C							-	21.5	C	-	21.9	C
	INTERSECTION	COMPOSITE	-	13.5	B							-	15.1	B	-	15.8	B
6a. NY 312 & I-84 Westbound Ramp (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.27	47.6	D	0.27	47.6	D						
		THRU				0.57	51.1	D	0.57	51.1	D						
		RIGHT				0.81	28.0	C	0.83	29.4	C						
		COMPOSITE				-	33.1	C	-	34.0	C						
	WESTBOUND	LEFT				0.49	46.3	D	0.49	46.3	D						
		THRU				0.35	39.0	D	0.35	39.0	D						
		RIGHT				-	-	-	-	-	-						
		COMPOSITE		N/A		-	43.4	D	-	43.4	D		N/A			N/A	
	NORTHBOUND	LEFT				0.48	10.8	B	0.48	11.0	B						
		THRU				0.26	5.6	A	0.25	5.6	A						
		RIGHT				0.30	1.3	A	0.30	1.3	A						
		COMPOSITE				-	5.8	A	-	5.9	A						
	SOUTHBOUND	LEFT				-	-	-	-	-	-						
		THRU/RIGHT				0.52	27.9	C	0.53	28.4	C						
		COMPOSITE				-	27.9	C	-	28.4	C						
	INTERSECTION	COMPOSITE				-	22.3	C	-	22.7	C						
6b. NY 312 & I-84 Westbound Ramp (Signalized w/ Improvements)	EASTBOUND	LEFT													0.08	24.7	C
		RIGHT													0.74	25.2	C
		COMPOSITE													-	25.2	C
	NORTHBOUND	LEFT													0.54	16.1	B
		THRU		N/A			N/A			N/A			N/A		0.32	7.9	A
		COMPOSITE													-	11.7	A
	SOUTHBOUND	THRU													0.63	37.0	D
		RIGHT													0.13	27.5	C
		COMPOSITE													-	35.5	D
	INTERSECTION	COMPOSITE													-	22.9	C

TABLE III.B-12

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2017 EXISTING			2023 NO BUILD			2023 BUILD			2023 NO BUILD ALTERNATIVE WITHOUT CROSSROADS 312			2023 BUILD ALTERNATIVE WITHOUT CROSSROADS 312		
			V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)	V/C(1)	DELAY(2)	LOS(3)
7. NY 312 & International Boulevard (Signalized)	EASTBOUND	LEFT/THRU	0.07	23.8	C							0.08	24.0	C	0.08	24.0	C
		RIGHT	0.21	1.6	A							0.22	1.7	A	0.22	1.7	A
		COMPOSITE	-	4.9	A							-	5.1	A	-	5.1	A
	WESTBOUND	LEFT/THRU/ RIGHT	-	-	-							-	-	-	-	-	-
	NORTHBOUND	LEFT	0.11	3.7	A		N/A			N/A		0.11	3.6	A	0.11	3.6	A
		THRU/RIGHT	0.37	4.9	A							0.30	4.5	A	0.30	4.4	A
		COMPOSITE	-	4.8	A							-	4.4	A	-	4.3	A
	SOUTHBOUND	LEFT/THRU/RIGHT	0.79	24.6	C							0.68	19.2	B	0.68	19.1	B
	INTERSECTION	COMPOSITE	-	14.7	B							-	11.7	B	-	11.7	B
7a. NY 312 & International Boulevard (Signalized w/ Improvements by Others)	EASTBOUND	LEFT				0.06	27.8	C	0.06	27.8	C						
		THRU/RIGHT				0.16	0.8	A	0.16	0.8	A						
		COMPOSITE				-	4.9	A	-	4.9	A						
	WESTBOUND	LEFT				0.56	37.3	D	0.56	37.3	D						
		THRU				-	-	-	-	-	-						
		RIGHT				0.16	0.5	A	0.16	0.5	A						
		COMPOSITE		N/A		-	22.5	C	-	22.5	C		N/A			N/A	
	NORTHBOUND	LEFT				0.17	14.2	B	0.17	14.6	B						
		THRU/RIGHT				0.41	19.0	B	0.40	19.3	B						
		COMPOSITE				-	18.3	B	-	18.7	B						
	SOUTHBOUND	LEFT				0.25	10.4	B	0.25	10.3	B						
		THRU/RIGHT				0.52	18.0	B	0.52	17.9	B						
		COMPOSITE				-	16.4	B	-	16.4	B						
	INTERSECTION	COMPOSITE				-	17.6	B	-	17.7	B						
7b. NY 312 & International Boulevard (Signalized w/ Improvements)	EASTBOUND	LEFT/THRU													0.12	44.3	D
		RIGHT													0.34	8.2	A
		COMPOSITE													-	13.7	B
	WESTBOUND	LEFT/THRU/ RIGHT													-	-	-
	NORTHBOUND	LEFT		N/A			N/A			N/A			N/A		0.09	3.8	A
		THRU/RIGHT													0.25	4.2	A
		COMPOSITE													-	4.1	A
	SOUTHBOUND	LEFT/THRU/RIGHT													0.41	7.2	A
	INTERSECTION	COMPOSITE													-	6.3	A

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

TABLE AR1

INTERSECTION NAME: US 6 & NY 312/NY 312 Extension

TOTAL ACCIDENTS: 16

INTERSECTION NUMBER: 1

TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday	1	6
Monday	5	31
Tuesday	3	19
Wednesday	1	6
Thursday	1	6
Friday	3	19
Saturday	2	13
Time of Day	**Number**	**%**
6 am-10 am	4	25
10 am-4 pm	7	44
4 pm-7 pm	2	13
7 pm-12 Mid	3	19
12 Mid-6 am		
Weather	**Number**	**%**
Clear	8	50
Cloudy	5	31
Fog		
Rain	2	13
Sleet/Snow	1	6
Pavement	**Number**	**%**
Dry	12	75
Snow/Ice		
Wet	4	25
Light Conditions	**Number**	**%**
Day	13	81
Night	3	19
Dawn/Dusk		

Accident Type	Number	%
Rear End	12	75
Sideswipe	1	6
Left Turn	2	13
Right Turn		
Right Angle		
Head On	1	6
Bicyclist		
Pedestrian		
Fixed Object		
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	3	19
Property-Damage Only	13	81
Time of Year	**Number**	**%**
Winter (Dec-Feb)	2	13
Spring (Mar-May)	4	25
Summer (June-Aug)	4	25
Fall (Sep-Nov)	6	38
Contributing Factors	**Number**	**%**
Driver Inexperience		
Failure to Yield ROW	2.50	16
Following Too Closely	9.00	56
Traffic Control Disregard		
Driver Inattention	3.00	19
Backing Unsafely	0.50	3
Fell Asleep	1.00	6

Accident Rate Calculations

Total Volume:	22,620	vehicles per day (AADT Source: JMC base counts)
	8.26	Million Vehicles per Year
	5.3	Average number of accidents per year
	0.65	Accident Rate in accidents per Million Entering Vehicles (MEV)
	0.25	NYSDOT Mean collision rate (Urban 4-leg signalized intersection)

Specific Collisions Types

Rear End

4.0 Average number of Rear End accidents per year
0.48 Accident Rate in Accidents per Million Entering Vehicles
0.11 NYSDOT Mean Accident Rate

Left Turn

0.7 Average number of Left Turn accidents per year
0.08 Accident Rate in Accidents per Million Entering Vehicles
0.01 NYSDOT Mean Accident Rate

Sideswipe

0.3 Average number of Sideswipe accidents per year
0.04 Accident Rate in Accidents per Million Entering Vehicles
0.00 NYSDOT Mean Accident Rate

Wet Pavement

1.3 Average number of Wet Pavement accidents per year
0.16 Accident Rate in Accidents per Million Entering Vehicles
0.04 NYSDOT Mean Accident Rate

TABLE AR2

ROADWAY NAME: NY 312
BETWEEN: US 6 (Int 1) and Prospect Hill Road (Int 2)
SEGMENT LENGTH: 0.47 miles

TOTAL ACCIDENTS: 18
TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday	2	11
Monday		
Tuesday	2	11
Wednesday	5	28
Thursday	4	22
Friday	5	28
Saturday		
Time of Day	**Number**	**%**
6 am-10 am	1	6
10 am-4 pm	5	28
4 pm-7 pm	10	56
7 pm-12 Mid	2	11
12 Mid-6 am		
Weather	**Number**	**%**
Clear	9	50
Cloudy	7	39
Fog		
Rain	2	11
Sleet/Snow		
Pavement	**Number**	**%**
Dry	15	83
Snow/Ice		
Wet	3	17
Light Conditions	**Number**	**%**
Day	14	78
Night	4	22
Dawn/Dusk		

Accident Type	Number	%
Rear End	11	61
Sideswipe	1	6
Left Turn	1	6
Right Turn		
Right Angle		
Animal	1	6
Fixed Object	4	22
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	5	28
Property-Damage Only	13	72
Time of Year	**Number**	**%**
Winter (Dec-Feb)	3	17
Spring (Mar-May)	8	44
Summer (June-Aug)	3	17
Fall (Sep-Nov)	4	22
Contributing Factors	**Number**	**%**
Failure to Keep Right	0.50	3
Unsafe Speed	0.50	3
Failure to Yield ROW	1.00	6
Following Too Closely	8.00	44
Improper Lane Usage	1.50	8
Driver Inattention	3.50	19
Alcohol Involvement	0.50	3
Animal's Action	1.00	6
Fell Asleep	1.50	8

Accident Rate Calculations

Total Volume:	18,150	vehicles per day (AADT Source: JMC base counts)
	6.62	Million Vehicles per Year
	6.0	Average number of accidents per year
	1.93	Accident Rate in accidents per Million Vehicle Miles (MVM)
	3.50	NYSDOT Mean collision rate (Urban Mainline & Juncture 2-Lanes Undivided)

Specific Collisions Types

Wet Pavement

1.0	Average number of Wet Pavement accidents per year
0.32	Accident Rate in Accidents per Million Vehicle Miles
0.52	NYSDOT Mean Accident Rate

Fixed Object

1.3	Average number of Fixed Object accidents per year
0.20	Accident Rate in Accidents per Million Vehicle Miles
0.45	NYSDOT Mean Accident Rate

TABLE AR3

INTERSECTION NAME: NY 312 & Prospect Hill Road

TOTAL ACCIDENTS: 2

INTERSECTION NUMBER: 2

TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday	1	50
Monday	1	50
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		
Time of Day	**Number**	**%**
6 am-10 am		
10 am-4 pm	2	100
4 pm-7 pm		
7 pm-12 Mid		
12 Mid-6 am		
Weather	**Number**	**%**
Clear	1	50
Cloudy	1	50
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry	2	100
Snow/Ice		
Wet		
Light Conditions	**Number**	**%**
Day	2	100
Night		
Dawn/Dusk		

Accident Type	Number	%
Rear End	1	50
Sideswipe		
Left Turn	1	50
Right Turn		
Right Angle		
Head On		
Bicyclist		
Pedestrian		
Fixed Object		
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury		
Property-Damage Only	2	100
Time of Year	**Number**	**%**
Winter (Dec-Feb)		
Spring (Mar-May)	1	50
Summer (June-Aug)		
Fall (Sep-Nov)	1	50
Contributing Factors	**Number**	**%**
Driver Inexperience	0.50	25
Failure to Yield ROW	0.50	25
Following Too Closely	1.00	50
Traffic Control Disregard		
Driver Inattention		
Pavement Slippery		
Fell Asleep		

Accident Rate Calculations

Total Volume:	18,530	vehicles per day (AADT Source: JMC base counts)
	6.76	Million Vehicles per Year
	0.7	Average number of accidents per year
	0.10	Accident Rate in accidents per Million Entering Vehicles (MEV)
	0.18	NYSDOT Mean collision rate (Urban 3-leg unsignalized intersection)

Specific Collisions Types

Rear End

0.3	Average number of Rear End accidents per year
0.05	Accident Rate in Accidents per Million Entering Vehicles
0.06	NYSDOT Mean Accident Rate

Left Turn

0.3	Average number of Left Turn accidents per year
0.05	Accident Rate in Accidents per Million Entering Vehicles
0.02	NYSDOT Mean Accident Rate

TABLE AR4

ROADWAY NAME: NY 312 TOTAL ACCIDENTS: 2

BETWEEN: Prospect Hill Road (Int 2) and Pugsley Road (Int 3)

SEGMENT LENGTH: 0.24 miles TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday	1	50
Monday		
Tuesday	1	50
Wednesday		
Thursday		
Friday		
Saturday		
Time of Day	**Number**	**%**
6 am-10 am		
10 am-4 pm	1	50
4 pm-7 pm		
7 pm-12 Mid	1	50
12 Mid-6 am		
Weather	**Number**	**%**
Clear		
Cloudy	2	100
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry	2	100
Snow/Ice		
Wet		
Light Conditions	**Number**	**%**
Day	1	50
Night	1	50
Dawn/Dusk		

Accident Type	Number	%
Rear End		
Sideswipe		
Left Turn		
Right Turn		
Right Angle		
Animal	1	50
Bicyclist		
Pedestrian		
Fixed Object	1	50
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury		
Property-Damage Only	2	100
Time of Year	**Number**	**%**
Winter (Dec-Feb)		
Spring (Mar-May)		
Summer (June-Aug)	1	50
Fall (Sep-Nov)	1	50
Contributing Factors	**Number**	**%**
Driver Inexperience		
Failure to Yield ROW		
Following Too Closely		
Traffic Control Disregard		
Obstruction/Debris	1.00	50
Animal's Action	1.00	50
Unknown		

Accident Rate Calculations

Total Volume:	18,400	vehicles per day (AADT Source: JMC base counts)
	6.72	Million Vehicles per Year
	0.7	Average number of accidents per year
	0.42	Accident Rate in accidents per Million Vehicle Miles (MVM)
	2.23	NYSDOT Mean collision rate (Urban Mainline 2-Lanes Undivided)

Specific Collisions Types

Fixed Object

0.3	Average number of Fixed Object accidents per year
0.05	Accident Rate in Accidents per Million Vehicle Miles
0.34	NYSDOT Mean Accident Rate

TABLE AR5

INTERSECTION NAME: NY 312 & Pugsley Road

TOTAL ACCIDENTS: 1

INTERSECTION NUMBER: 3

TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday		
Monday		
Tuesday	1	100
Wednesday		
Thursday		
Friday		
Saturday		
Time of Day	**Number**	**%**
6 am-10 am		
10 am-4 pm	1	100
4 pm-7 pm		
7 pm-12 Mid		
12 Mid-6 am		
Weather	**Number**	**%**
Clear		
Cloudy		
Fog		
Rain		
Sleet/Snow	1	100
Pavement	**Number**	**%**
Dry		
Snow/Ice	1	100
Wet		
Light Conditions	**Number**	**%**
Day	1	100
Night		
Dawn/Dusk		

Accident Type	Number	%
Rear End		
Sideswipe	1	100
Left Turn		
Right Turn		
Right Angle		
Head On		
Bicyclist		
Pedestrian		
Fixed Object		
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	1	100
Property-Damage Only		
Time of Year	**Number**	**%**
Winter (Dec-Feb)	1	100
Spring (Mar-May)		
Summer (June-Aug)		
Fall (Sep-Nov)		
Contributing Factors	**Number**	**%**
Driver Inexperience		
Failure to Yield ROW		
Following Too Closely		
Traffic Control Disregard		
Unsafe Speed		
Pavement Slippery	0.50	50
Tire Failure/Inadequate	0.50	50

Accident Rate Calculations

Total Volume:	18,530	vehicles per day (AADT Source: JMC base counts)
	6.76	Million Vehicles per Year
	0.3	Average number of accidents per year
	0.05	Accident Rate in accidents per Million Entering Vehicles (MEV)
	0.18	NYSDOT Mean collision rate (Urban 3-leg unsignalized intersection)

Specific Collisions Types

Sideswipe	**0.3**	Average number of Sideswipe accidents per year
	0.05	Accident Rate in Accidents per Million Entering Vehicles
	0.00	NYSDOT Mean Accident Rate
Wet Pavement	**0.3**	Average number of Wet Pavement accidents per year
	0.05	Accident Rate in Accidents per Million Entering Vehicles
	0.03	NYSDOT Mean Accident Rate

TABLE AR6

ROADWAY NAME: NY 312 TOTAL ACCIDENTS: 5

BETWEEN: Pugsley Road (Int 3) and Caremount Driveway (Int 4)

SEGMENT LENGTH: 0.17 miles TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday		
Monday	1	20
Tuesday		
Wednesday		
Thursday		
Friday	1	20
Saturday	3	60
Time of Day	**Number**	**%**
6 am-10 am	1	20
10 am-4 pm	2	40
4 pm-7 pm	1	20
7 pm-12 Mid	1	20
12 Mid-6 am		
Weather	**Number**	**%**
Clear	4	80
Cloudy	1	20
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry	5	100
Snow/Ice		
Wet		
Light Conditions	**Number**	**%**
Day	4	80
Night		
Dawn/Dusk	1	20

Accident Type	Number	%
Rear End	2	40
Sideswipe	1	20
Left Turn		
Right Turn		
Right Angle		
Head On		
Bicyclist		
Pedestrian		
Fixed Object	2	40
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	2	40
Property-Damage Only	3	60
Time of Year	**Number**	**%**
Winter (Dec-Feb)	1	20
Spring (Mar-May)	2	40
Summer (June-Aug)	1	20
Fall (Sep-Nov)	1	20
Contributing Factors	**Number**	**%**
Driver Inexperience		
Failure to Yield ROW	1.00	20
Following Too Closely	1.00	20
Unsafe Speed	1.00	20
Fell Asleep	0.50	10
Drowsy/Fatigued	0.50	10
Uninvolved Vehicle	1.00	20

Accident Rate Calculations

Total Volume:	18,520	vehicles per day (AADT Source: JMC base counts)
	6.76	Million Vehicles per Year
	1.7	Average number of accidents per year
	1.49	Accident Rate in accidents per Million Vehicle Miles (MVM)
	2.23	NYSDOT Mean collision rate (Urban Mainline 2-Lanes Undivided)

Specific Collisions Types

Fixed Object

0.7	Average number of Fixed Object accidents per year
0.10	Accident Rate in Accidents per Million Vehicle Miles
0.34	NYSDOT Mean Accident Rate

TABLE AR7

INTERSECTION NAME: NY 312 & Caremount Driveway

TOTAL ACCIDENTS: 5

INTERSECTION NUMBER: 4

TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday		
Monday	1	20
Tuesday	1	20
Wednesday	1	20
Thursday	1	20
Friday	1	20
Saturday		
Time of Day	**Number**	**%**
6 am-10 am		
10 am-4 pm	4	80
4 pm-7 pm	1	20
7 pm-12 Mid		
12 Mid-6 am		
Weather	**Number**	**%**
Clear	3	60
Cloudy	1	20
Fog		
Rain		
Sleet/Snow	1	20
Pavement	**Number**	**%**
Dry	4	80
Snow/Ice	1	20
Wet		
Light Conditions	**Number**	**%**
Day	5	100
Night		
Dawn/Dusk		

Accident Type	Number	%
Rear End	1	20
Sideswipe		
Left Turn	1	20
Right Turn		
Right Angle	1	20
Head On		
Bicyclist		
Pedestrian		
Fixed Object	2	40
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury		
Property-Damage Only	5	100
Time of Year	**Number**	**%**
Winter (Dec-Feb)		
Spring (Mar-May)	2	40
Summer (June-Aug)		
Fall (Sep-Nov)	3	60
Contributing Factors	**Number**	**%**
Driver Inexperience		
Failure to Yield ROW	2.00	40
Following Too Closely	1.00	20
Traffic Control Disregard		
Unsafe Speed		
Pavement Slippery	1.00	20
Turning Improperly	1.00	20

Accident Rate Calculations

Total Volume:	19,720	vehicles per day (AADT Source: JMC base counts)
	7.20	Million Vehicles per Year
	1.7	Average number of accidents per year
	0.23	Accident Rate in accidents per Million Entering Vehicles (MEV)
	0.18	NYSDOT Mean collision rate (Urban 3-leg unsignalized intersection)

Specific Collisions Types

Rear End

0.3 Average number of Rear End accidents per year
0.05 Accident Rate in Accidents per Million Entering Vehicles
0.06 NYSDOT Mean Accident Rate

Left Turn

0.3 Average number of Left Turn accidents per year
0.05 Accident Rate in Accidents per Million Entering Vehicles
0.02 NYSDOT Mean Accident Rate

Right Angle

0.3 Average number of Right Angle accidents per year
0.05 Accident Rate in Accidents per Million Entering Vehicles
0.02 NYSDOT Mean Accident Rate

Wet Pavement

0.3 Average number of Wet Pavement accidents per year
0.05 Accident Rate in Accidents per Million Entering Vehicles
0.08 NYSDOT Mean Accident Rate

TABLE AR8

ROADWAY NAME: NY 312 TOTAL ACCIDENTS: 9

BETWEEN: Caremount Driveway (Int 4) and I-84 Eastbound Ramps/Independent Way (Int 5)

SEGMENT LENGTH: 0.11 miles TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday	1	11
Monday	4	44
Tuesday	2	22
Wednesday		
Thursday	1	11
Friday	1	11
Saturday		
Time of Day	**Number**	**%**
6 am-10 am		
10 am-4 pm	3	33
4 pm-7 pm	6	67
7 pm-12 Mid		
12 Mid-6 am		
Weather	**Number**	**%**
Clear	7	78
Cloudy	2	22
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry	9	100
Snow/Ice		
Wet		
Light Conditions	**Number**	**%**
Day	6	67
Night	1	11
Dawn/Dusk	2	22

Accident Type	Number	%
Rear End	2	22
Sideswipe	1	11
Left Turn		
Right Turn		
Right Angle	4	44
Head On		
Animal	1	11
Fixed Object		
Overtaking	1	11
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	2	22
Property-Damage Only	8	89
Time of Year	**Number**	**%**
Winter (Dec-Feb)	1	11
Spring (Mar-May)	3	33
Summer (June-Aug)	1	11
Fall (Sep-Nov)	4	44
Contributing Factors	**Number**	**%**
Driver Inattention	0.50	6
Failure to Yield ROW	0.50	6
Unsafe Lane Changing	1.00	11
Following Too Closely	1.50	17
Improper Lane Usage	2.00	22
View Obstructed/Limited	0.50	6
Turning Improperly	2.00	22
Animal's Action	1.00	11

Accident Rate Calculations

Total Volume:	24,340	vehicles per day (AADT Source: JMC base counts)
	8.88	Million Vehicles per Year
	3.0	Average number of accidents per year
	3.46	Accident Rate in accidents per Million Vehicle Miles (MVM)
	4.31	NYSDOT Mean collision rate (Urban Mainline & Juncture 3-Lanes Undivided)

TABLE AR9

INTERSECTION NAME: NY 312 & I-84 Eastbound Ramps/ Independent Way

INTERSECTION NUMBER: 5

TOTAL ACCIDENTS: 43

TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday	4	9
Monday	8	19
Tuesday	9	21
Wednesday	2	5
Thursday	11	26
Friday	3	7
Saturday	6	14
Time of Day	**Number**	**%**
6 am-10 am	5	12
10 am-4 pm	22	51
4 pm-7 pm	10	23
7 pm-12 Mid	6	14
12 Mid-6 am		
Weather	**Number**	**%**
Clear	26	60
Cloudy	8	19
Fog		
Rain	4	9
Sleet/Snow	5	12
Pavement	**Number**	**%**
Dry	30	70
Snow/Ice	2	5
Wet	11	26
Light Conditions	**Number**	**%**
Day	35	81
Night	7	16
Dawn/Dusk	1	2

Accident Type	Number	%
Rear End	29	67
Sideswipe	1	2
Left Turn	3	7
Right Turn	4	9
Right Angle	3	7
Overtaking	3	7
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	1	2
Property-Damage Only	42	98
Time of Year	**Number**	**%**
Winter (Dec-Feb)	13	30
Spring (Mar-May)	11	26
Summer (June-Aug)	8	19
Fall (Sep-Nov)	11	26
Contributing Factors	**Number**	**%**
Driver Inexperience	1.00	2
Failure to Yield ROW	4.00	9
Following Too Closely	22.50	52
Backing Unsafely	1.00	2
Improper Lane Marking	0.50	1
Unsafe Lane Changing	1.00	2
View Obstructed/Limited	1.00	2
Traffic Control Disregard	1.50	3
Improper Lane Usage	4.50	10
Pavement Slippery	1.00	2
Driver Inattention	5.00	12

Accident Rate Calculations

Total Volume:	28,960	vehicles per day (AADT Source: JMC base counts)
	10.57	Million Vehicles per Year
	14.3	Average number of accidents per year
	1.36	Accident Rate in accidents per Million Entering Vehicles (MEV)
	0.25	NYSDOT Mean collision rate (Urban 4-leg signalized intersection)

Specific Collisions Types

Rear End

9.7 Average number of Rear End accidents per year
0.91 Accident Rate in Accidents per Million Entering Vehicles
0.11 NYSDOT Mean Accident Rate

Left Turn

1.0 Average number of Left Turn accidents per year
0.09 Accident Rate in Accidents per Million Entering Vehicles
0.01 NYSDOT Mean Accident Rate

Right Turn

1.3 Average number of Right Turn accidents per year
0.13 Accident Rate in Accidents per Million Entering Vehicles
0.01 NYSDOT Mean Accident Rate

Wet Pavement

4.3 Average number of Wet Pavement accidents per year
0.41 Accident Rate in Accidents per Million Entering Vehicles
0.04 NYSDOT Mean Accident Rate

TABLE AR10

ROADWAY NAME: NY 312 TOTAL ACCIDENTS: 3

BETWEEN: I-84 Easbound Ramps (Int 5) and I-84 Westbound Ramps (Int 6)

SEGMENT LENGTH: 0.27 miles TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday	1	33
Saturday	2	67
Time of Day	**Number**	**%**
6 am-10 am	1	33
10 am-4 pm		
4 pm-7 pm	2	67
7 pm-12 Mid		
12 Mid-6 am		
Weather	**Number**	**%**
Clear	2	67
Cloudy	1	33
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry	3	100
Snow/Ice		
Wet		
Light Conditions	**Number**	**%**
Day	2	67
Night	1	33
Dawn/Dusk		

Accident Type	Number	%
Rear End		
Sideswipe		
Left Turn		
Right Turn		
Right Angle		
Head On		
Bicyclist		
Overtaking	1	33
Fixed Object	1	33
Unknown	1	33
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	1	33
Property-Damage Only	2	67
Time of Year	**Number**	**%**
Winter (Dec-Feb)	1	33
Spring (Mar-May)	1	33
Summer (June-Aug)	1	33
Fall (Sep-Nov)		
Contributing Factors	**Number**	**%**
Driver Inexperience	1.00	33
Turning Improperly		
Unsafe Lane Change	1.00	33
Traffic Control Disregard		
Unsafe Speed		
Driver Inattention	1.00	33
Unknown		

Accident Rate Calculations

Total Volume:	19,360	vehicles per day (AADT Source: JMC base counts)
	7.07	Million Vehicles per Year
	1.0	Average number of accidents per year
	0.53	Accident Rate in accidents per Million Vehicle Miles (MVM)
	2.23	NYSDOT Mean collision rate (Urban Mainline 2-Lanes Undivided)

Specific Collisions Types

Fixed Object

0.3	Average number of Fixed Object accidents per year
0.05	Accident Rate in Accidents per Million Vehicle Miles
0.34	NYSDOT Mean Accident Rate

TABLE AR11

INTERSECTION NAME: NY 312 & I-84 Westbound Ramps

TOTAL ACCIDENTS: 30

INTERSECTION NUMBER: 6

TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday	1	3
Monday	2	7
Tuesday	9	30
Wednesday	4	13
Thursday	6	20
Friday	5	17
Saturday	3	10
Time of Day	**Number**	**%**
6 am-10 am	3	10
10 am-4 pm	10	33
4 pm-7 pm	11	37
7 pm-12 Mid	4	13
12 Mid-6 am	2	7
Weather	**Number**	**%**
Clear	20	67
Cloudy	7	23
Fog		
Rain	2	7
Sleet/Snow	1	3
Pavement	**Number**	**%**
Dry	25	83
Snow/Ice		
Wet	5	17
Light Conditions	**Number**	**%**
Day	20	67
Night	7	23
Dawn/Dusk	3	10

Accident Type	Number	%
Rear End	22	73
Sideswipe	1	3
Left Turn	4	13
Right Turn		
Fixed Object	1	3
Overtaking	2	7
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury	6	20
Property-Damage Only	24	80
Time of Year	**Number**	**%**
Winter (Dec-Feb)	4	13
Spring (Mar-May)	9	30
Summer (June-Aug)	8	27
Fall (Sep-Nov)	9	30
Contributing Factors	**Number**	**%**
Unsafe Lane Change	1.00	3
Failure to Yield ROW	3.50	12
Following Too Closely	17.50	58
Passenger Distraction	0.50	2
Alcohol Involvement	0.50	2
Fell Asleep	0.50	2
Passing Too Closely	1.00	3
Traffic Control Disregard	1.00	3
Driver Inattention	3.00	10
Pavement Slippery	0.50	2
Unsafe Speed	1.00	3

Accident Rate Calculations

Total Volume:	21,180	vehicles per day (AADT Source: JMC base counts)
	7.73	Million Vehicles per Year
	10.0	Average number of accidents per year
	1.29	Accident Rate in accidents per Million Entering Vehicles (MEV)
	0.14	NYSDOT Mean collision rate (Urban 3-leg signalized intersection)

Specific Collisions Types

Rear End

7.3 Average number of Rear End accidents per year
0.95 Accident Rate in Accidents per Million Entering Vehicles
0.05 NYSDOT Mean Accident Rate

Left Turn

1.3 Average number of Left Turn accidents per year
0.17 Accident Rate in Accidents per Million Entering Vehicles
0.01 NYSDOT Mean Accident Rate

Sideswipe

0.3 Average number of Sideswipe accidents per year
0.04 Accident Rate in Accidents per Million Entering Vehicles
0.00 NYSDOT Mean Accident Rate

Wet Pavement

1.7 Average number of Wet Pavement accidents per year
0.22 Accident Rate in Accidents per Million Entering Vehicles
0.02 NYSDOT Mean Accident Rate

TABLE AR12

ROADWAY NAME: NY 312 TOTAL ACCIDENTS: 0

BETWEEN: I-84 Westbound Ramps (Int 6) and International Boulevard (Int 7)

SEGMENT LENGTH: 0.10 miles TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday		
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		
Time of Day	**Number**	**%**
6 am-10 am		
10 am-4 pm		
4 pm-7 pm		
7 pm-12 Mid		
12 Mid-6 am		
Weather	**Number**	**%**
Clear		
Cloudy		
Fog		
Rain		
Sleet/Snow		
Pavement	**Number**	**%**
Dry		
Snow/Ice		
Wet		
Light Conditions	**Number**	**%**
Day		
Night		
Dawn/Dusk		

Accident Type	Number	%
Rear End		
Sideswipe		
Left Turn		
Right Turn		
Right Angle		
Head On		
Bicyclist		
Pedestrian		
Fixed Object		
Unknown		
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury		
Property-Damage Only		
Time of Year	**Number**	**%**
Winter (Dec-Feb)		
Spring (Mar-May)		
Summer (June-Aug)		
Fall (Sep-Nov)		
Contributing Factors	**Number**	**%**
Driver Inexperience		
Failure to Yield ROW		
Following Too Closely		
Traffic Control Disregard		
Unsafe Speed		
Pavement Slippery		
Unknown		

Accident Rate Calculations

Total Volume:	12,510	vehicles per day (AADT Source: JMC base counts)
	4.57	Million Vehicles per Year
	0.0	Average number of accidents per year
	0.00	Accident Rate in accidents per Million Vehicle Miles (MVM)
	2.23	NYSDOT Mean collision rate (Urban Mainline 2-Lanes Undivided)

TABLE AR13

INTERSECTION NAME: NY 312 & International Boulevard / Driveway

TOTAL ACCIDENTS: 9

INTERSECTION NUMBER: 7

TIME PERIOD: 11/1/2014 - 10/31/2017

Day of Week	Number	%
Sunday		
Monday	2	22
Tuesday	1	11
Wednesday		
Thursday	1	11
Friday	3	33
Saturday	2	22
Time of Day	**Number**	**%**
6 am-10 am	4	44
10 am-4 pm	5	56
4 pm-7 pm		
7 pm-12 Mid		
12 Mid-6 am		
Weather	**Number**	**%**
Clear	7	78
Cloudy		
Fog		
Rain	1	11
Sleet/Snow	1	11
Pavement	**Number**	**%**
Dry	6	67
Snow/Ice	1	11
Wet	2	22
Light Conditions	**Number**	**%**
Day	9	100
Night		
Dawn/Dusk		

Accident Type	Number	%
Rear End	4	44
Sideswipe		
Left Turn		
Right Turn	1	11
Right Angle		
Head On		
Bicyclist		
Fixed Object	1	11
Animal	2	22
Backing	1	11
Severity	**Number**	**%**
Fatal Injury		
Non-Fatal Injury		
Property-Damage Only	9	100
Time of Year	**Number**	**%**
Winter (Dec-Feb)	3	33
Spring (Mar-May)	1	11
Summer (June-Aug)	1	11
Fall (Sep-Nov)	4	44
Contributing Factors	**Number**	**%**
Driver Inattention	1.00	11
Failure to Yield ROW		
Following Too Closely	3.00	33
Turning Improperly	1.00	11
Backing Unsafely	1.00	11
Pavement Slippery	1.00	11
Animal's Action	2.00	22

Accident Rate Calculations

Total Volume:	12,950	vehicles per day (AADT Source: JMC base counts)
	4.73	Million Vehicles per Year
	3.0	Average number of accidents per year
	0.63	Accident Rate in accidents per Million Entering Vehicles (MEV)
	0.25	NYSDOT Mean collision rate (Urban 4-leg signalized intersection)

Specific Collisions Types

Rear End

1.3 Average number of Rear End accidents per year
0.28 Accident Rate in Accidents per Million Entering Vehicles
0.11 NYSDOT Mean Accident Rate

Right Turn

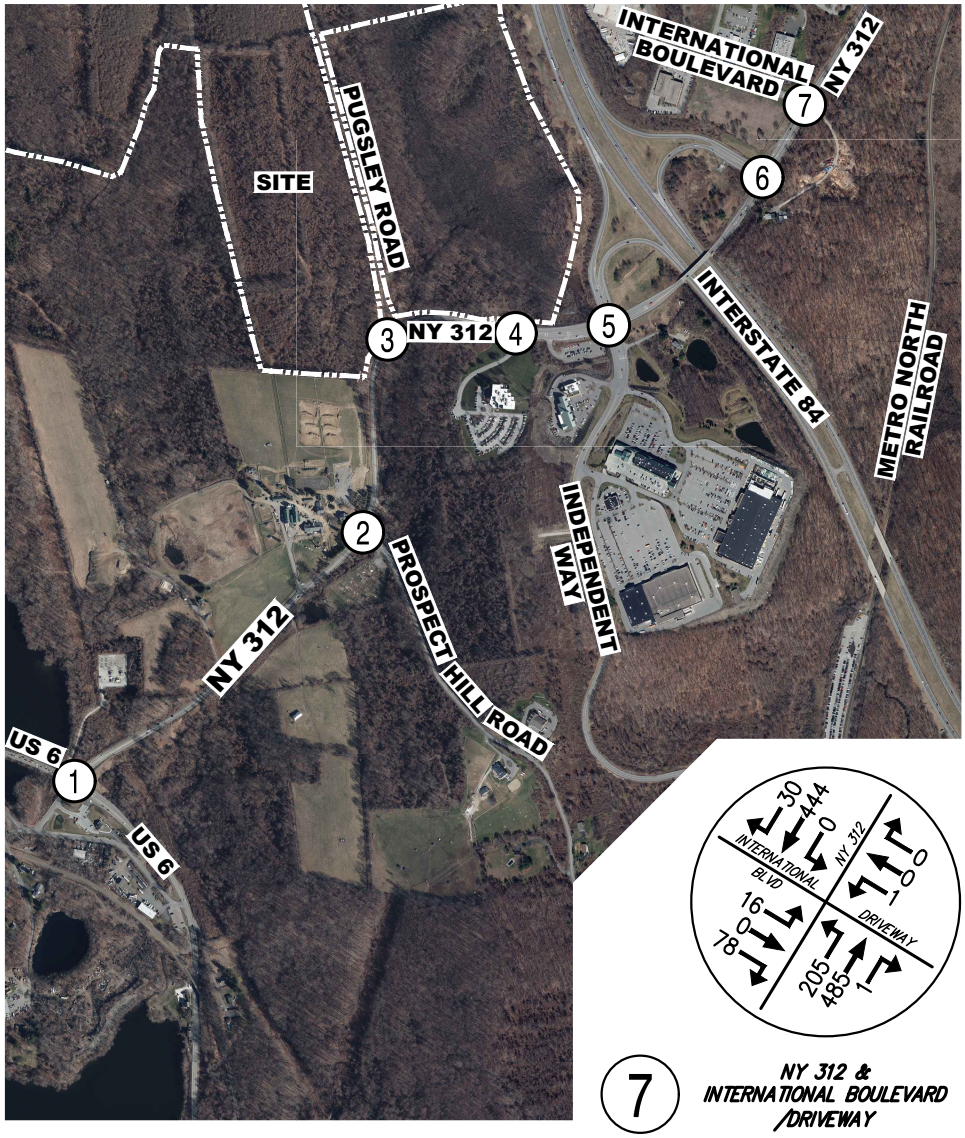
0.3 Average number of Right Turn accidents per year
0.07 Accident Rate in Accidents per Million Entering Vehicles
0.01 NYSDOT Mean Accident Rate

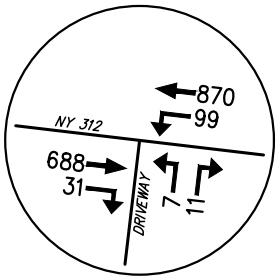
Wet Pavement

1.0 Average number of Wet Pavement accidents per year
0.21 Accident Rate in Accidents per Million Entering Vehicles
0.04 NYSDOT Mean Accident Rate

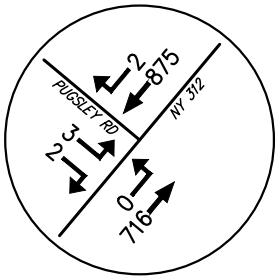
PART B

FIGURES

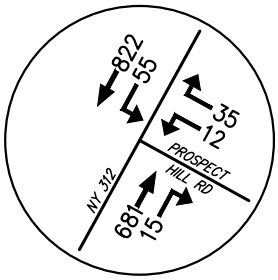




4 NY 312 & CAREMOUNT DRIVEWAY

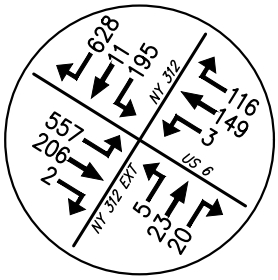


3 NY 312 & PUGSLEY ROAD

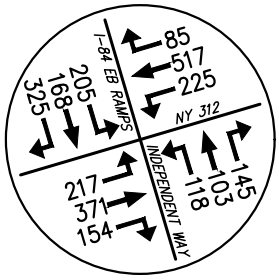


2 NY 312 & PROSPECT HILL ROAD

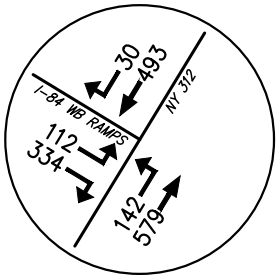
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2017 EXISTING VOLUMES

PEAK WEEKDAY AM HOUR (7:30-8:30)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 01 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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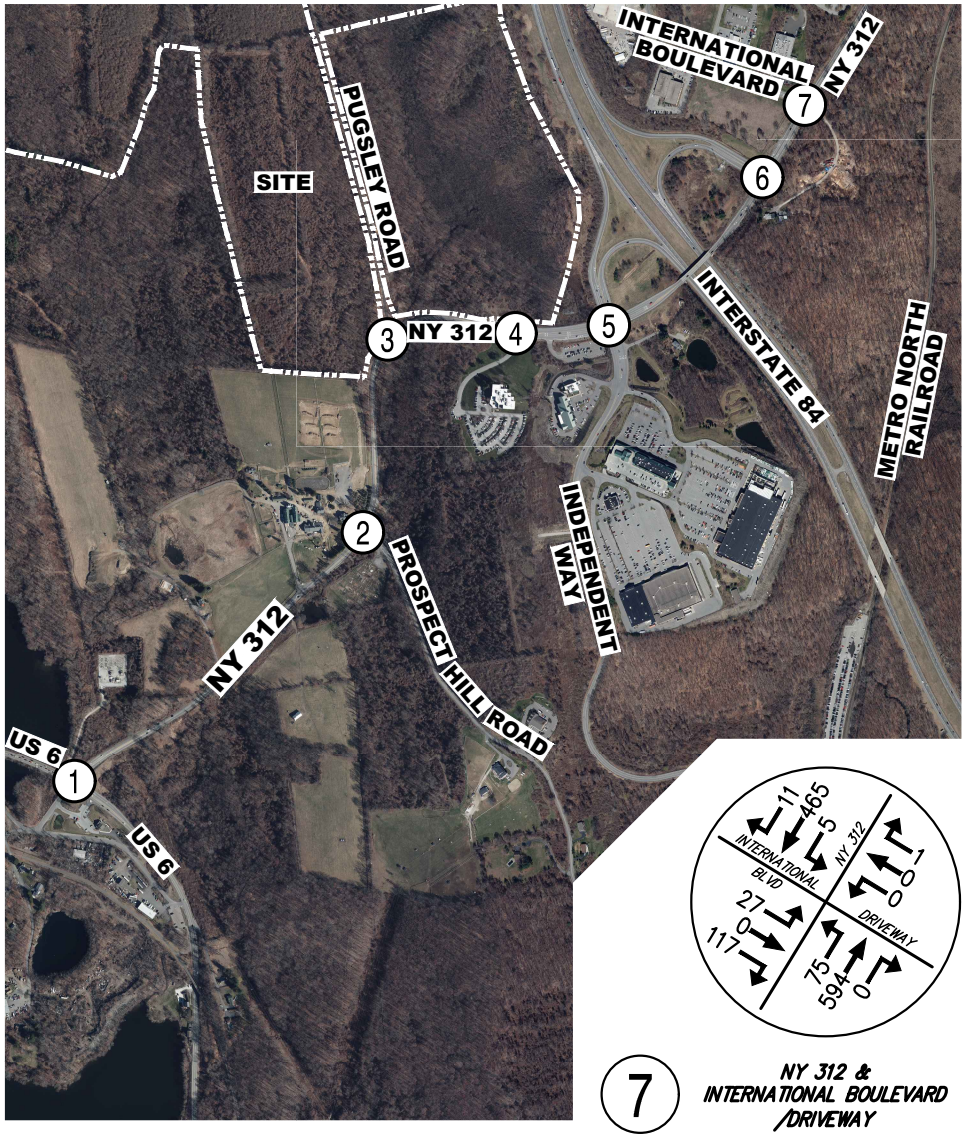
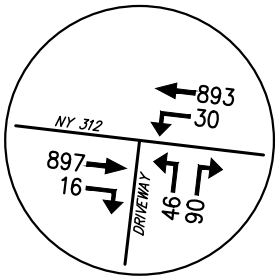
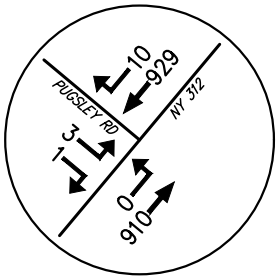
14012–TRAFFIC–FIG.dwg; EXISTING.tab; TRAFFIC–FIG.scr

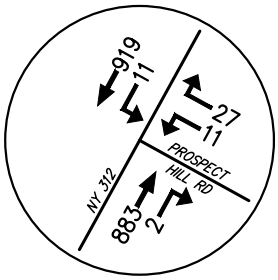




4 NY 312 & CAREMOUNT DRIVEWAY

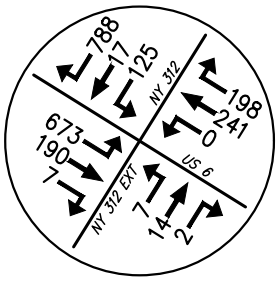


3 NY 312 & PUGSLEY ROAD

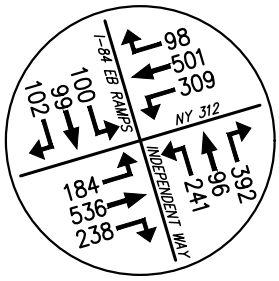


2 NY 312 & PROSPECT HILL ROAD

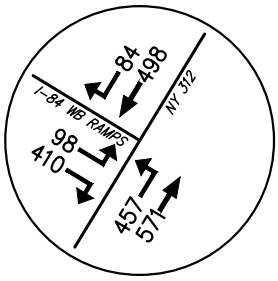
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2017 EXISTING VOLUMES

PEAK WEEKDAY PM HOUR (5:00-6:00)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 02 — SCALE: 1" = 1,250'

120 BEDFORD RD
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NY 10504

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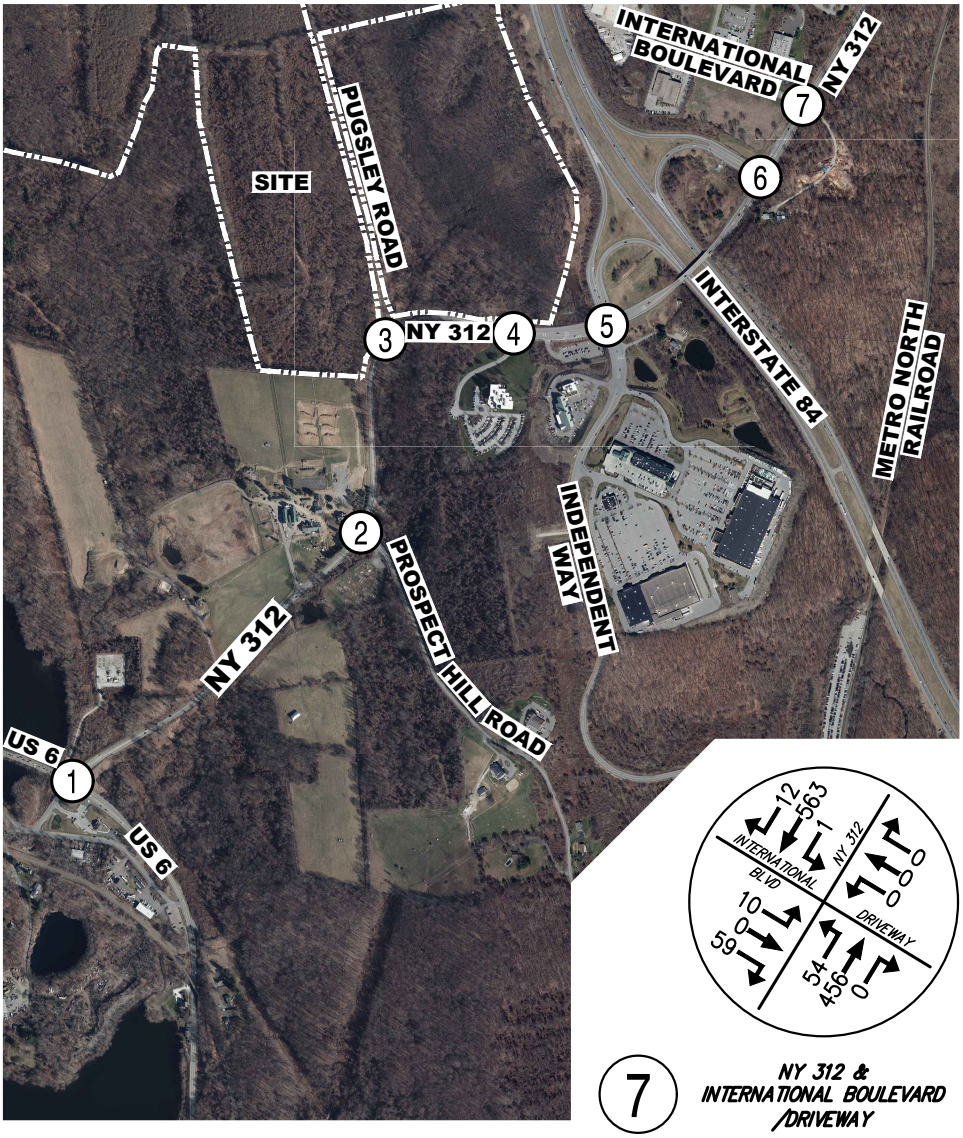
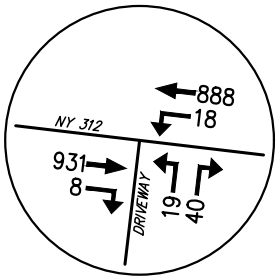
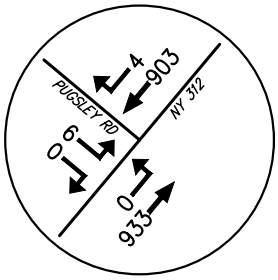
14012-TRAFFIC-FIG.dwg; EXISTING.tab; TRAFFIC-FIG.scr

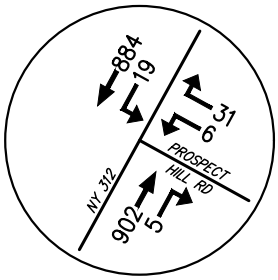




4 NY 312 & CAREMOUNT DRIVEWAY

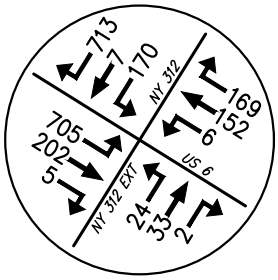


3 NY 312 & PUGSLEY ROAD

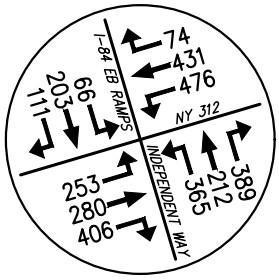


2 NY 312 & PROSPECT HILL ROAD

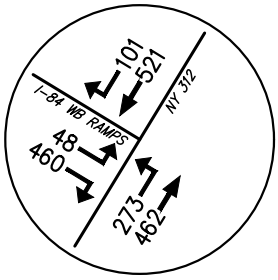
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2017 EXISTING VOLUMES

PEAK SATURDAY MIDDAY HOUR (12:15-1:15)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 03 — SCALE: 1" = 1,250'

120 BEDFORD RD
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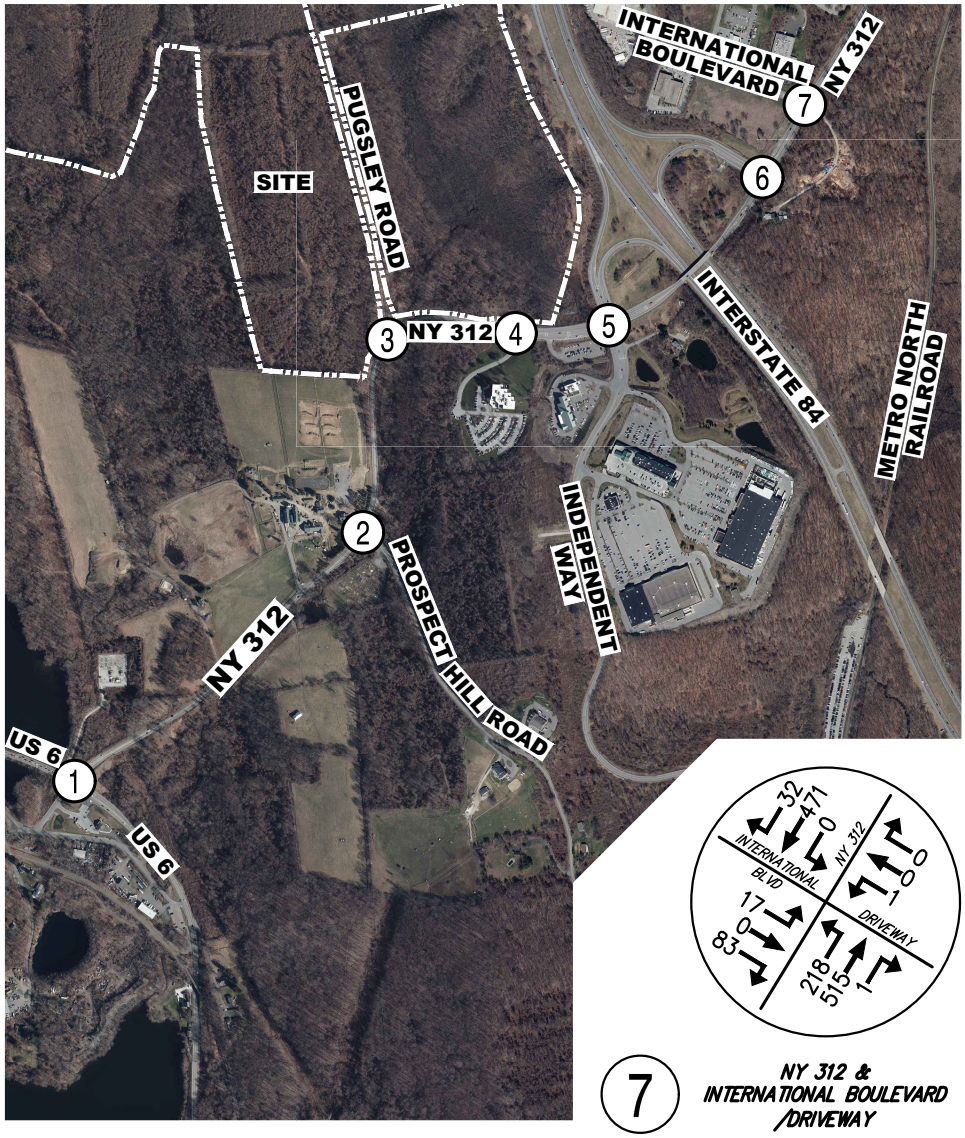
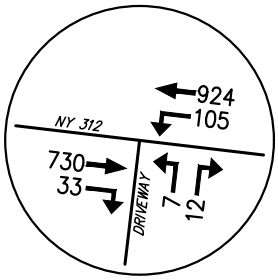
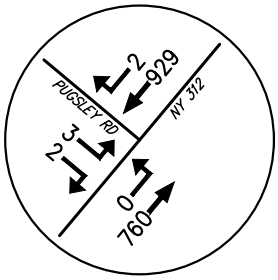
14012–TRAFFIC–FIG.dwg; EXISTING.tab; TRAFFIC–FIG.scr

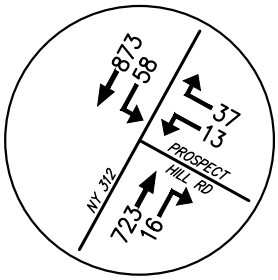




4 NY 312 & CAREMOUNT DRIVEWAY

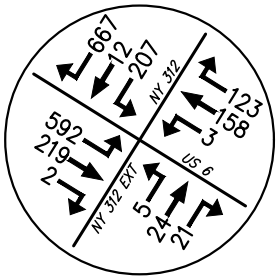


3 NY 312 & PUGSLEY ROAD

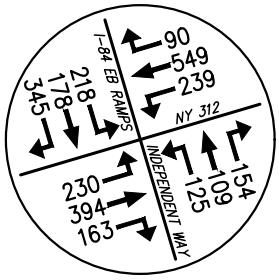


2 NY 312 & PROSPECT HILL ROAD

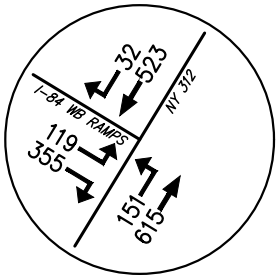
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 GENERAL GROWTH VOLUMES

PEAK WEEKDAY AM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 04 — SCALE: 1" = 1,250'

120 BEDFORD RD
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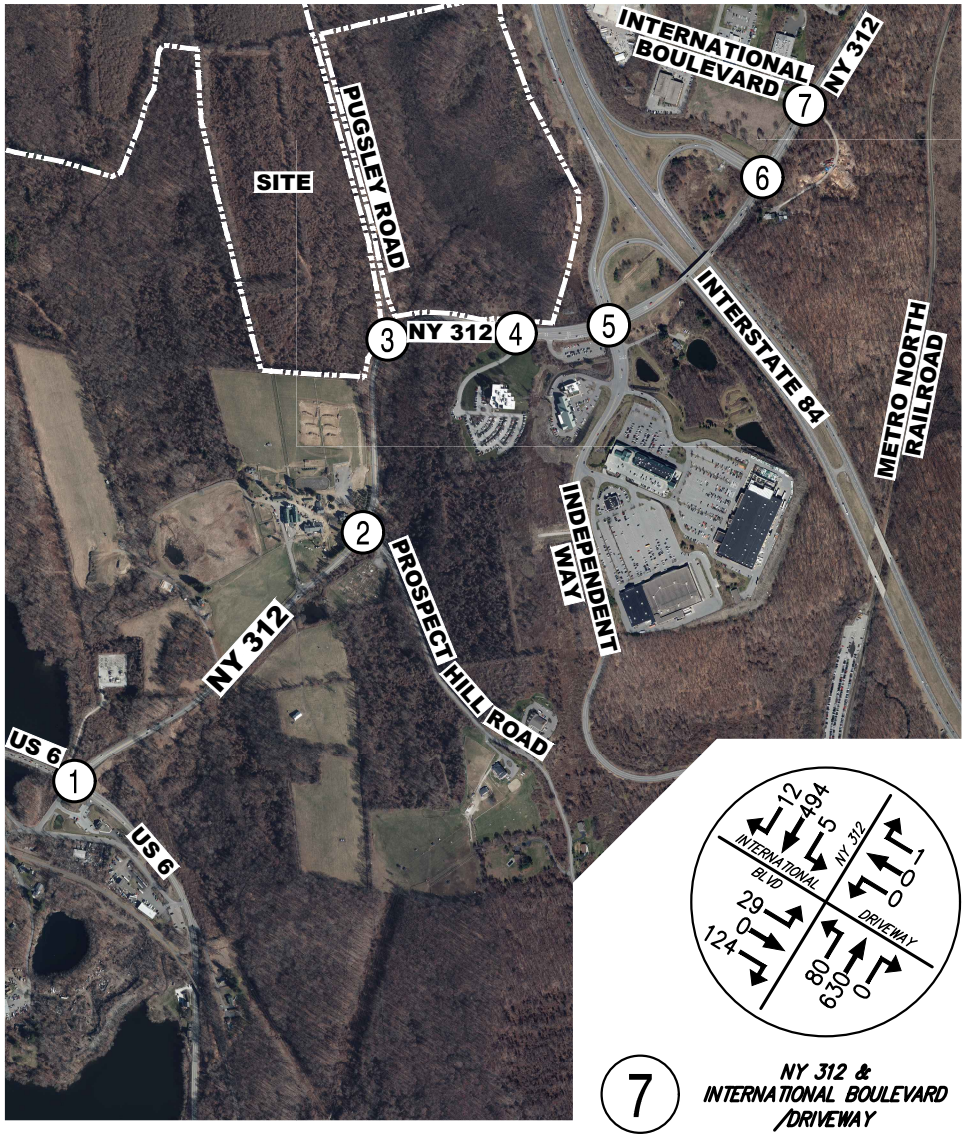
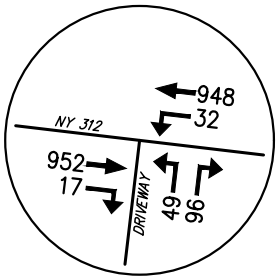
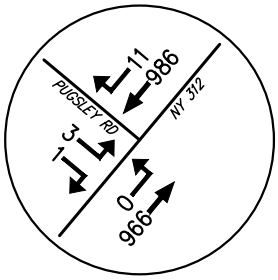
14012–TRAFFIC–FIG.dwg; EXISTING.tab; TRAFFIC–FIG.scr

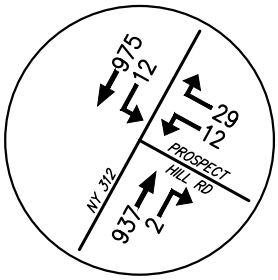




4 NY 312 & CAREMOUNT DRIVEWAY

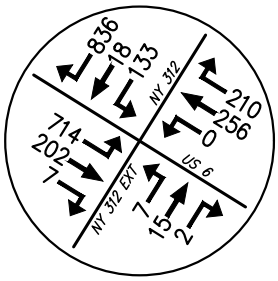


3 NY 312 & PUGSLEY ROAD

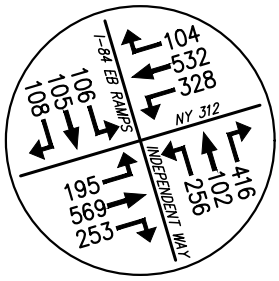


2 NY 312 & PROSPECT HILL ROAD

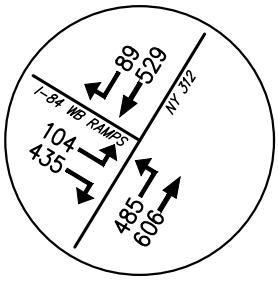
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 GENERAL GROWTH VOLUMES

PEAK WEEKDAY PM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 05 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

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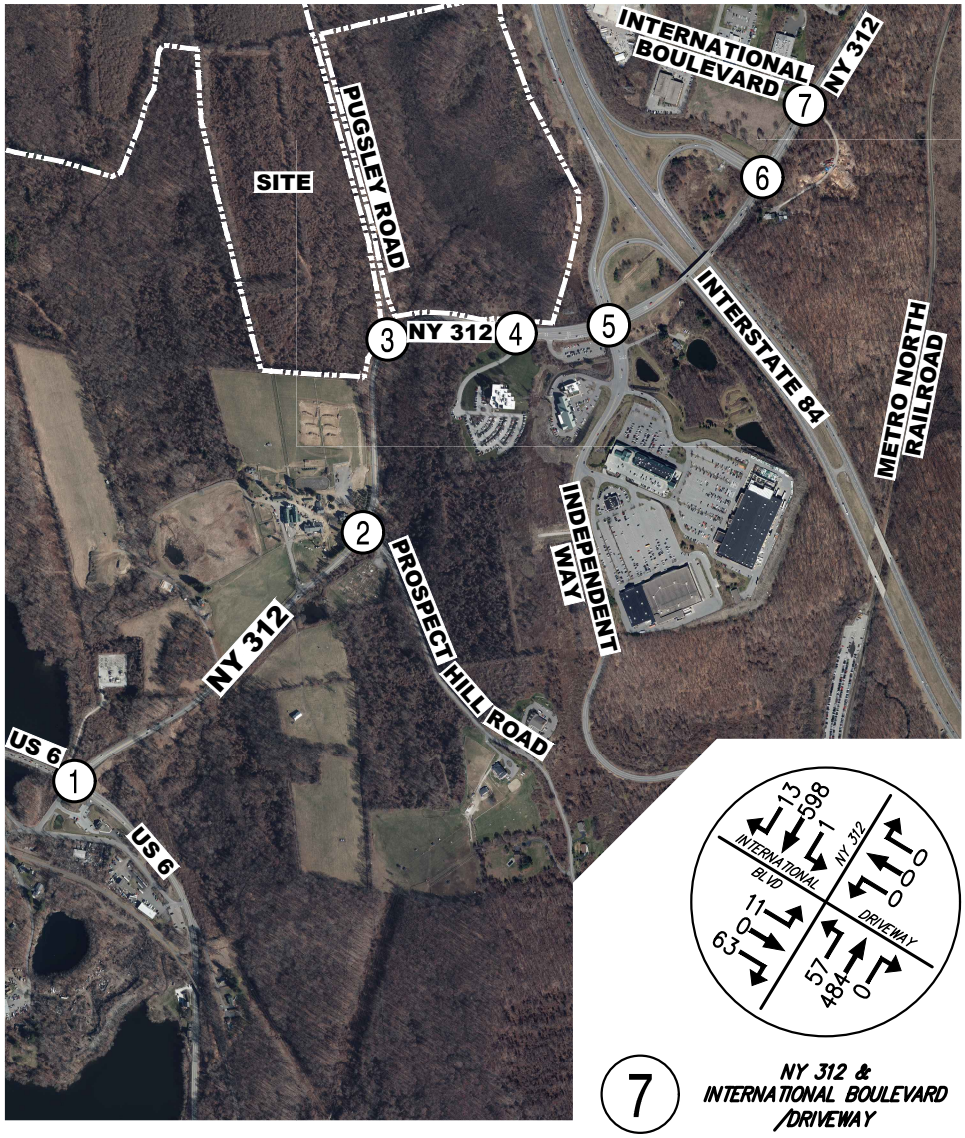
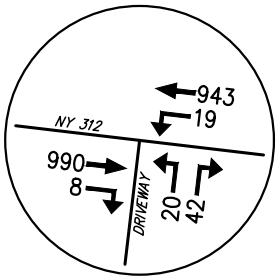
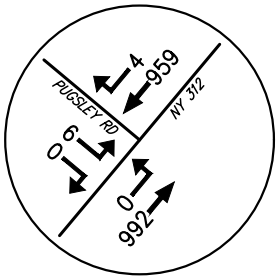
14012–TRAFFIC–FIG.dwg; EXISTING.tab; TRAFFIC–FIG.scr

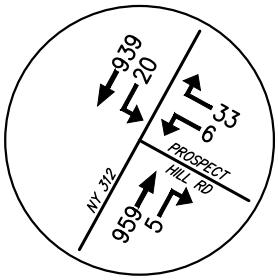




4 NY 312 & CAREMOUNT DRIVEWAY

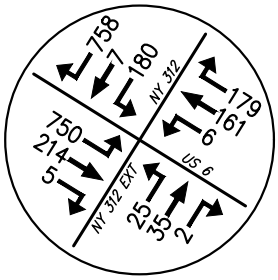


3 NY 312 & PUGSLEY ROAD

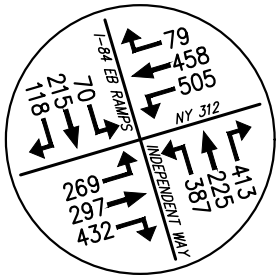


2 NY 312 & PROSPECT HILL ROAD

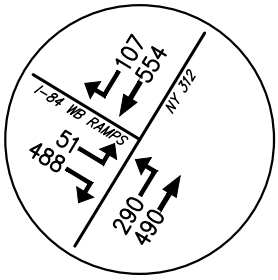
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER
NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 GENERAL GROWTH VOLUMES
PEAK SATURDAY MIDDAY HOUR

REVISED: 04/2018
DATE: 11/06/2017
JMC PROJECT: 14012

FIGURE: 06
SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

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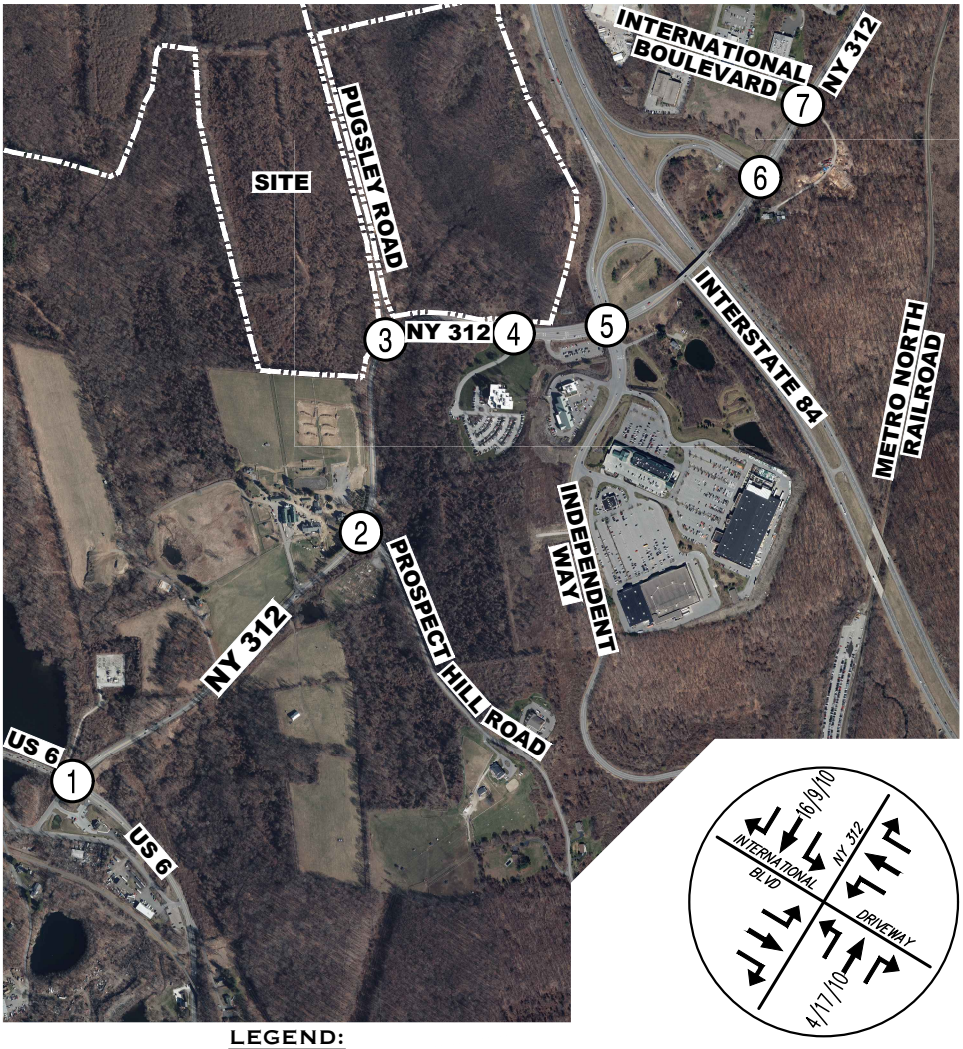
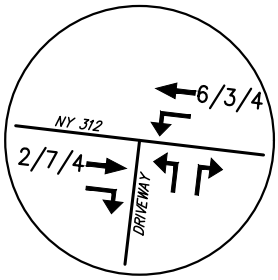
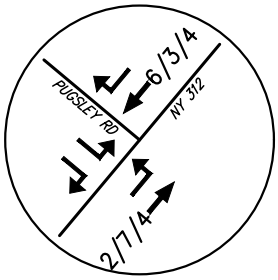
14012–TRAFFIC–FIG.dwg; EXISTING.tab; TRAFFIC–FIG.scr

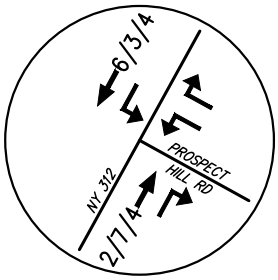




4 NY 312 & CAREMOUNT DRIVEWAY



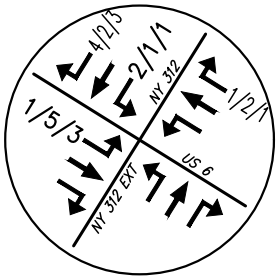
3 NY 312 & PUGSLEY ROAD



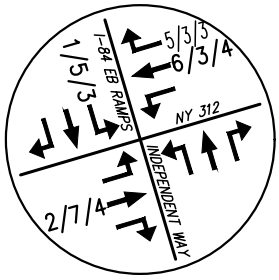
2 NY 312 & PROSPECT HILL ROAD

7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY

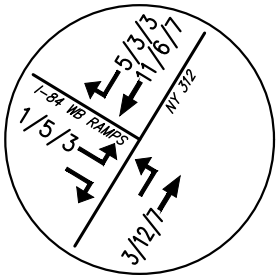
LEGEND:
PEAK WEEKDAY AM HOUR
/PEAK WEEKDAY PM HOUR
/PEAK SATURDAY MIDDAY HOUR



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

OTHER DEVELOPMENT VOLUMES

BARRETT HILL (MOUNT EBO LOT 6)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 07 — SCALE: 1" = 1,250'

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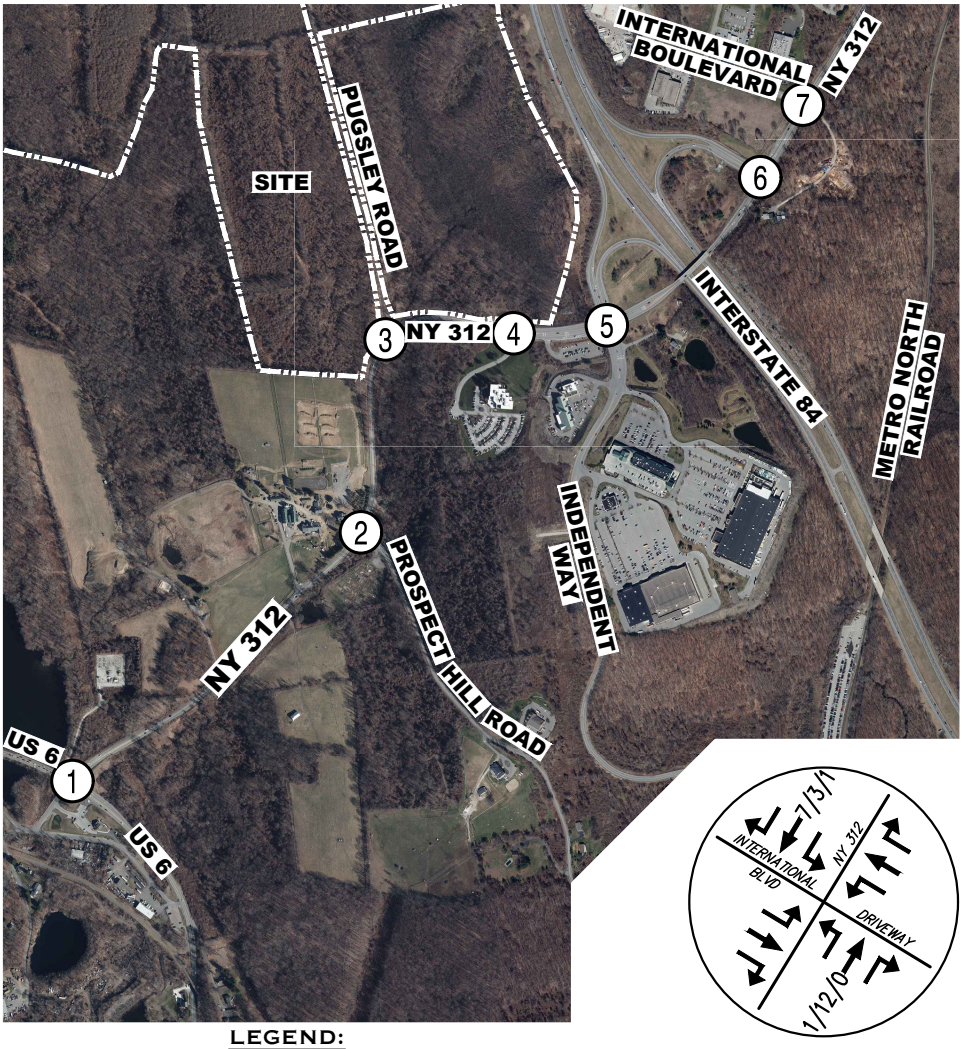
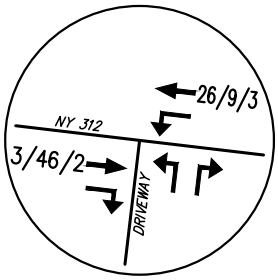
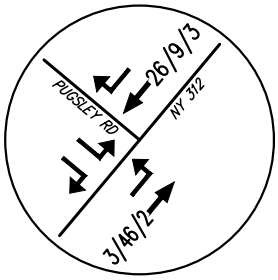
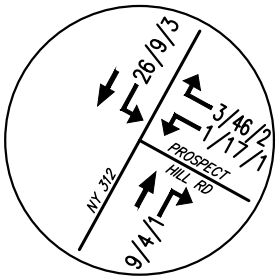




4 NY 312 & CAREMOUNT DRIVEWAY



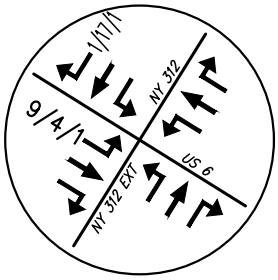
3 NY 312 & PUGSLEY ROAD



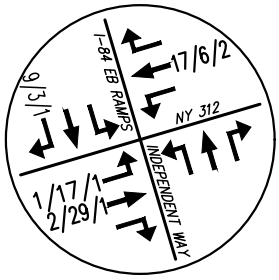
2 NY 312 & PROSPECT HILL ROAD

7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY

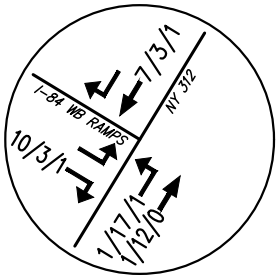
LEGEND:
PEAK WEEKDAY AM HOUR
/PEAK WEEKDAY PM HOUR
/PEAK SATURDAY MIDDAY HOUR



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

OTHER DEVELOPMENT VOLUMES

PROSPECT HILL OFFICE PARK

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 08 — SCALE: 1" = 1,250'

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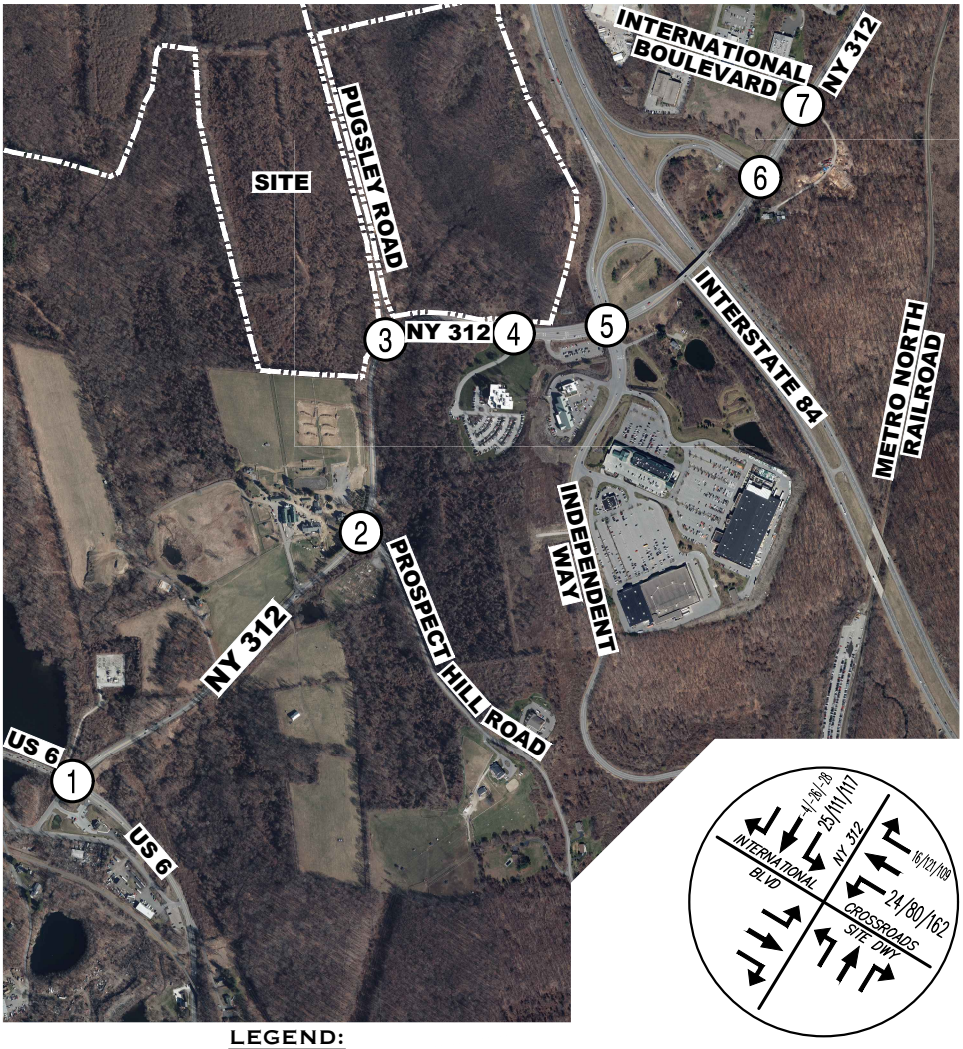
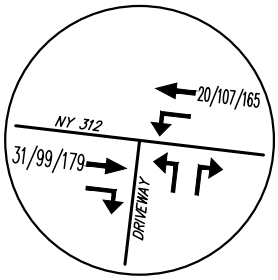
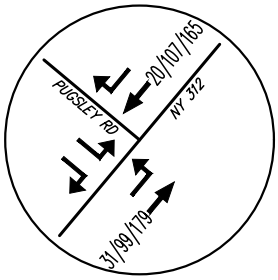
14012–TRAFFIC–FIG.dwg; EXISTING.tab; TRAFFIC–FIG.scr

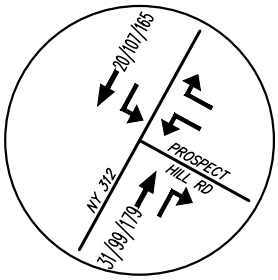




4 NY 312 & CAREMOUNT DRIVEWAY



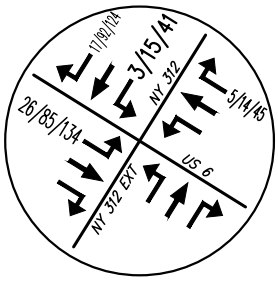
3 NY 312 & PUGSLEY ROAD



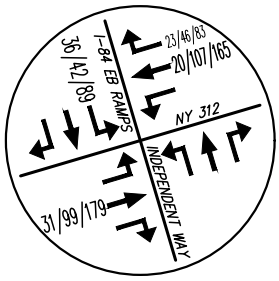
2 NY 312 & PROSPECT HILL ROAD

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY

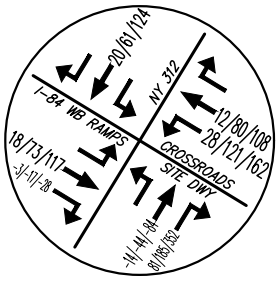
LEGEND:
PEAK WEEKDAY AM HOUR
/PEAK WEEKDAY PM HOUR
/PEAK SATURDAY MIDDAY HOUR



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER
NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

OTHER DEVELOPMENT VOLUMES
CROSSROADS 312

REVISED: 04/2018
DATE: 11/06/2017
JMC PROJECT: 14012

FIGURE: 09 — SCALE: 1" = 1,250'

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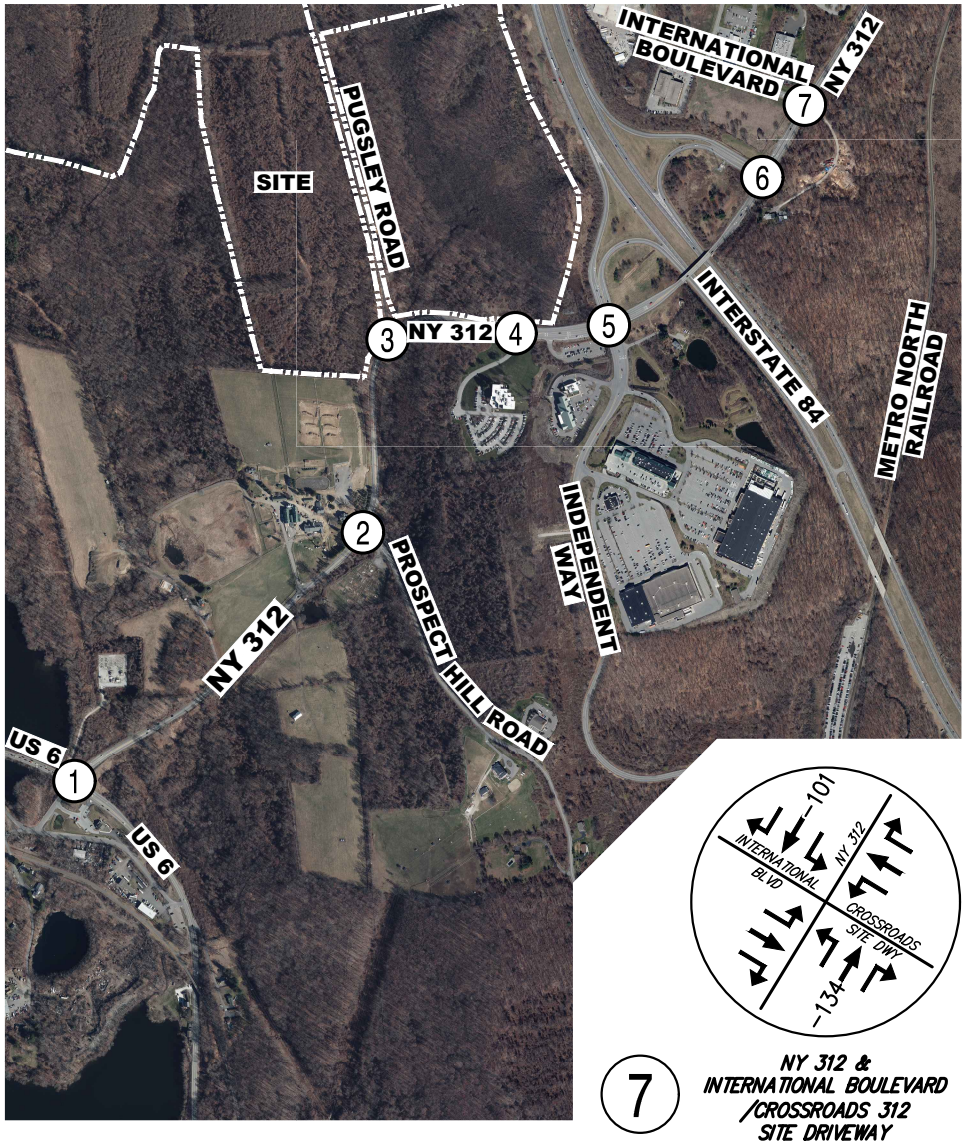
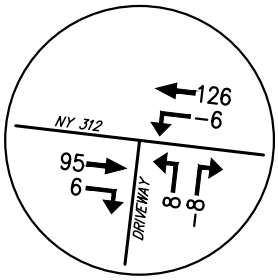
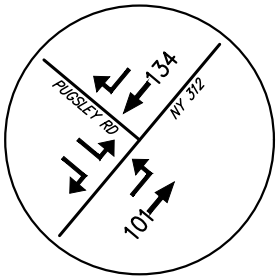
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

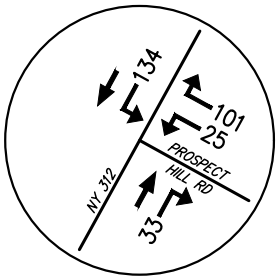




4 NY 312 & CAREMOUNT DRIVEWAY

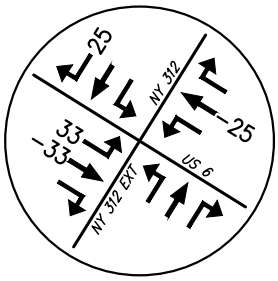


3 NY 312 & PUGSLEY ROAD

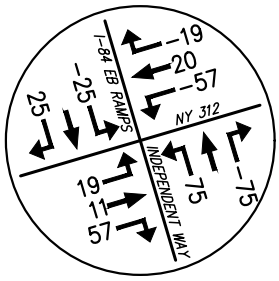


2 NY 312 & PROSPECT HILL ROAD

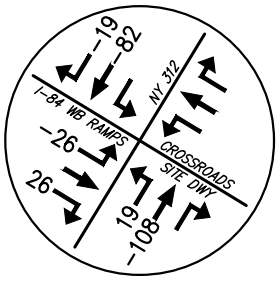
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

DIVERTED VOLUMES

PEAK WEEKDAY AM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 10 — SCALE: 1" = 1,250'

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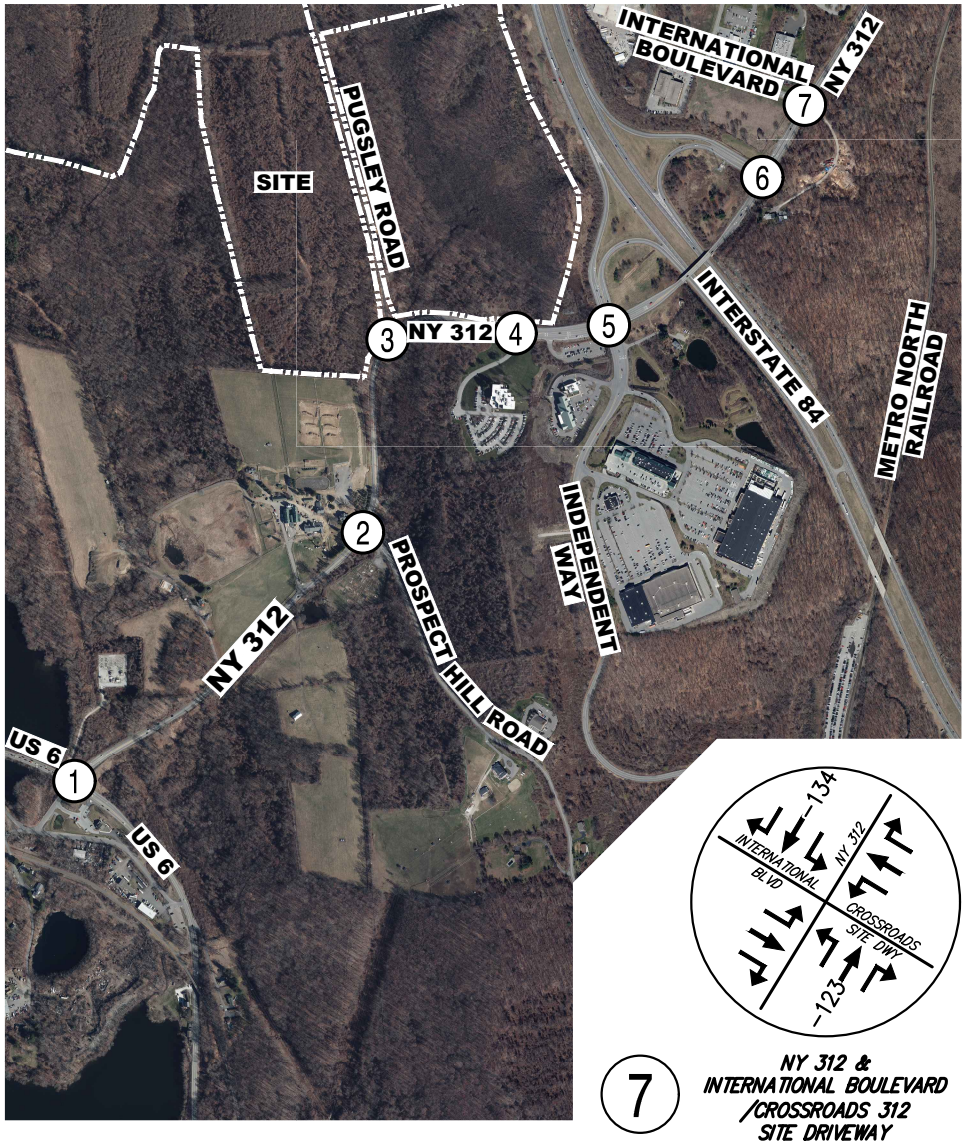
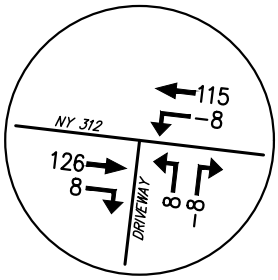
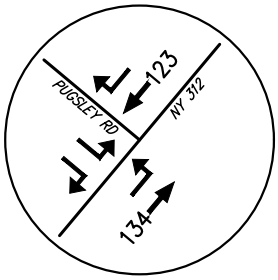
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

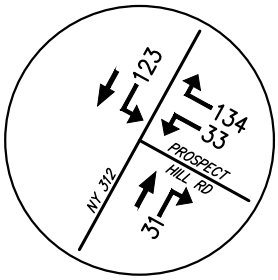




4 NY 312 & CAREMOUNT DRIVEWAY

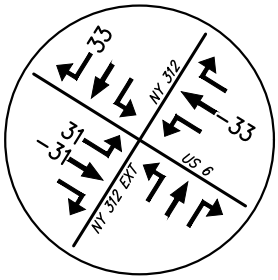


3 NY 312 & PUGSLEY ROAD

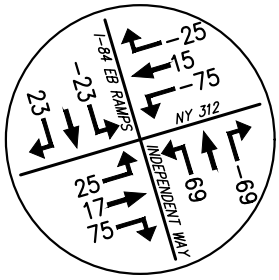


2 NY 312 & PROSPECT HILL ROAD

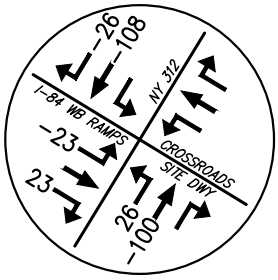
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

DIVERTED VOLUMES

PEAK WEEKDAY PM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 11 — SCALE: 1" = 1,250'

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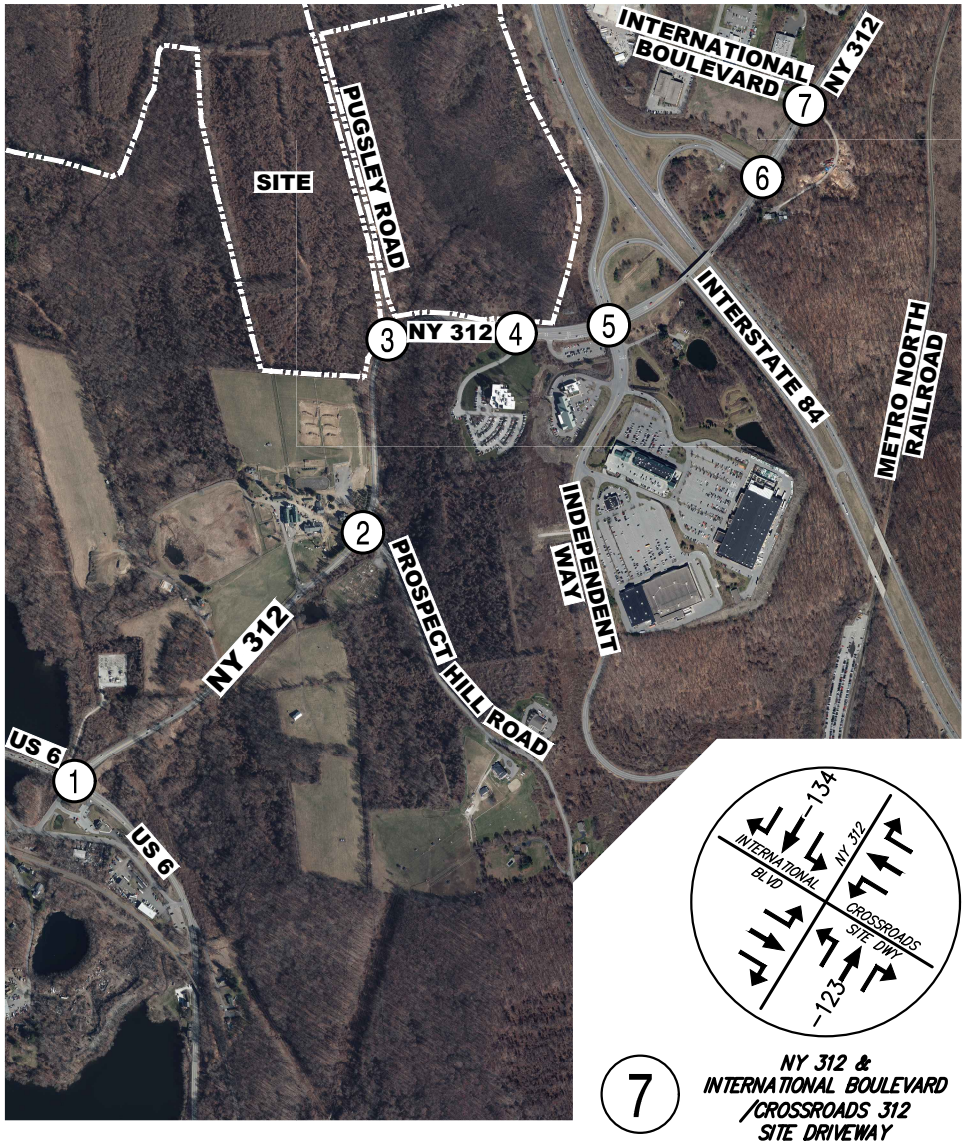
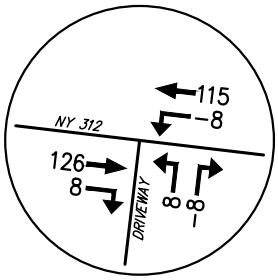
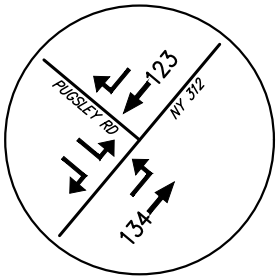
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

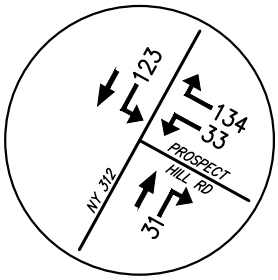




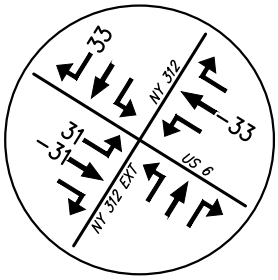
4 NY 312 & CAREMOUNT DRIVEWAY



3 NY 312 & PUGSLEY ROAD

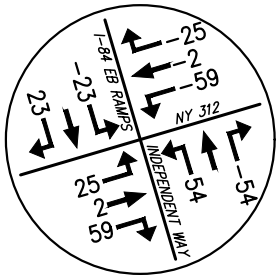


2 NY 312 & PROSPECT HILL ROAD

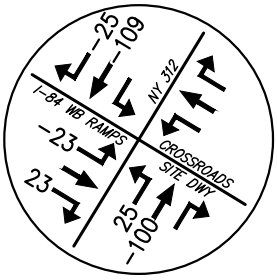


1 US 6 & NY 312 /NY 312 EXTENSION

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

DIVERTED VOLUMES

PEAK SATURDAY MIDDAY HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 12 — SCALE: 1" = 1,250'

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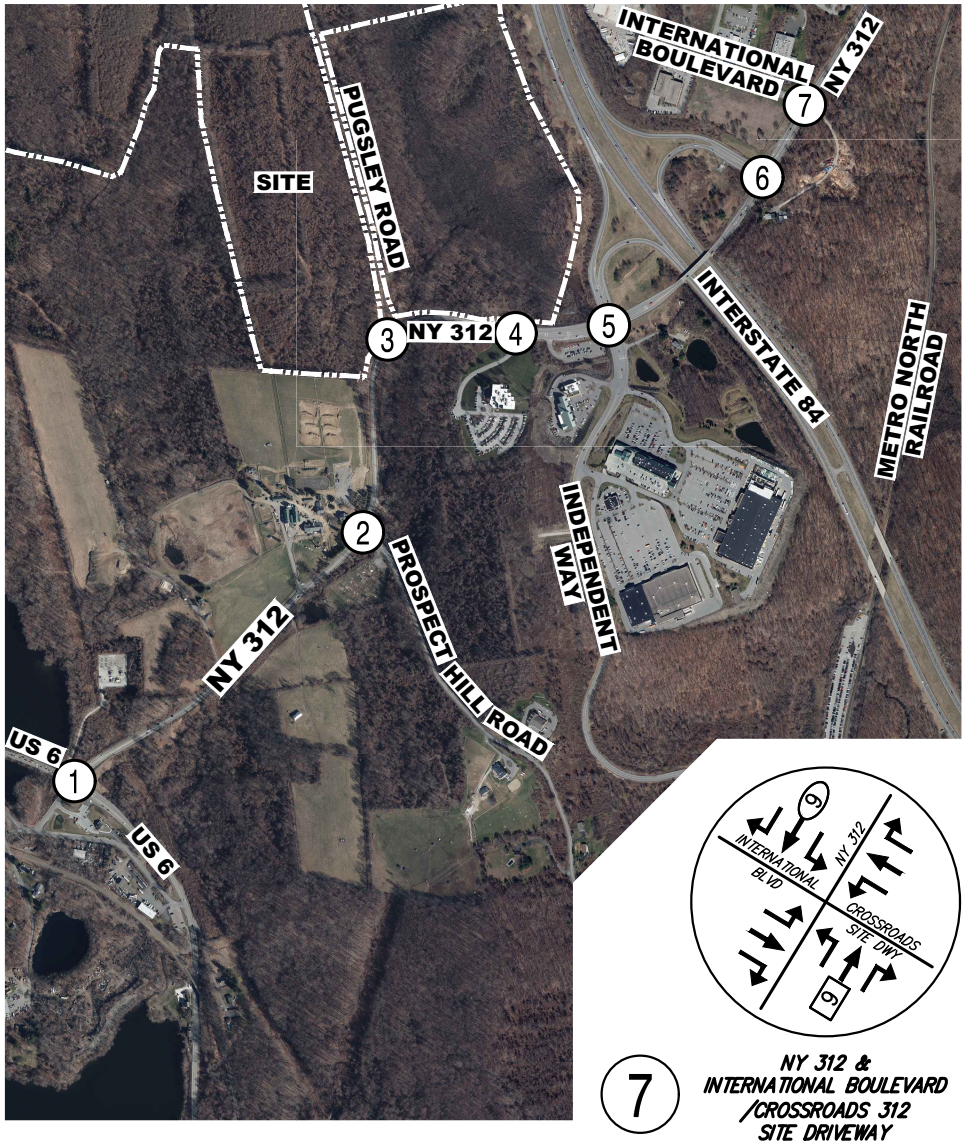
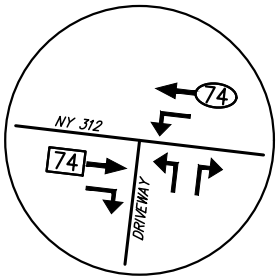
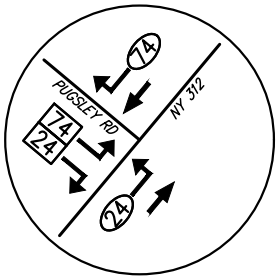
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

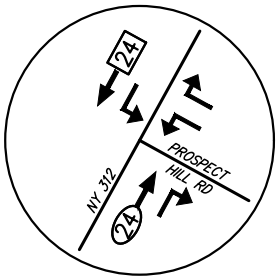




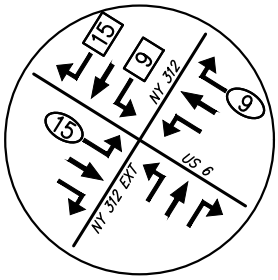
4 NY 312 & CAREMOUNT DRIVEWAY



3 NY 312 & PUGSLEY ROAD

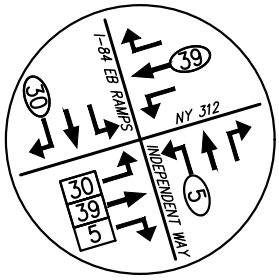


2 NY 312 & PROSPECT HILL ROAD



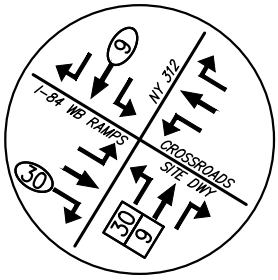
1 US 6 & NY 312 /NY 312 EXTENSION

LEGEND
% ENTERING
% EXITING



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PREVIOUSLY APPROVED DISTRIBUTIONS

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 13 — SCALE: 1" = 1,250'

120 BEDFORD RD
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NY 10504

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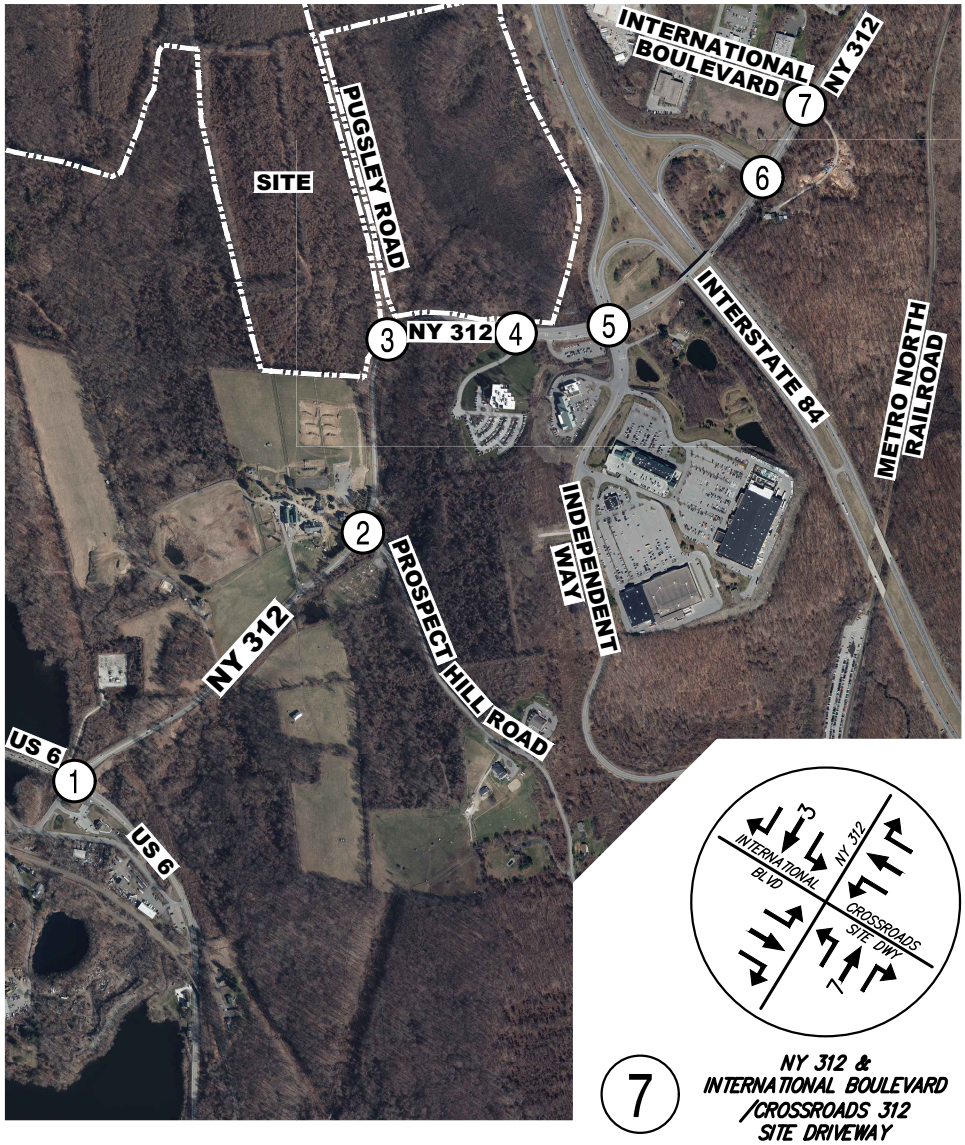
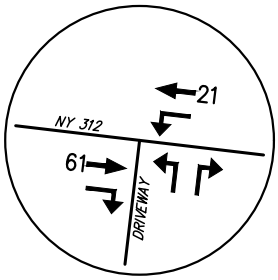
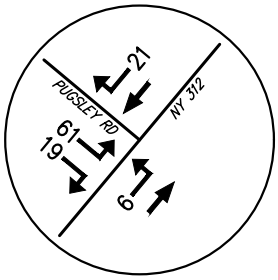
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

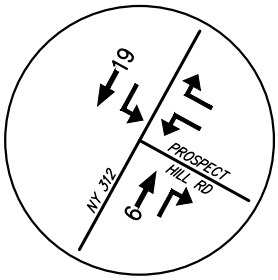




4 NY 312 & CAREMOUNT DRIVEWAY

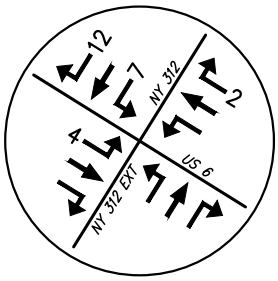


3 NY 312 & PUGSLEY ROAD

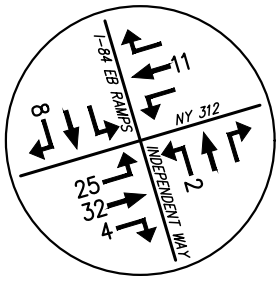


2 NY 312 & PROSPECT HILL ROAD

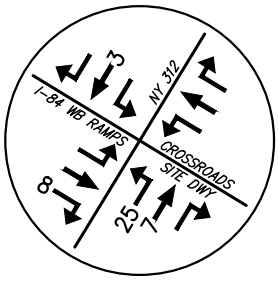
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PREVIOUSLY APPROVED VOLUMES

PEAK WEEKDAY AM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 14 — SCALE: 1" = 1,250'

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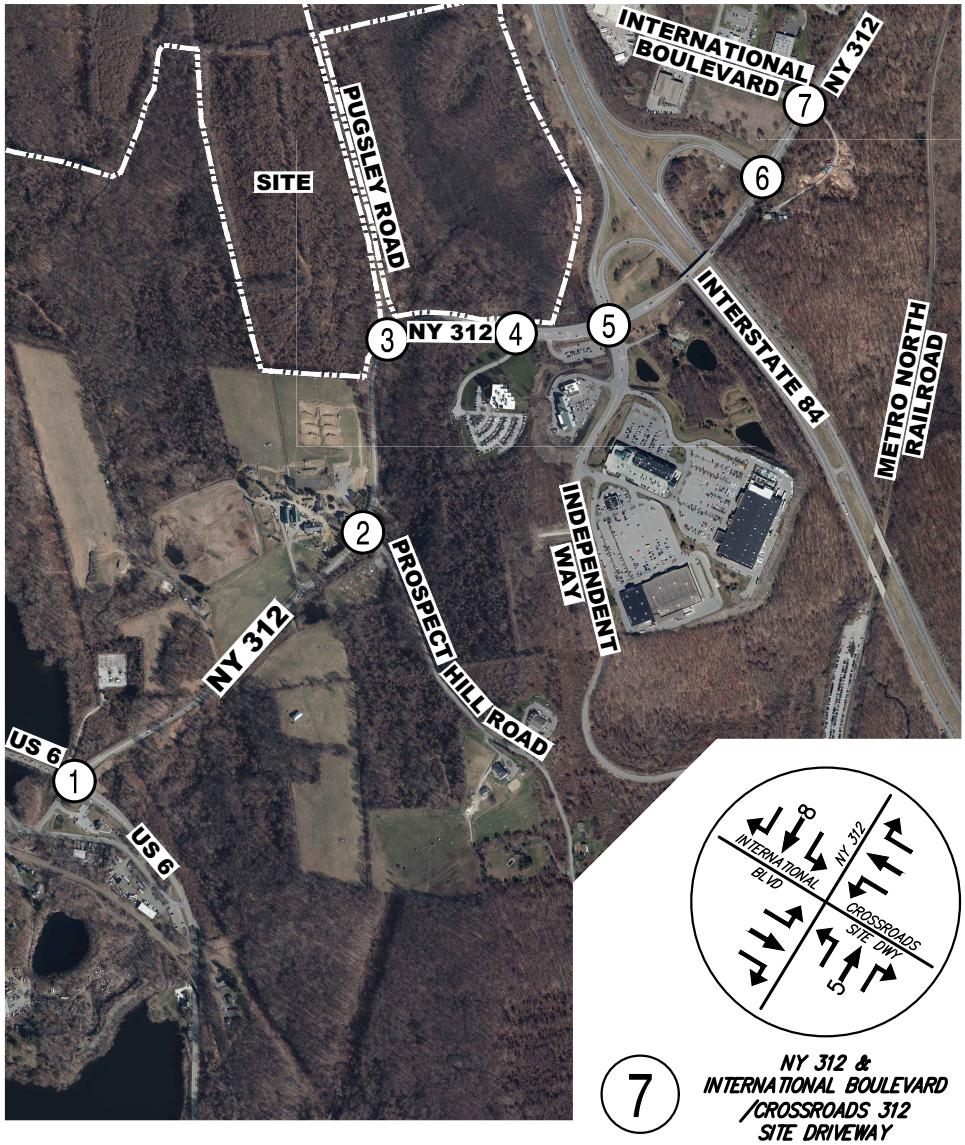
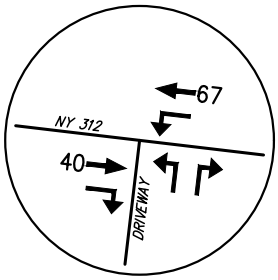
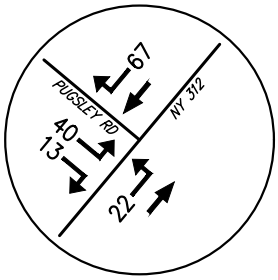
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

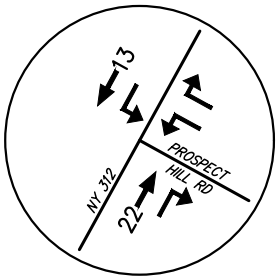




4 NY 312 & CAREMOUNT DRIVEWAY

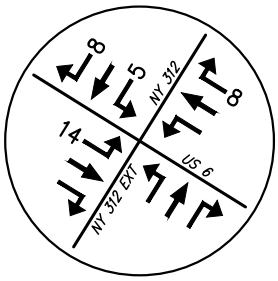


3 NY 312 & PUGSLEY ROAD

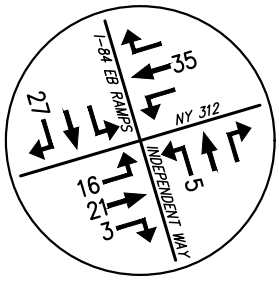


2 NY 312 & PROSPECT HILL ROAD

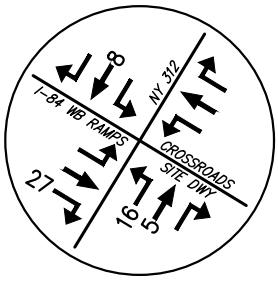
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PREVIOUSLY APPROVED VOLUMES

PEAK WEEKDAY PM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 15 — SCALE: 1" = 1,250'

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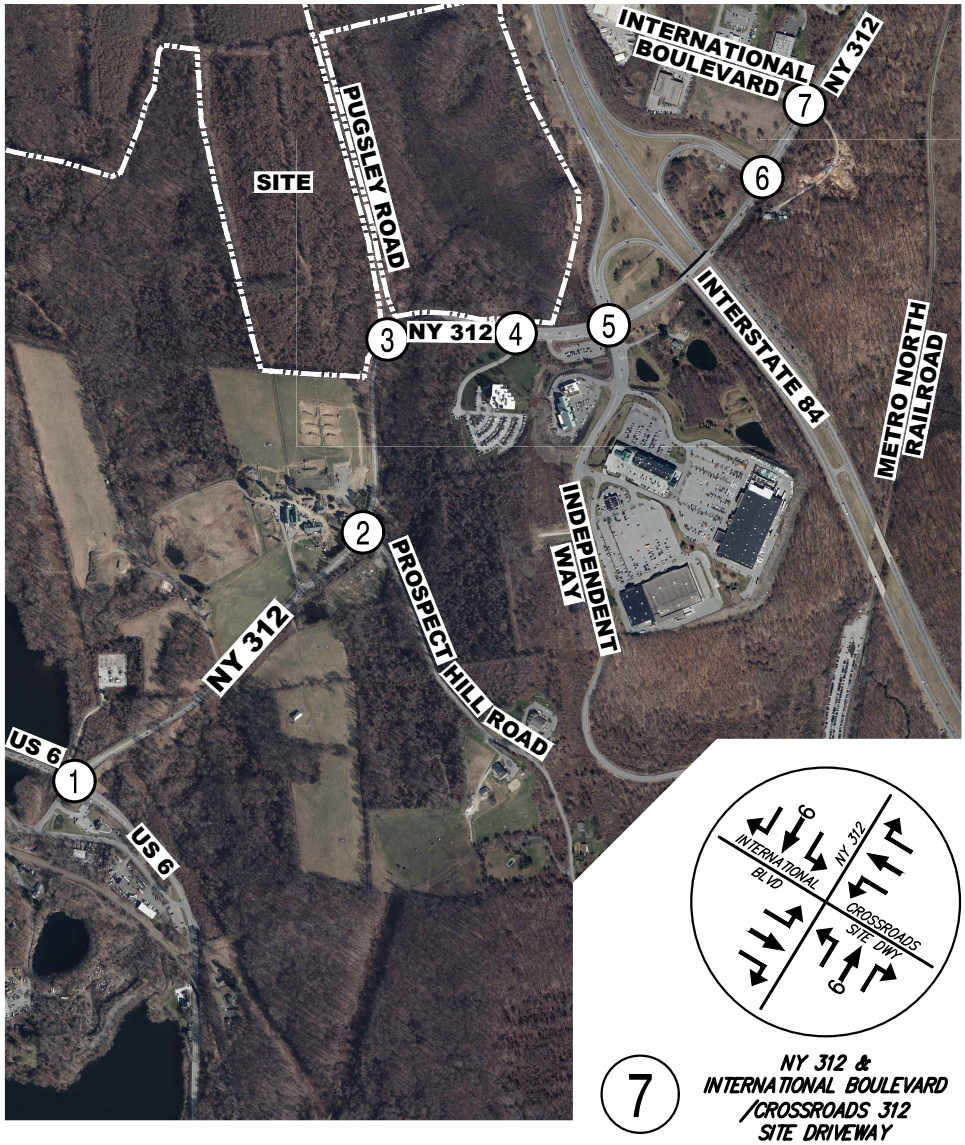
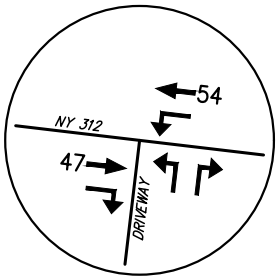
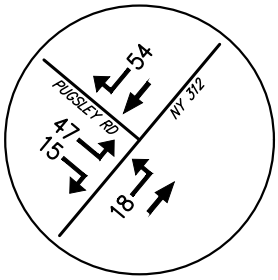
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

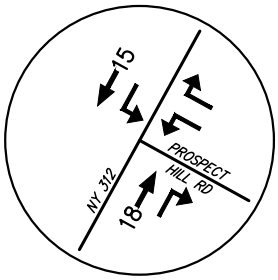




4 NY 312 & CAREMOUNT DRIVEWAY

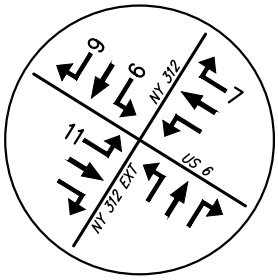


3 NY 312 & PUGSLEY ROAD

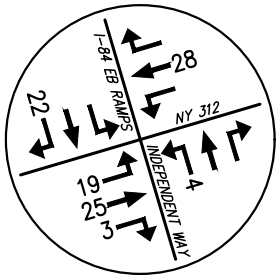


2 NY 312 & PROSPECT HILL ROAD

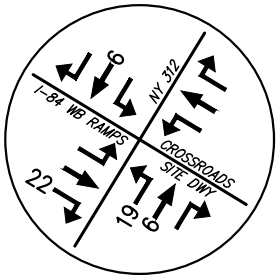
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PREVIOUSLY APPROVED VOLUMES

PEAK SATURDAY MIDDAY HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 16 — SCALE: 1" = 1,250'

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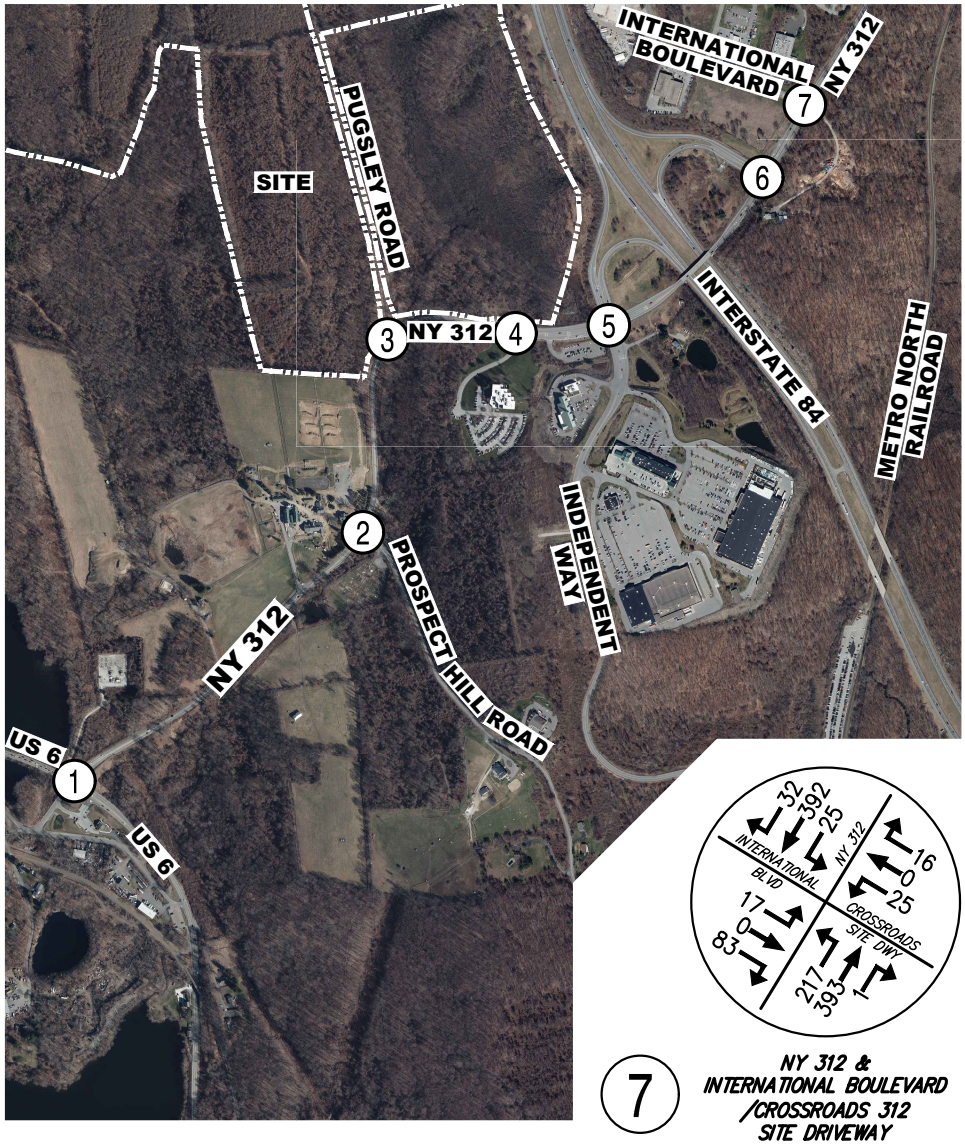
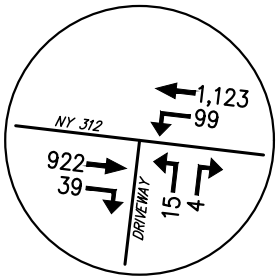
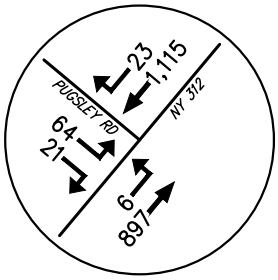
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

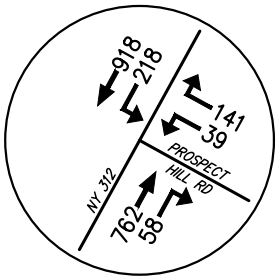




4 NY 312 & CAREMOUNT DRIVEWAY

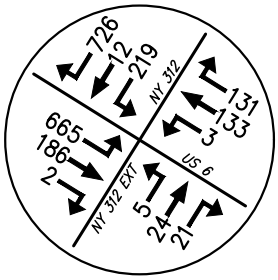


3 NY 312 & PUGSLEY ROAD

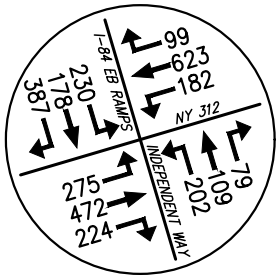


2 NY 312 & PROSPECT HILL ROAD

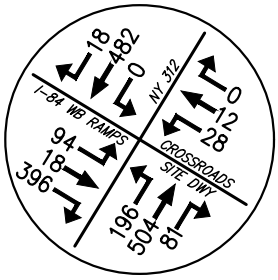
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 NO BUILD VOLUMES

PEAK WEEKDAY AM HOUR (7:30 - 8:30)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 17 — SCALE: 1" = 1,250'

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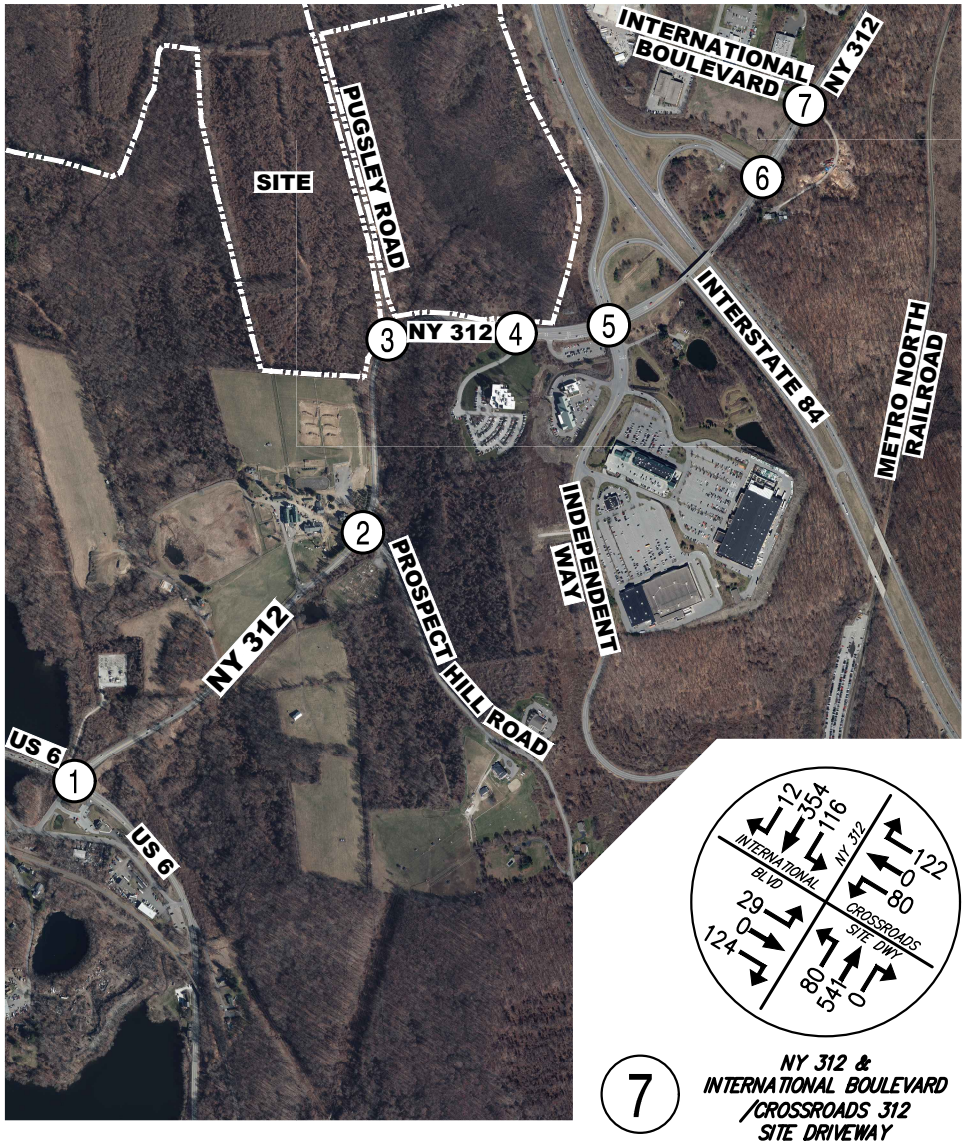
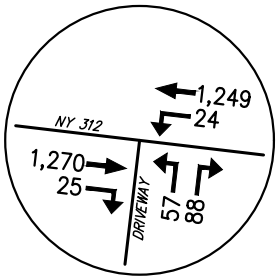
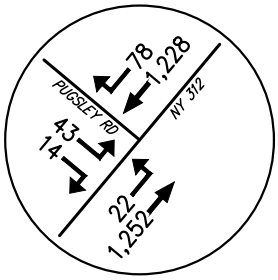
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

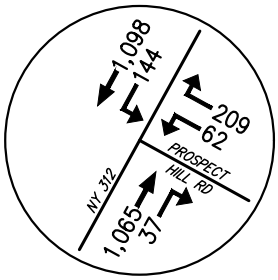




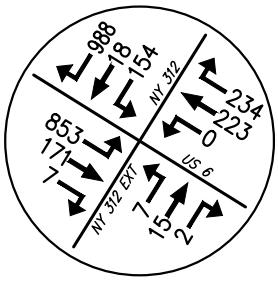
4 NY 312 & CAREMOUNT DRIVEWAY



3 NY 312 & PUGSLEY ROAD

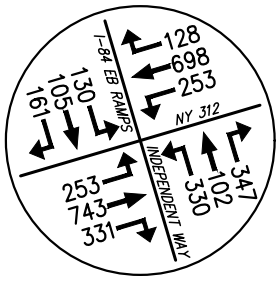


2 NY 312 & PROSPECT HILL ROAD

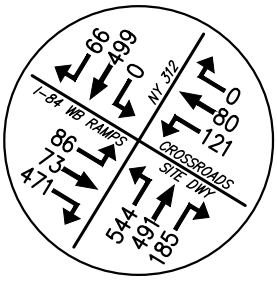


1 US 6 & NY 312 /NY 312 EXTENSION

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 NO BUILD VOLUMES

PEAK WEEKDAY PM HOUR (5:00 - 6:00)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 18 — SCALE: 1" = 1,250'

120 BEDFORD RD
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NY 10504

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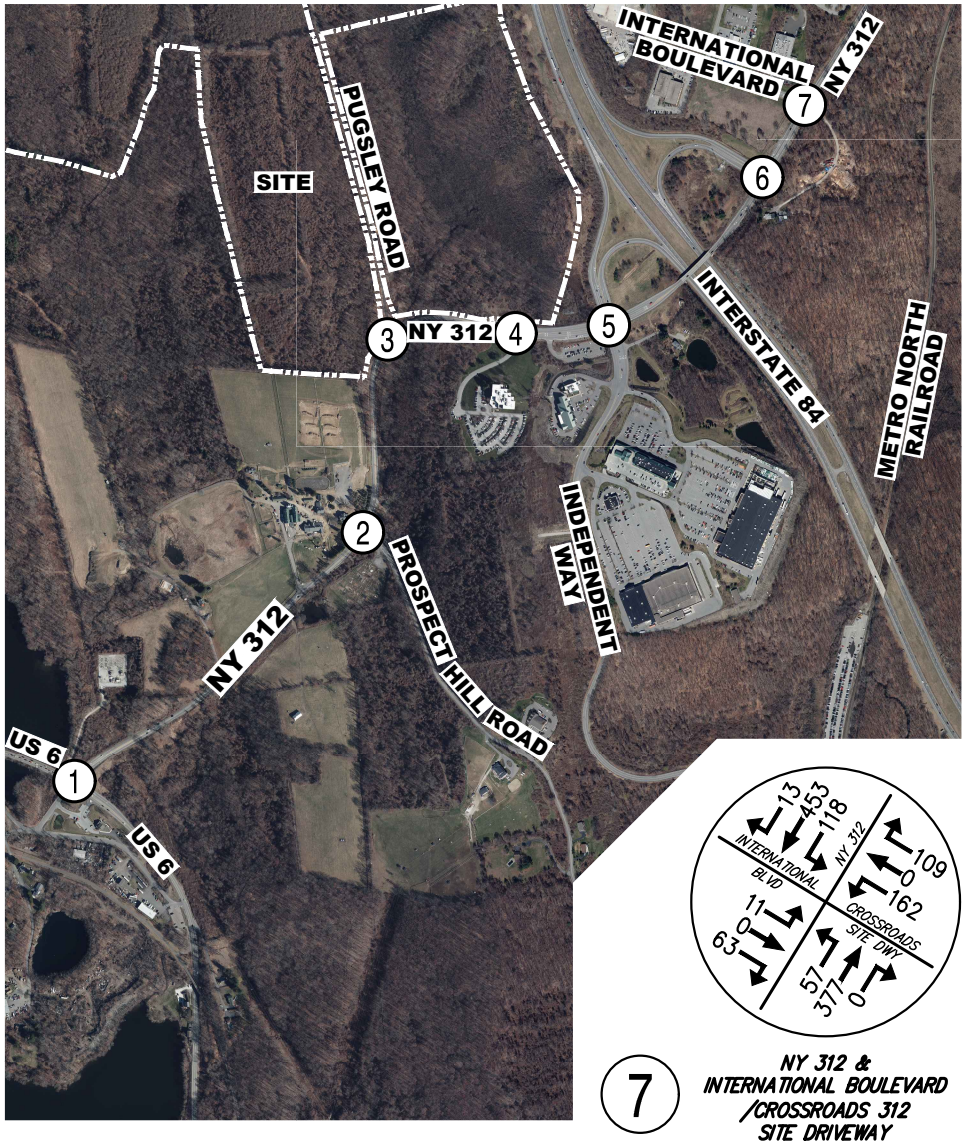
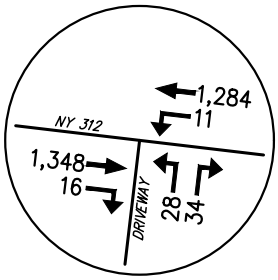
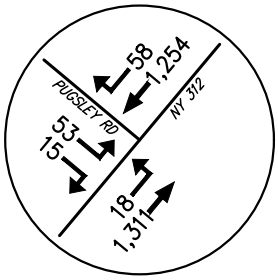
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

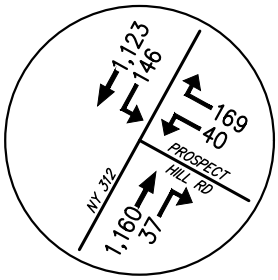




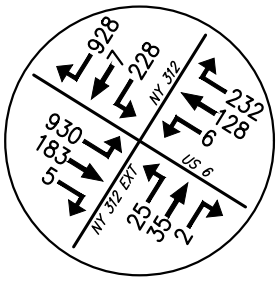
4 NY 312 & CAREMOUNT DRIVEWAY



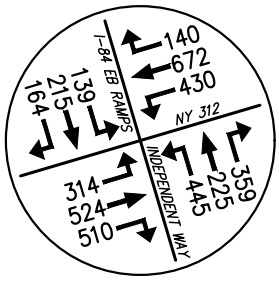
3 NY 312 & PUGSLEY ROAD



2 NY 312 & PROSPECT HILL ROAD

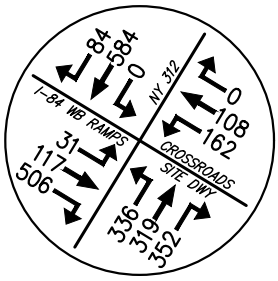


1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 NO BUILD VOLUMES

PEAK SATURDAY MIDDAY HOUR (12:15 - 1:15)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 19 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

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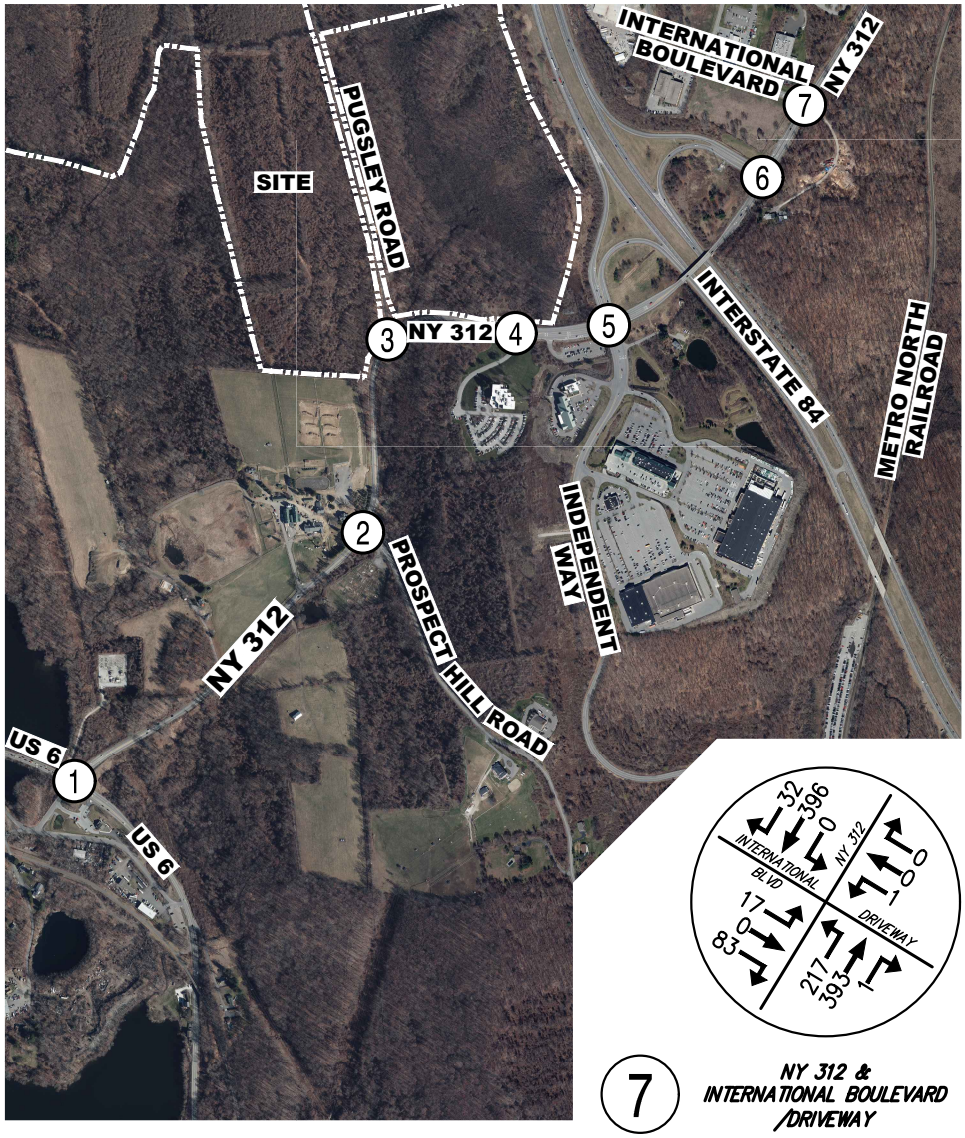
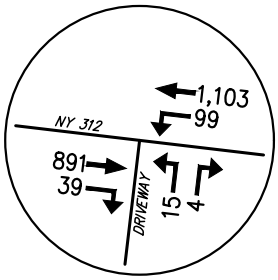
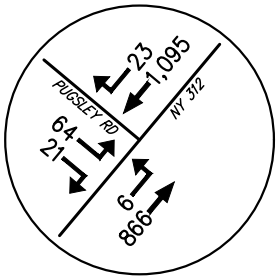
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

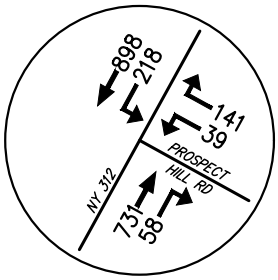




4 NY 312 & CAREMOUNT DRIVEWAY

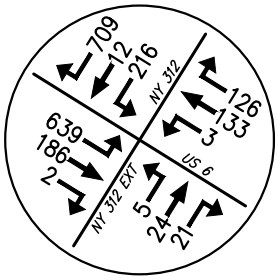


3 NY 312 & PUGSLEY ROAD

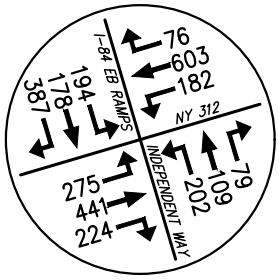


2 NY 312 & PROSPECT HILL ROAD

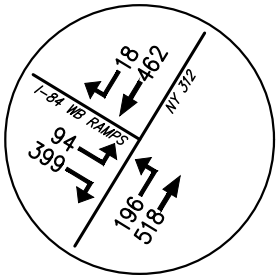
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 ALTERNATIVE NO BUILD VOLUMES

WITHOUT CROSSROADS 312 - PEAK WEEKDAY AM HOUR (7:30 - 8:30)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: 19A — SCALE: 1" = 1,250'

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NY 10504

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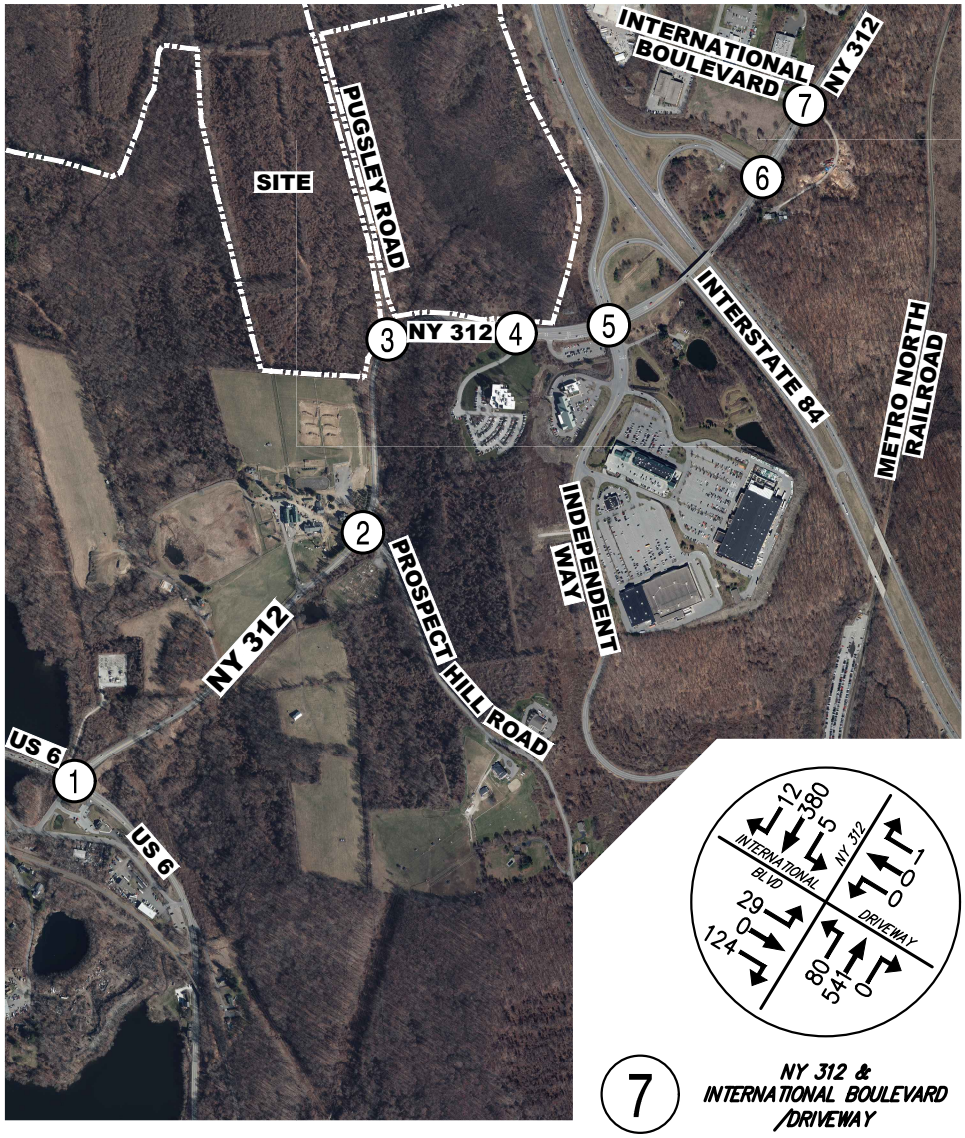
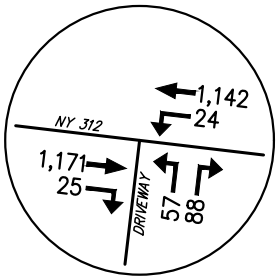
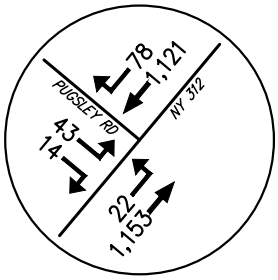
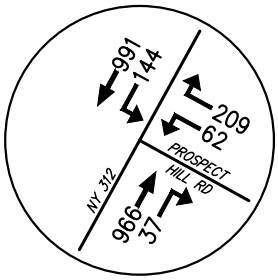




4 NY 312 & CAREMOUNT DRIVEWAY

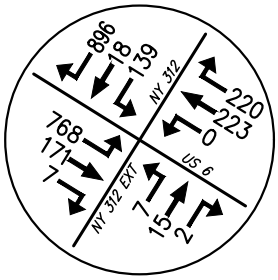


3 NY 312 & PUGSLEY ROAD

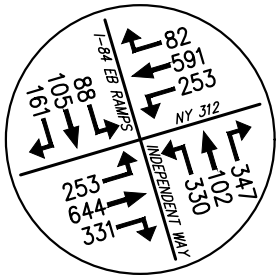


2 NY 312 & PROSPECT HILL ROAD

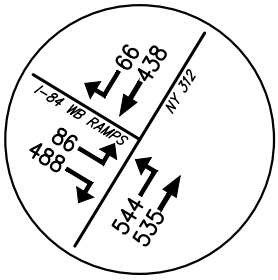
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 ALTERNATIVE NO BUILD VOLUMES

WITHOUT CROSSROADS 312 - PEAK WEEKDAY PM HOUR (5:00 - 6:00)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: 19B — SCALE: 1" = 1,250'

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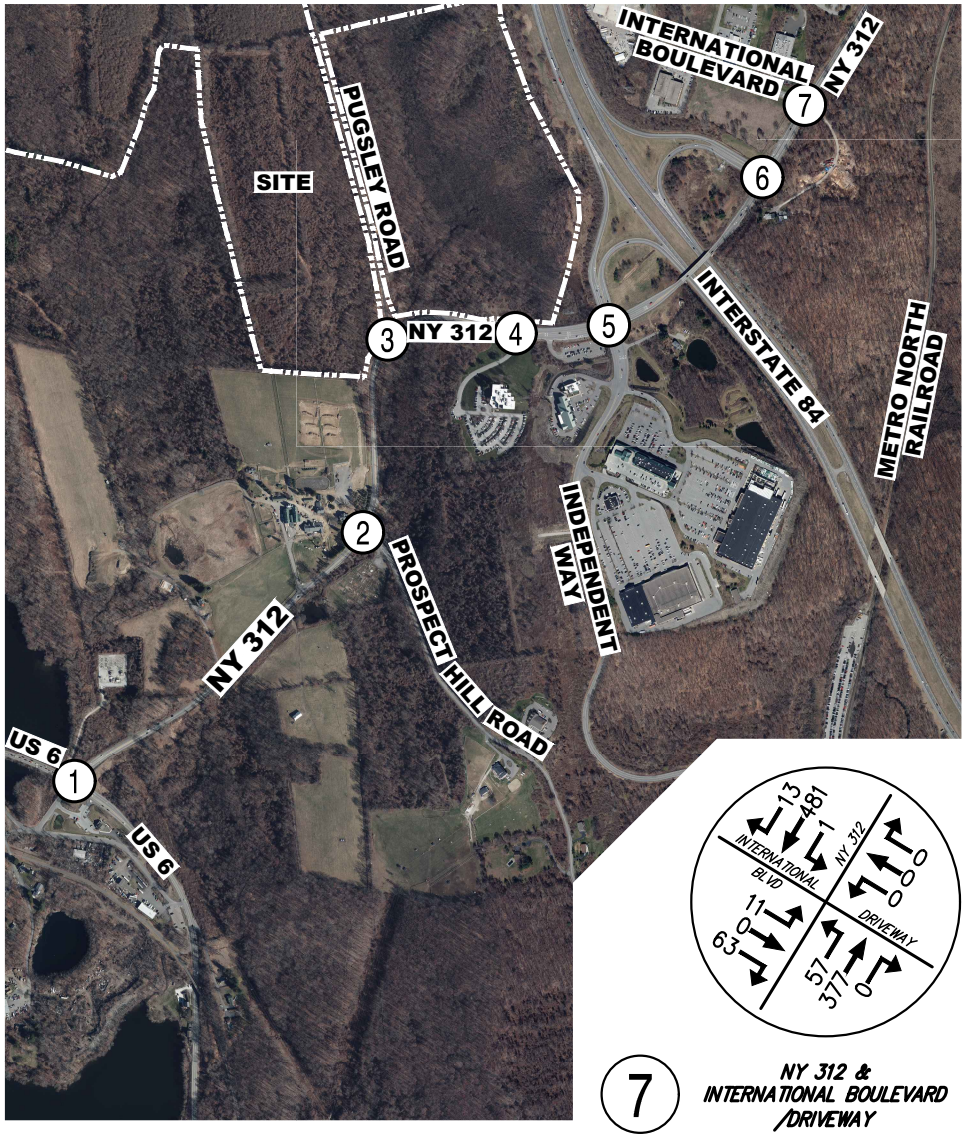
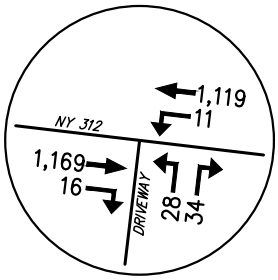
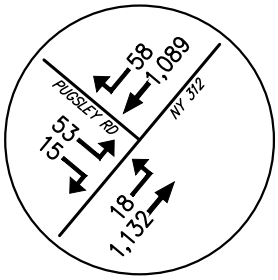
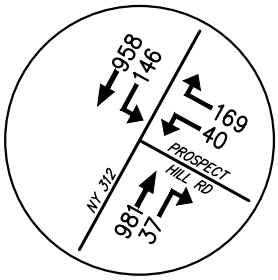




4 NY 312 & CAREMOUNT DRIVEWAY

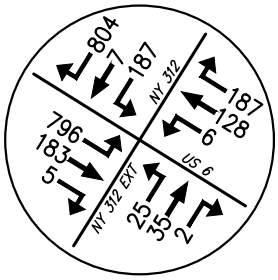


3 NY 312 & PUGSLEY ROAD

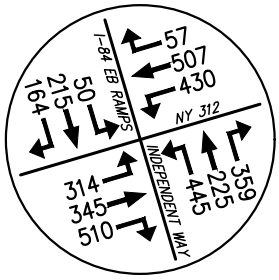


2 NY 312 & PROSPECT HILL ROAD

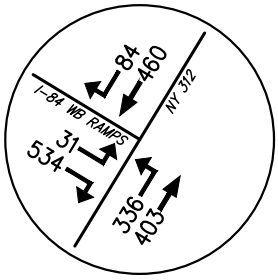
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 ALTERNATIVE NO BUILD VOLUMES

WITHOUT CROSSROADS 312 - PEAK SATURDAY MIDDAY HOUR (12:15 - 1:15)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: 19C — SCALE: 1" = 1,250'

120 BEDFORD RD
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NY 10504

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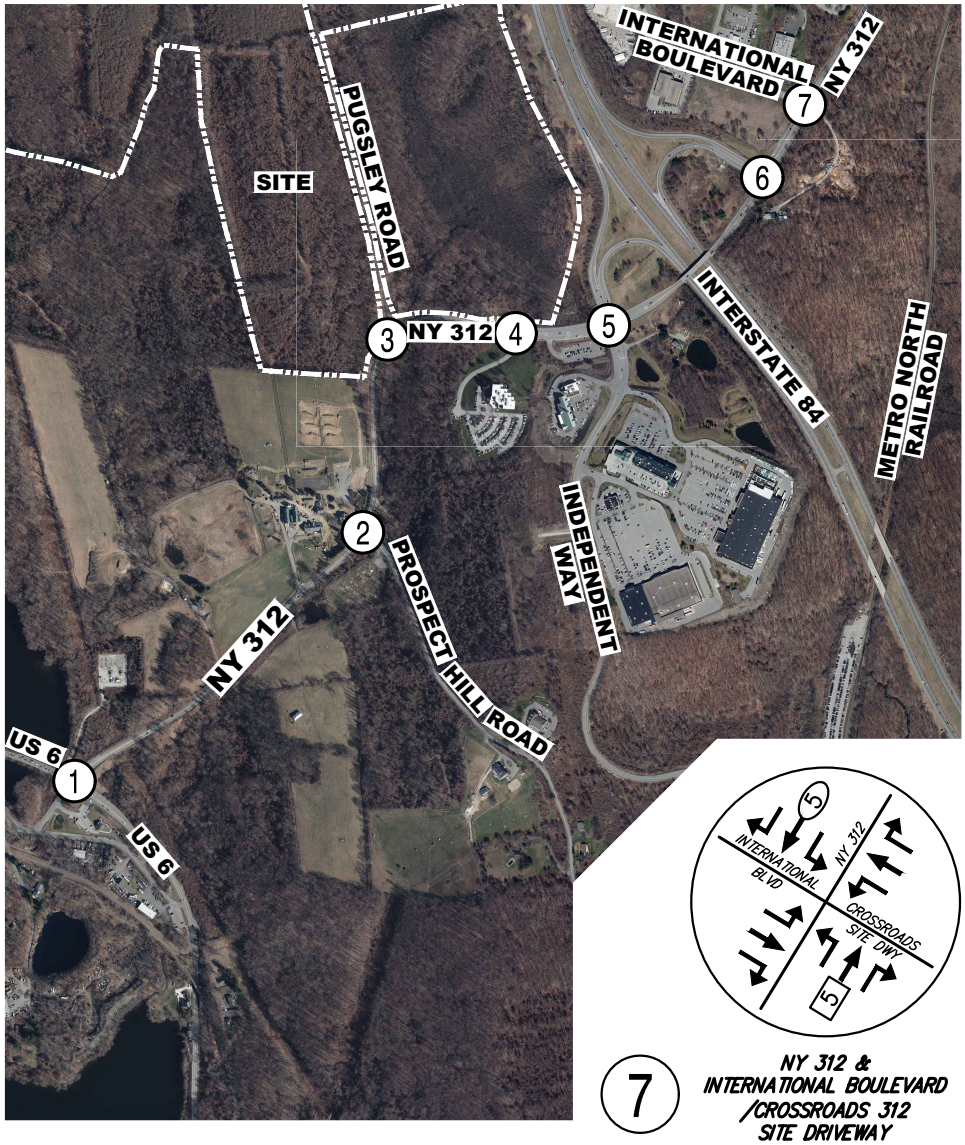
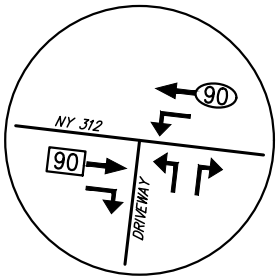
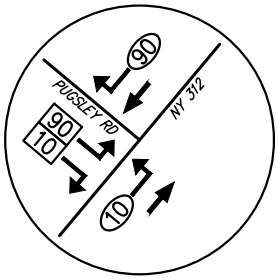
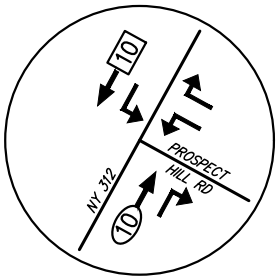




4 NY 312 & CAREMOUNT DRIVEWAY

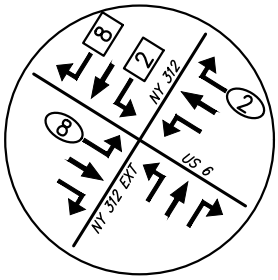


3 NY 312 & PUGSLEY ROAD



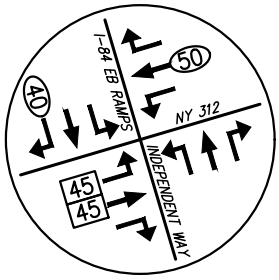
2 NY 312 & PROSPECT HILL ROAD

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY

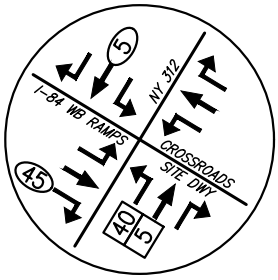


1 US 6 & NY 312 /NY 312 EXTENSION

LEGEND
% ENTERING
% EXITING



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER
NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PRIMARY TRIP DISTRIBUTIONS

REVISED: 04/2018
DATE: 11/06/2017
JMC PROJECT: 14012

FIGURE: 20
SCALE: 1" = 1,250'

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ARMONK
NY 10504

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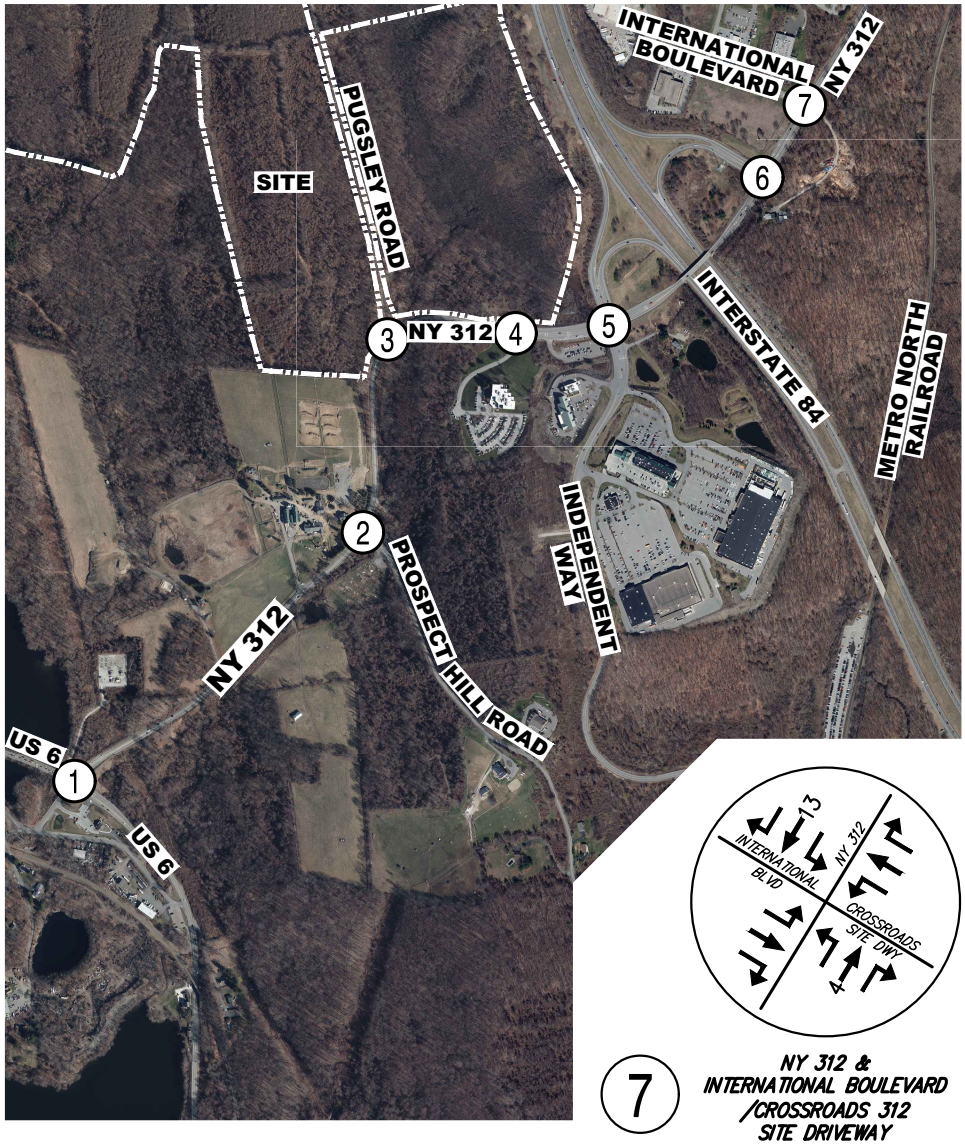
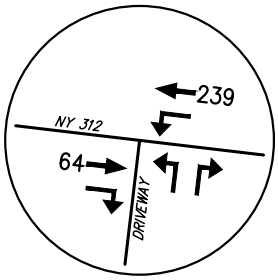
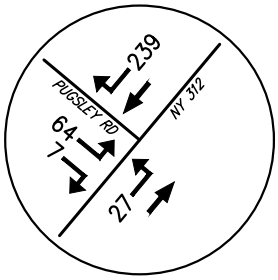
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

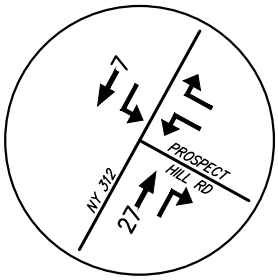




4 NY 312 & CAREMOUNT DRIVEWAY

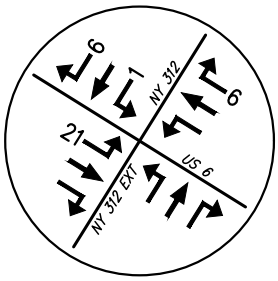


3 NY 312 & PUGSLEY ROAD

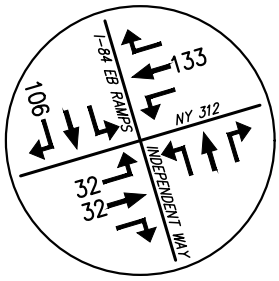


2 NY 312 & PROSPECT HILL ROAD

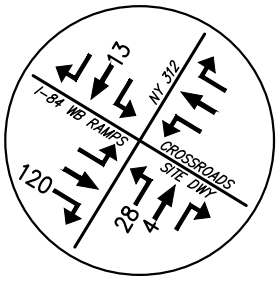
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PRIMARY VOLUMES

PEAK WEEKDAY AM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 21 — SCALE: 1" = 1,250'

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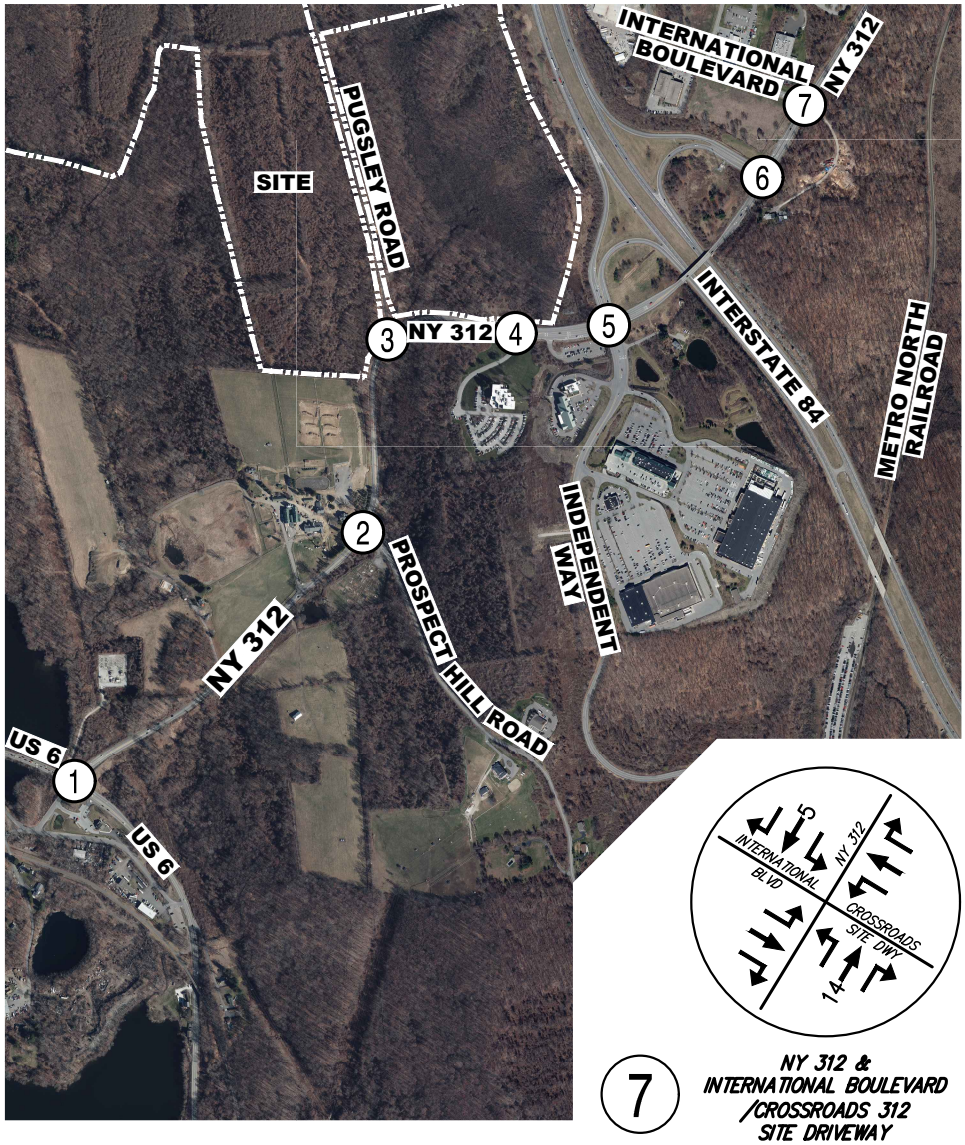
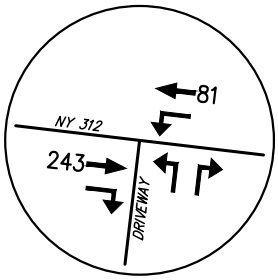
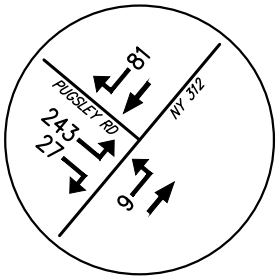
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

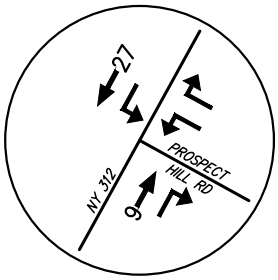




4 NY 312 & CAREMOUNT DRIVEWAY

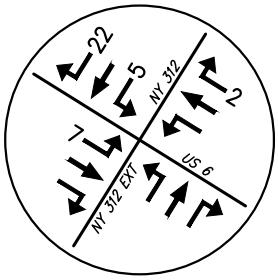


3 NY 312 & PUGSLEY ROAD

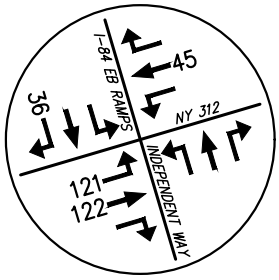


2 NY 312 & PROSPECT HILL ROAD

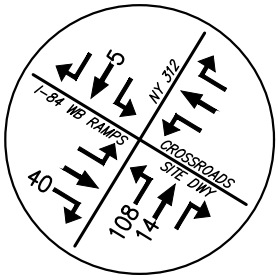
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 22 — SCALE: 1" = 1,250'

120 BEDFORD RD
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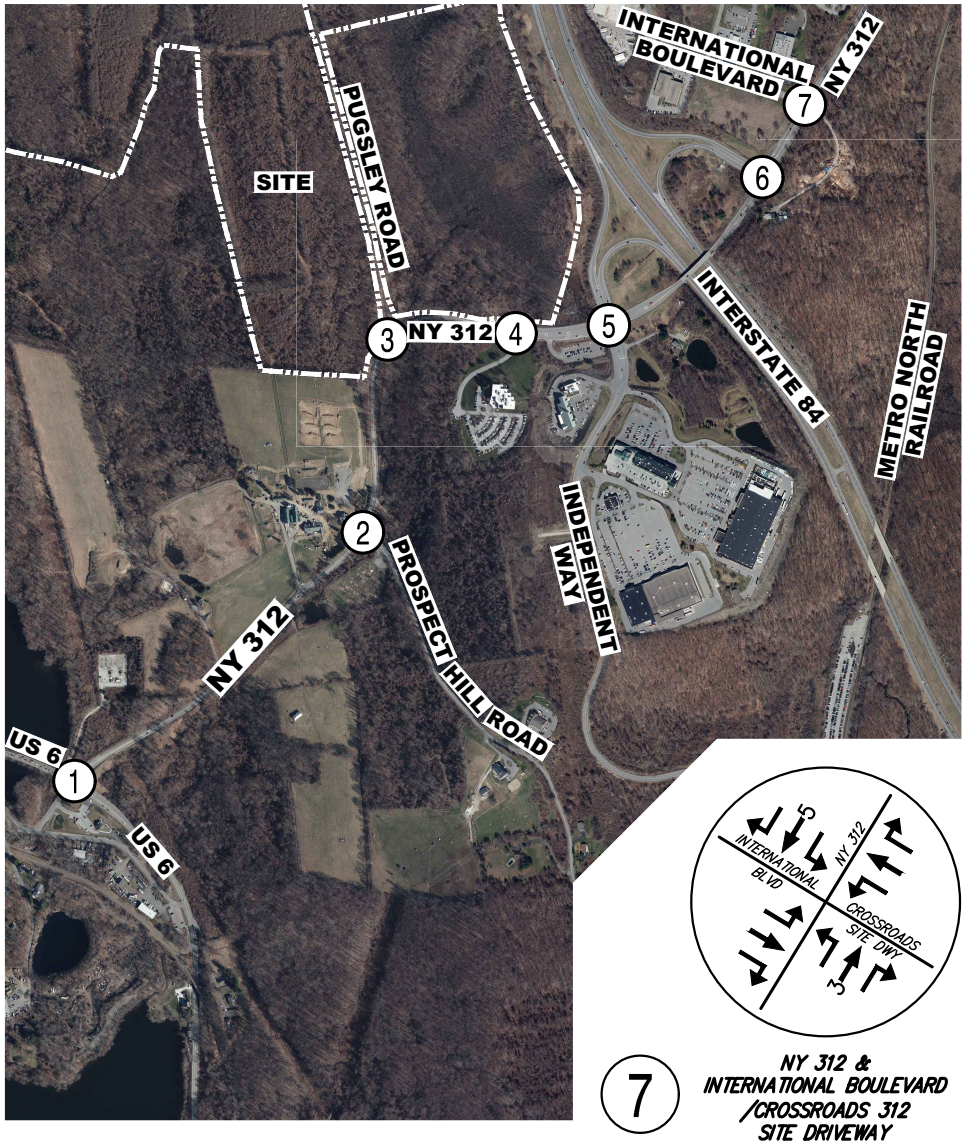
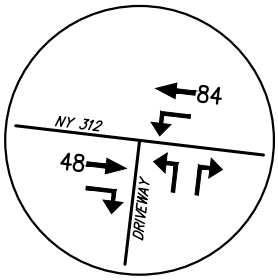
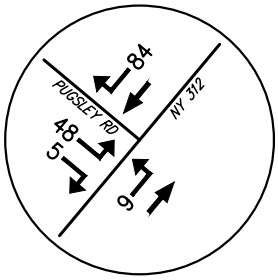
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

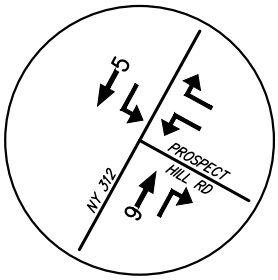




4 NY 312 & CAREMOUNT DRIVEWAY

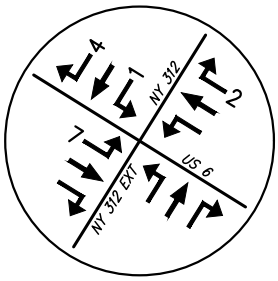


3 NY 312 & PUGSLEY ROAD

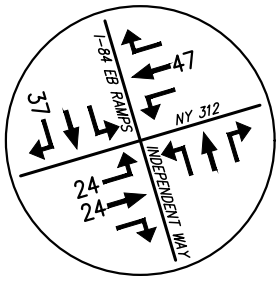


2 NY 312 & PROSPECT HILL ROAD

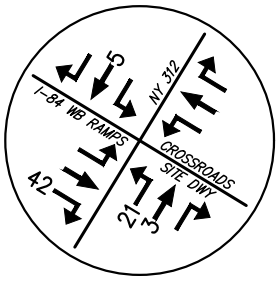
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PRIMARY VOLUMES

PEAK SATURDAY MIDDAY HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 23 — SCALE: 1" = 1,250'

120 BEDFORD RD
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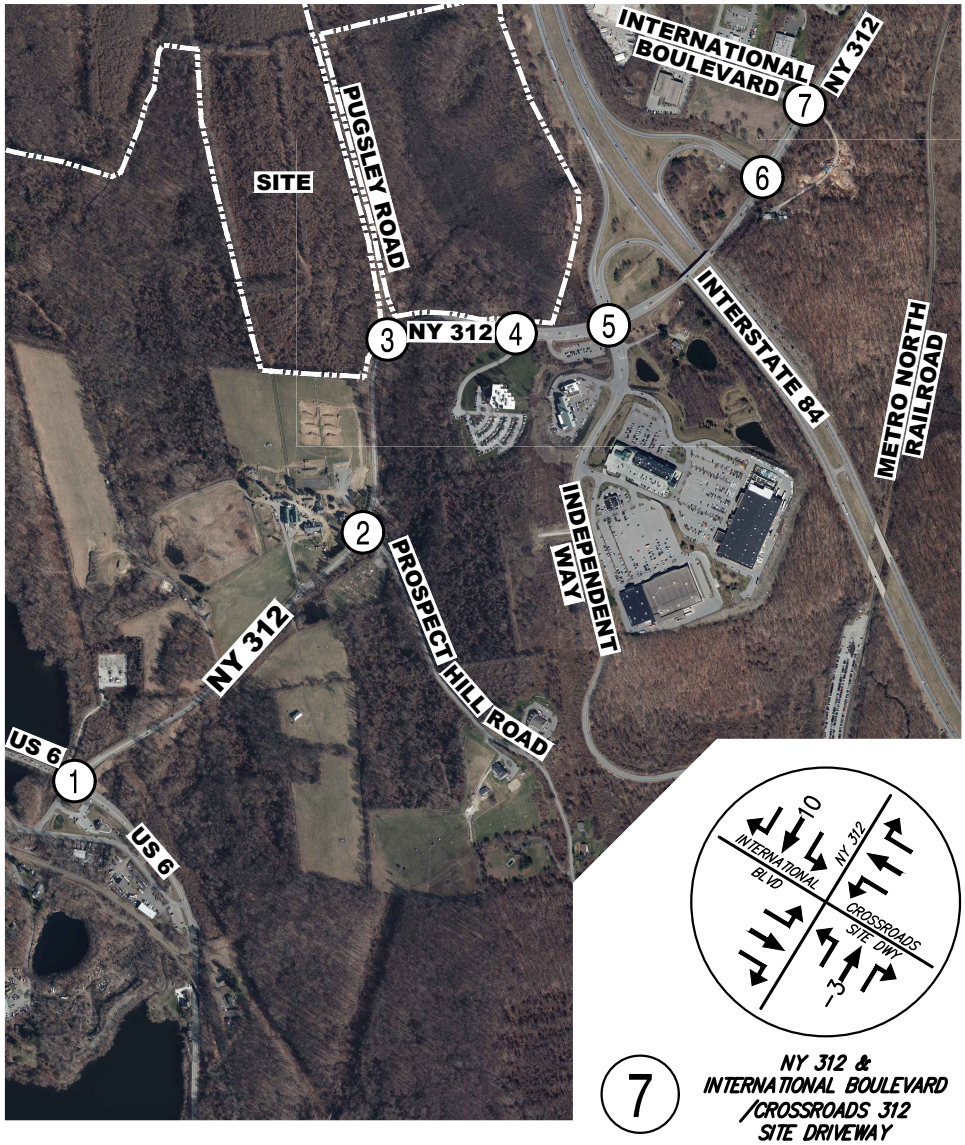
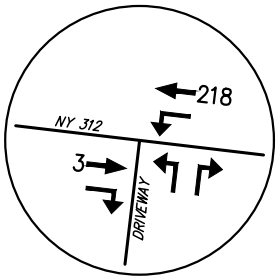
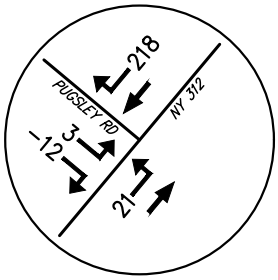
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

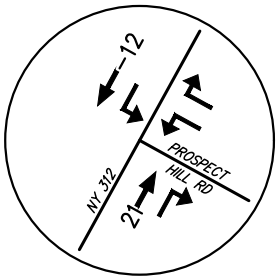




4 NY 312 & CAREMOUNT DRIVEWAY

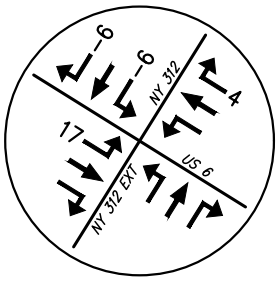


3 NY 312 & PUGSLEY ROAD

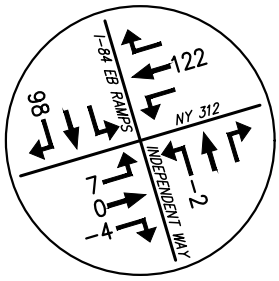


2 NY 312 & PROSPECT HILL ROAD

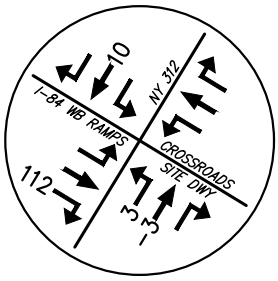
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

NET SITE GENERATED VOLUMES

PEAK WEEKDAY AM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 24 — SCALE: 1" = 1,250'

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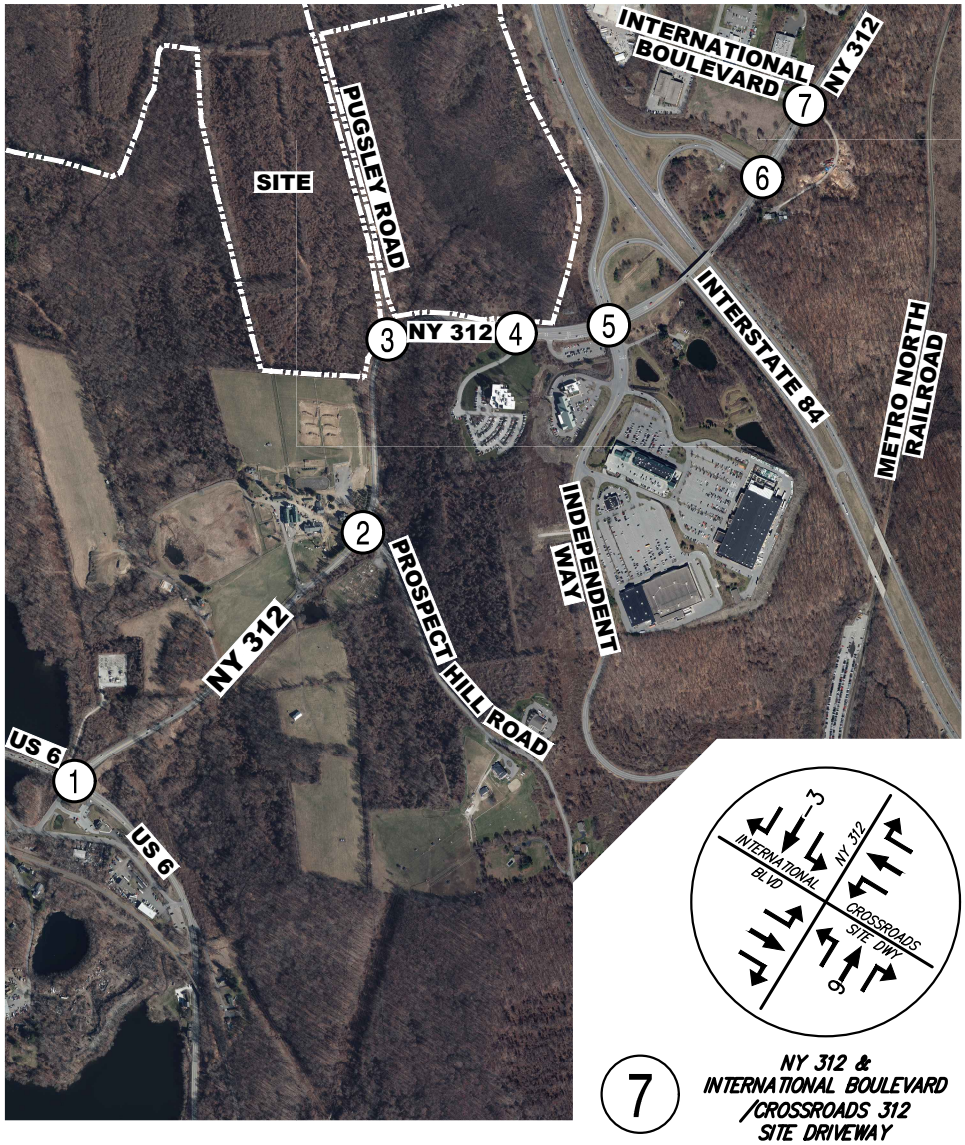
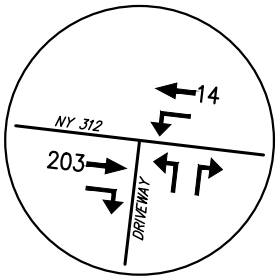
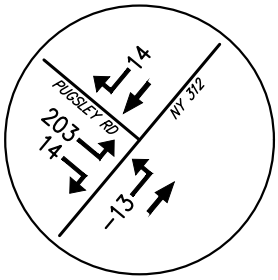
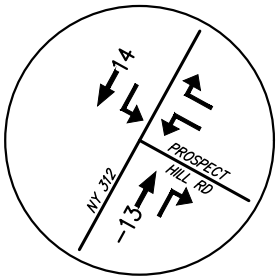




4 NY 312 & CAREMOUNT DRIVEWAY

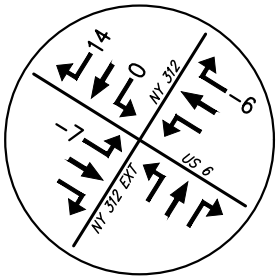


3 NY 312 & PUGSLEY ROAD

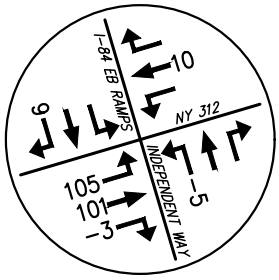


2 NY 312 & PROSPECT HILL ROAD

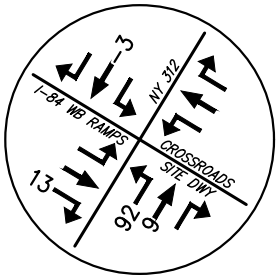
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

NET SITE GENERATED VOLUMES

PEAK WEEKDAY PM HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 25 — SCALE: 1" = 1,250'

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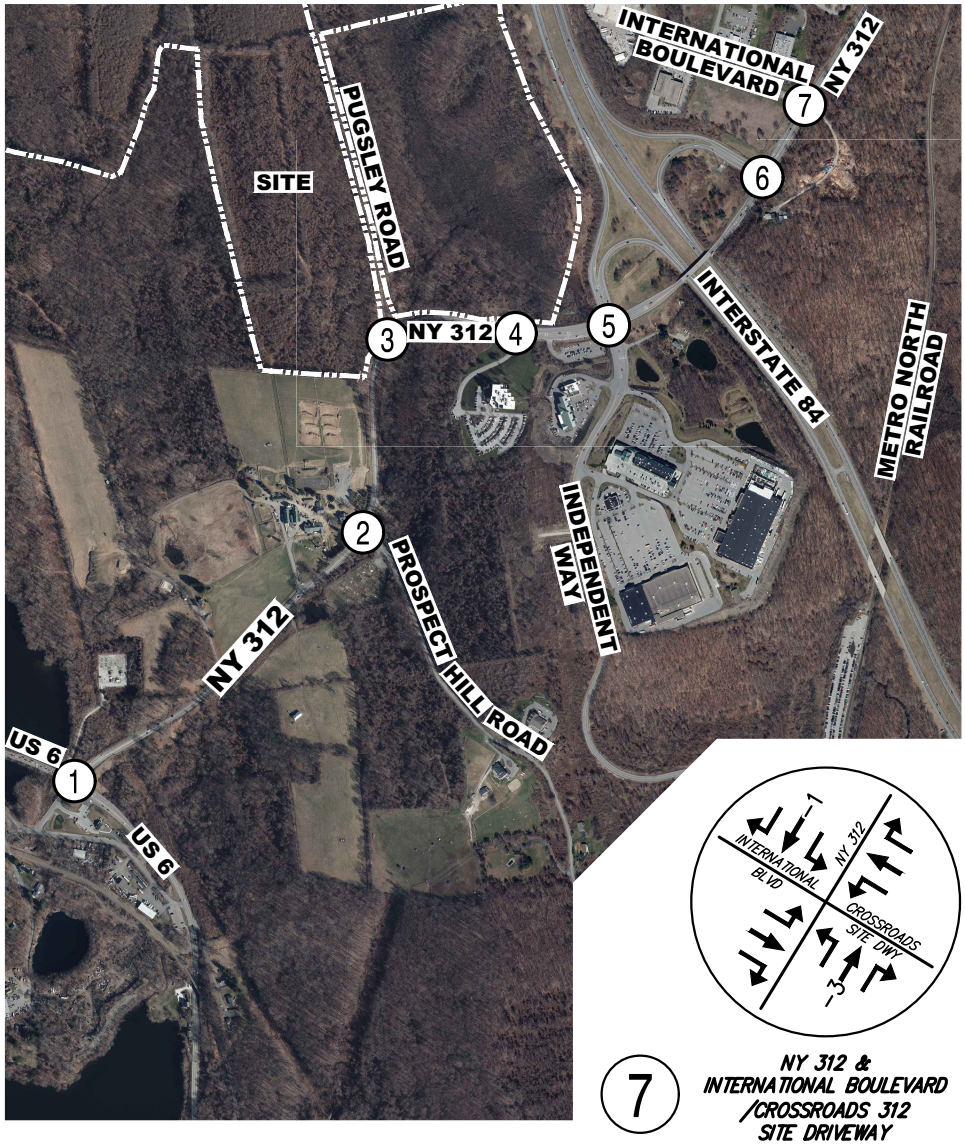
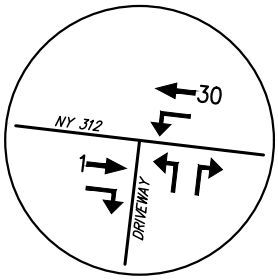
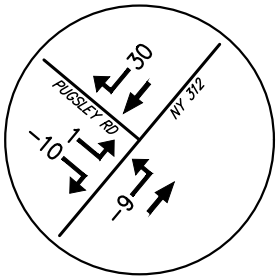
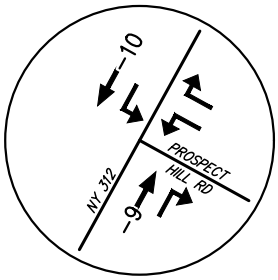




4 NY 312 & CAREMOUNT DRIVEWAY

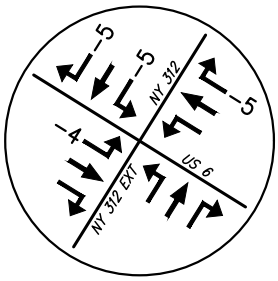


3 NY 312 & PUGSLEY ROAD

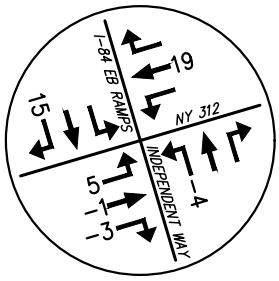


2 NY 312 & PROSPECT HILL ROAD

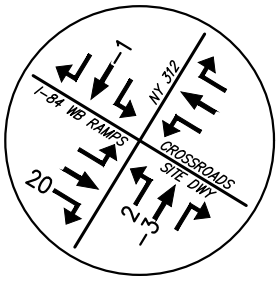
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

NET SITE GENERATED VOLUMES

PEAK SATURDAY MIDDAY HOUR

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 26 — SCALE: 1" = 1,250'

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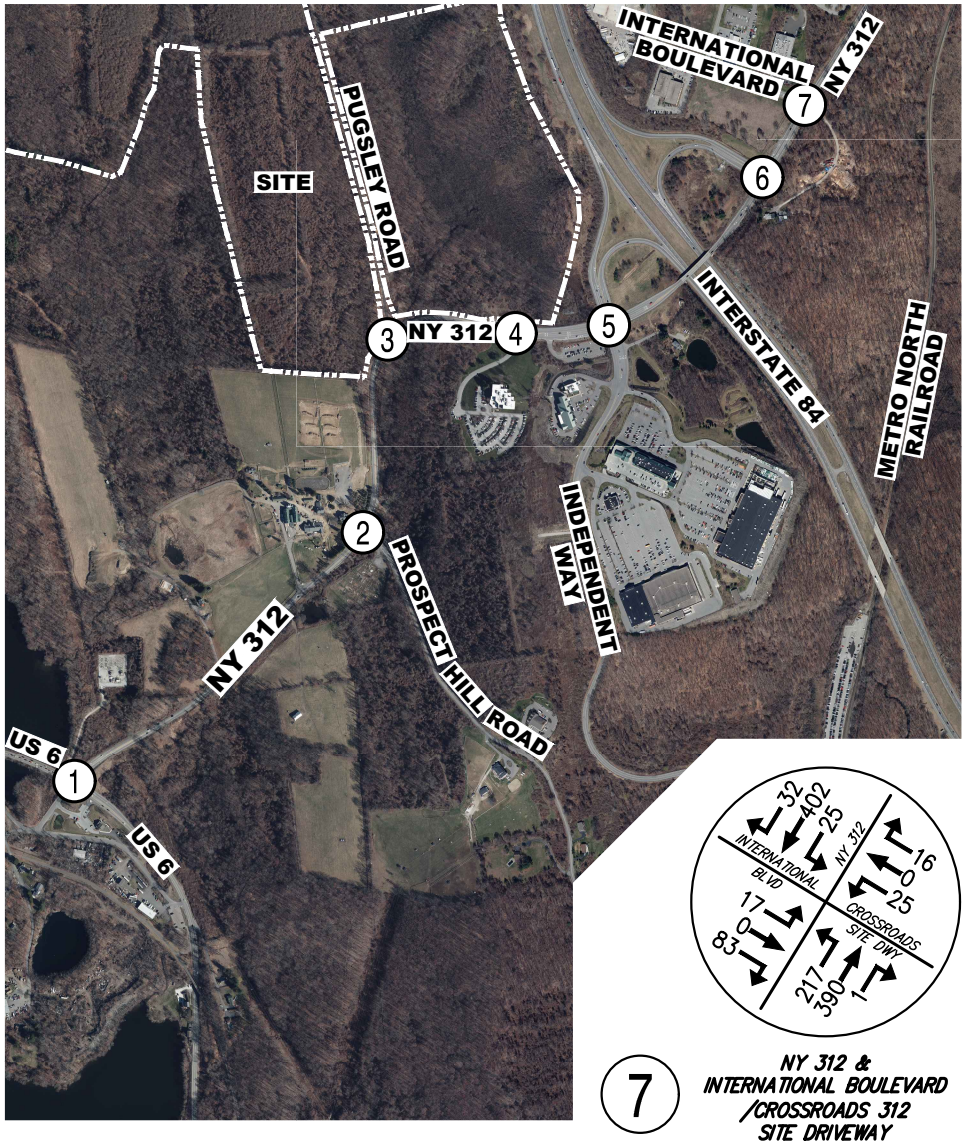
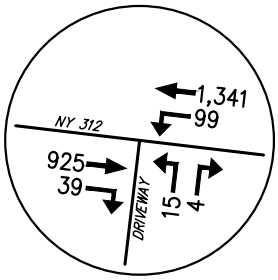
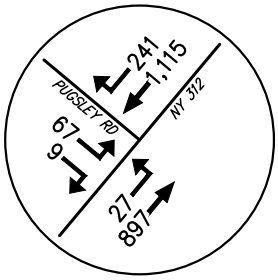
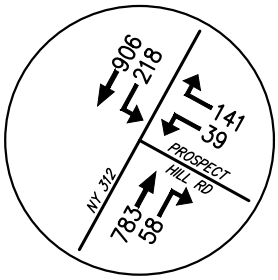




4 NY 312 & CAREMOUNT DRIVEWAY

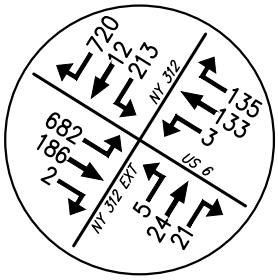


3 NY 312 & PUGSLEY ROAD

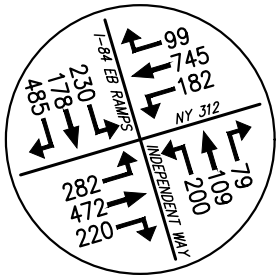


2 NY 312 & PROSPECT HILL ROAD

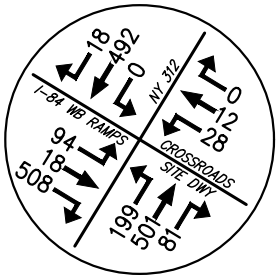
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 BUILD VOLUMES

PEAK WEEKDAY AM HOUR (7:30 - 8:30)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 27 — SCALE: 1" = 1,250'

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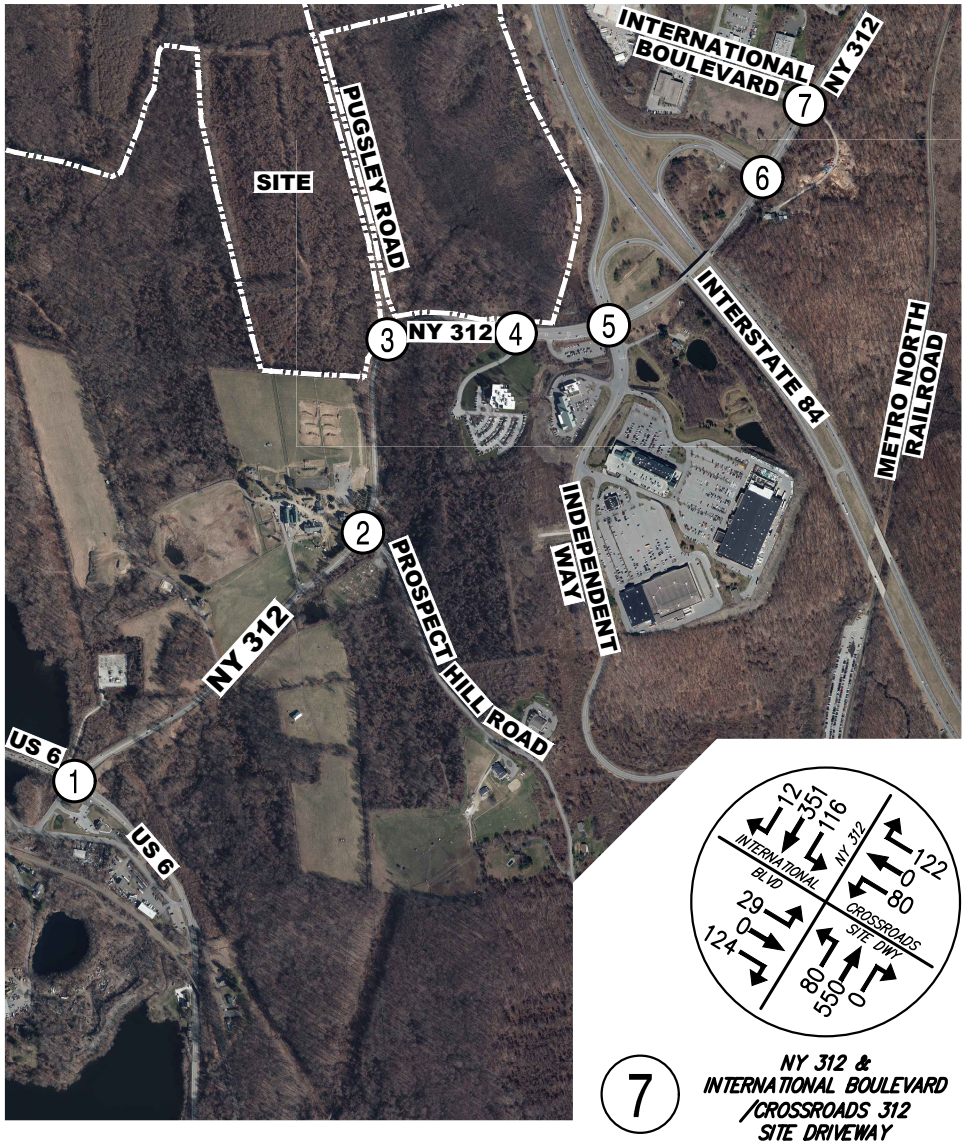
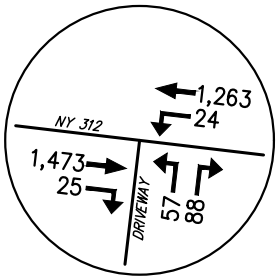
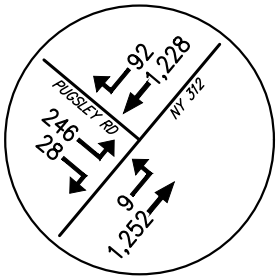
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

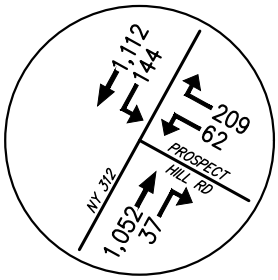




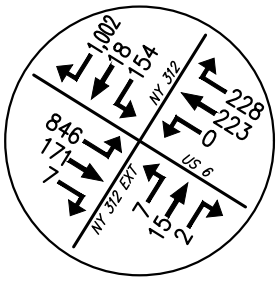
4 NY 312 & CAREMOUNT DRIVEWAY



3 NY 312 & PUGSLEY ROAD

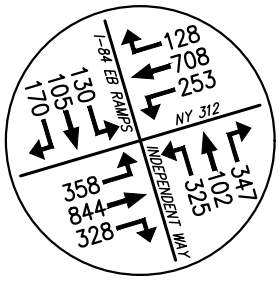


2 NY 312 & PROSPECT HILL ROAD

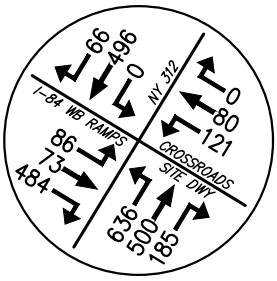


1 US 6 & NY 312 /NY 312 EXTENSION

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 BUILD VOLUMES

PEAK WEEKDAY PM HOUR (5:00 - 6:00)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 28 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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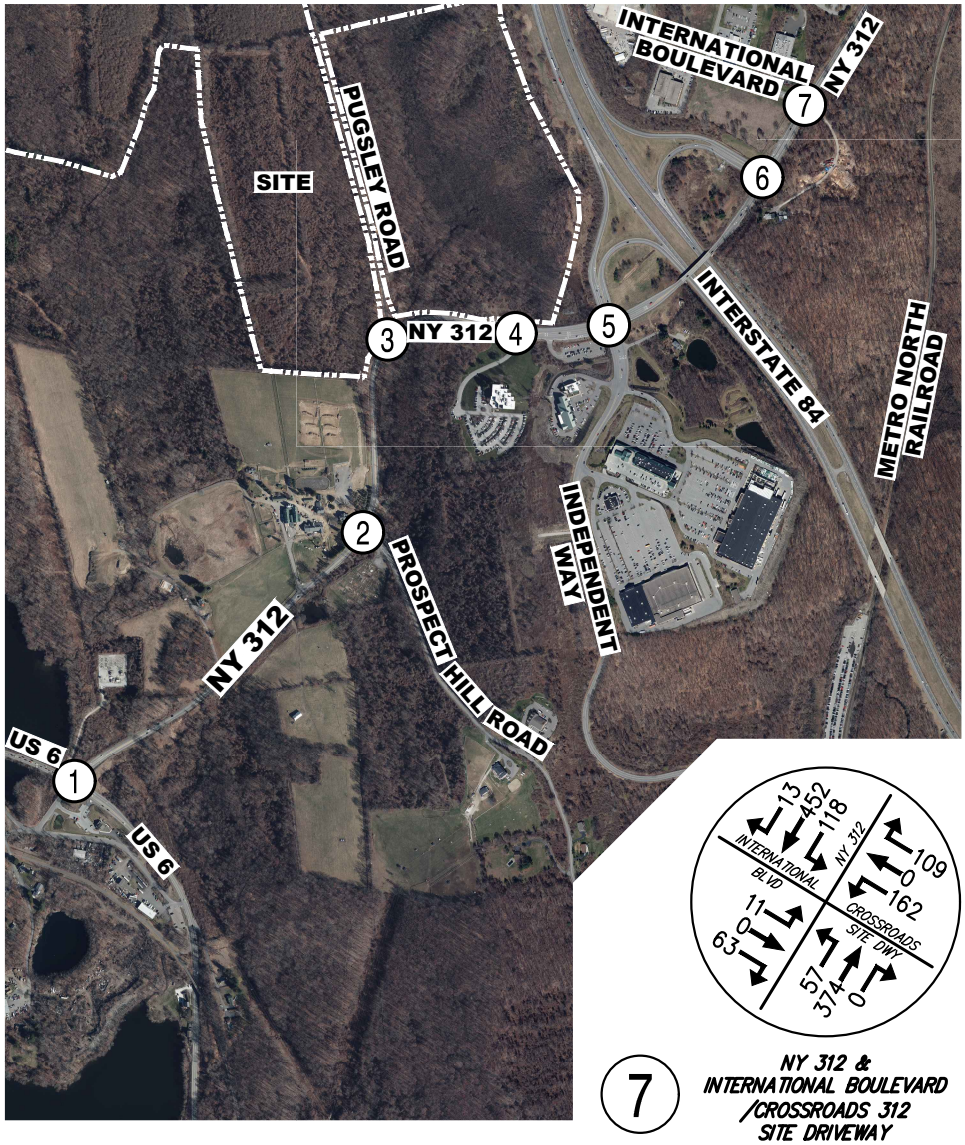
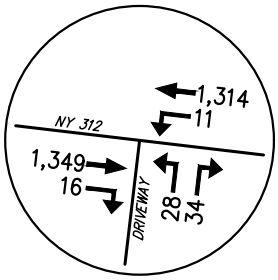
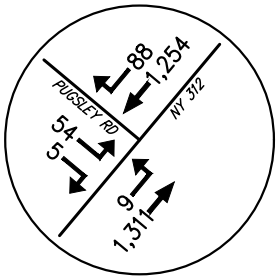
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

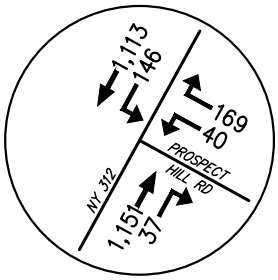




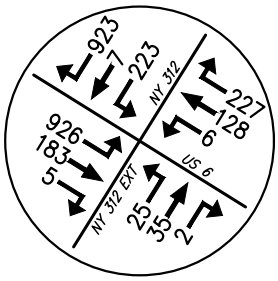
4 NY 312 & CAREMOUNT DRIVEWAY



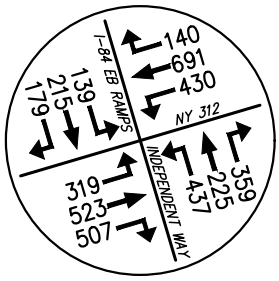
3 NY 312 & PUGSLEY ROAD



2 NY 312 & PROSPECT HILL ROAD

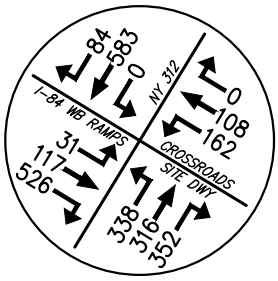


1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 BUILD VOLUMES

PEAK SATURDAY MIDDAY HOUR (12:15 - 1:15)

REVISED: 04/2018
DATE: 11/06/2017

JMC PROJECT: 14012

FIGURE: 29 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

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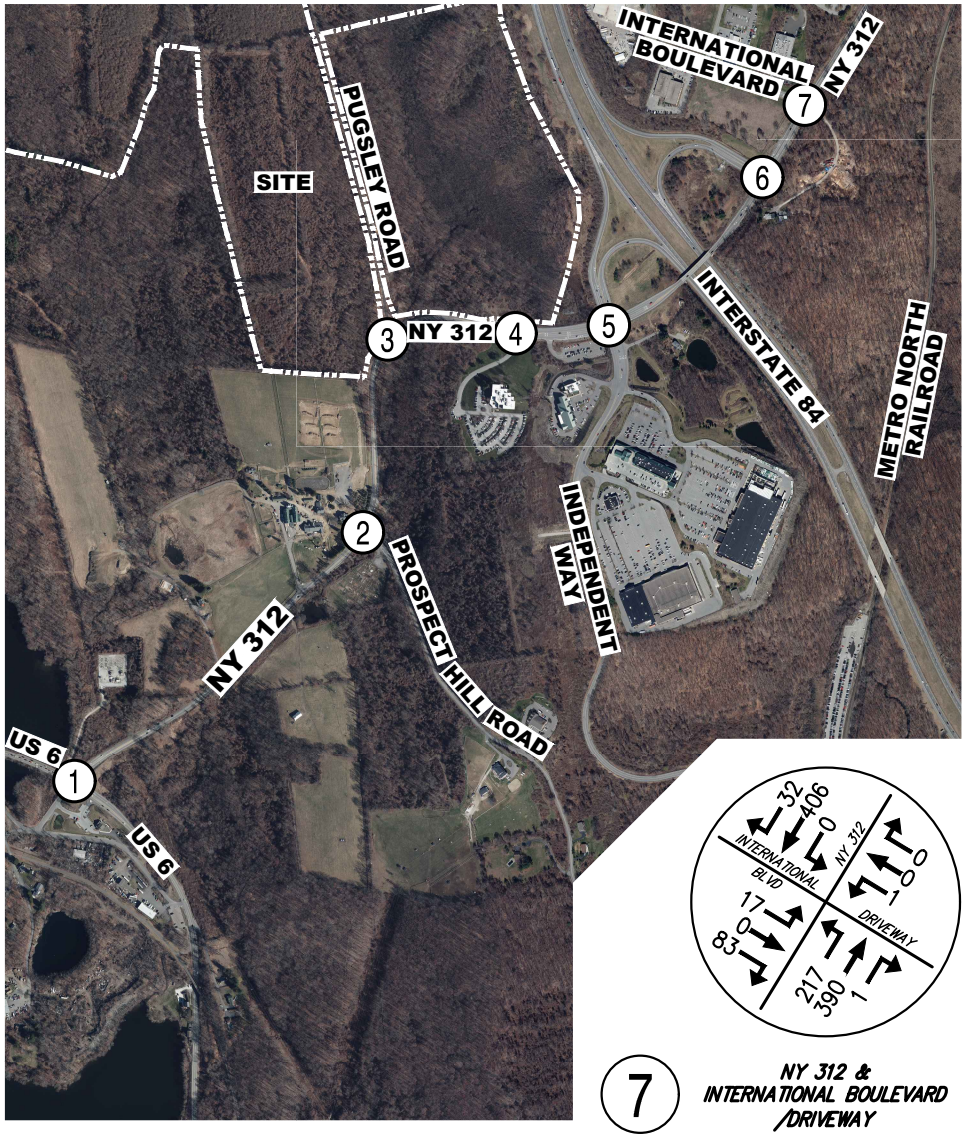
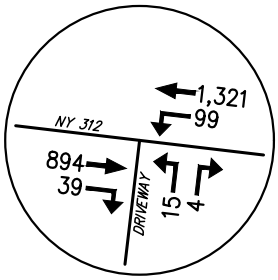
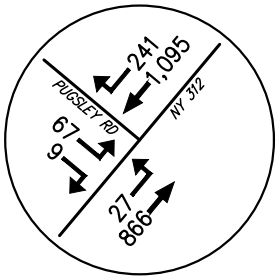
14012-TRAFFIC-FIG.dwg; PROPOSED.tab; TRAFFIC-FIG.scr

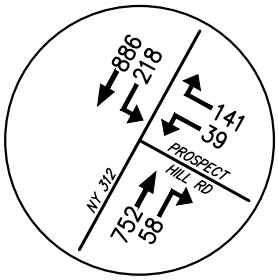




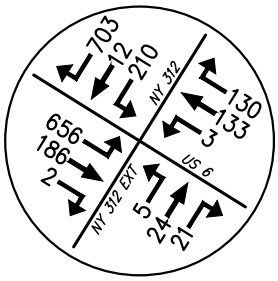
4 NY 312 & CAREMOUNT DRIVEWAY



3 NY 312 & PUGSLEY ROAD

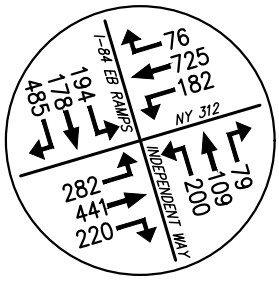


2 NY 312 & PROSPECT HILL ROAD

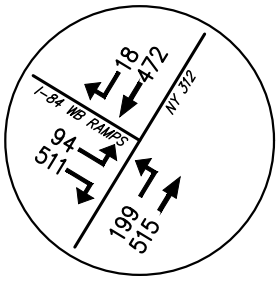


1 US 6 & NY 312 /NY 312 EXTENSION

7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 ALTERNATIVE BUILD VOLUMES

WITHOUT CROSSROADS 312 - PEAK WEEKDAY AM HOUR (7:30 - 8:30)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: 30 — SCALE: 1" = 1,250'

120 BEDFORD RD
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NY 10504

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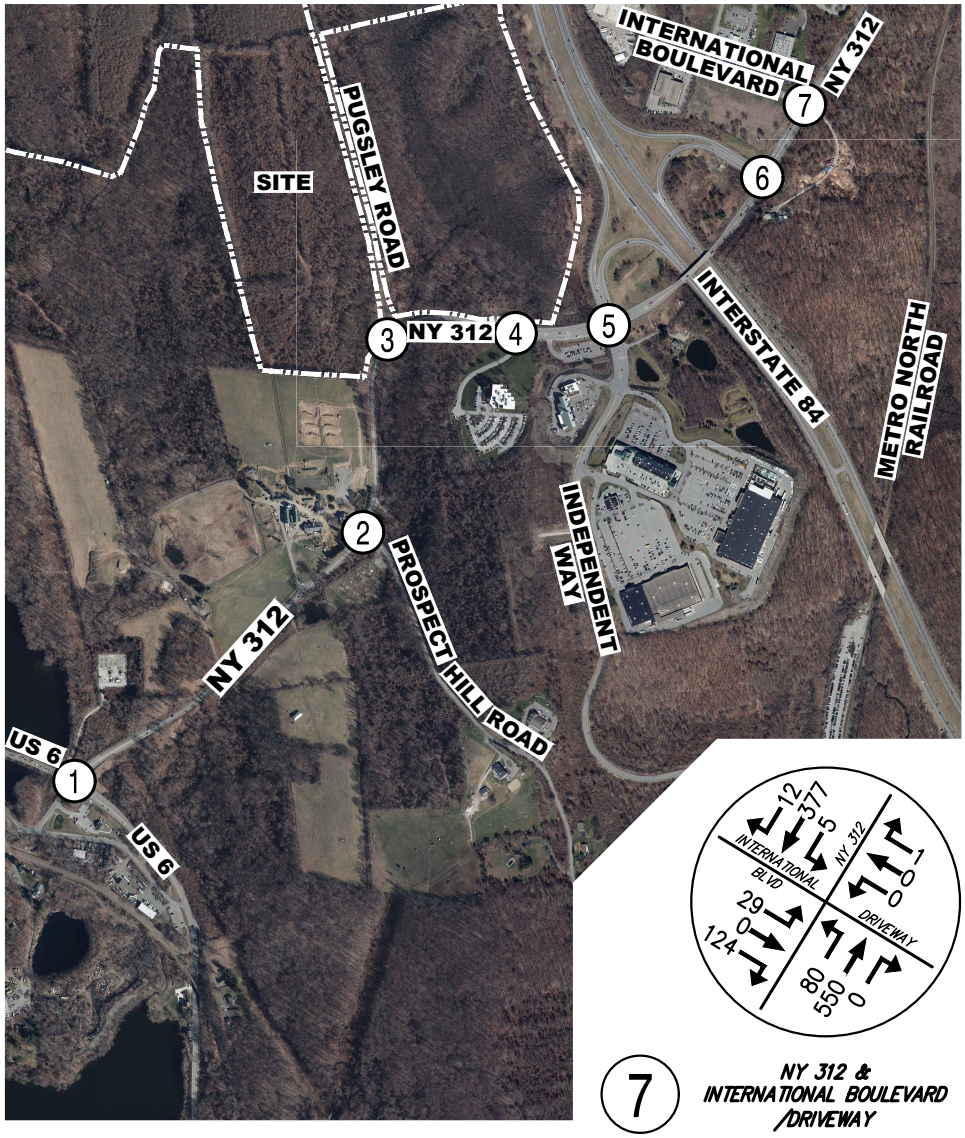
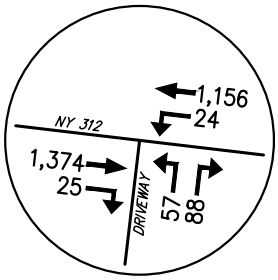
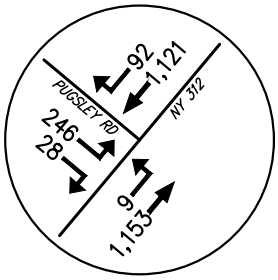
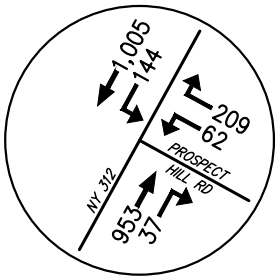




4 NY 312 & CAREMOUNT DRIVEWAY

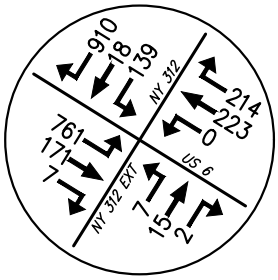


3 NY 312 & PUGSLEY ROAD

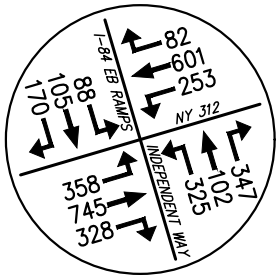


2 NY 312 & PROSPECT HILL ROAD

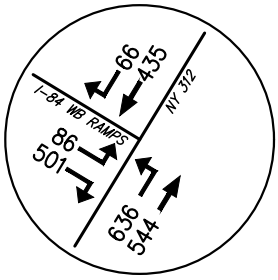
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 ALTERNATIVE BUILD VOLUMES

WITHOUT CROSSROADS 312 - PEAK WEEKDAY PM HOUR (5:00 - 6:00)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: 31 — SCALE: 1" = 1,250'

120 BEDFORD RD
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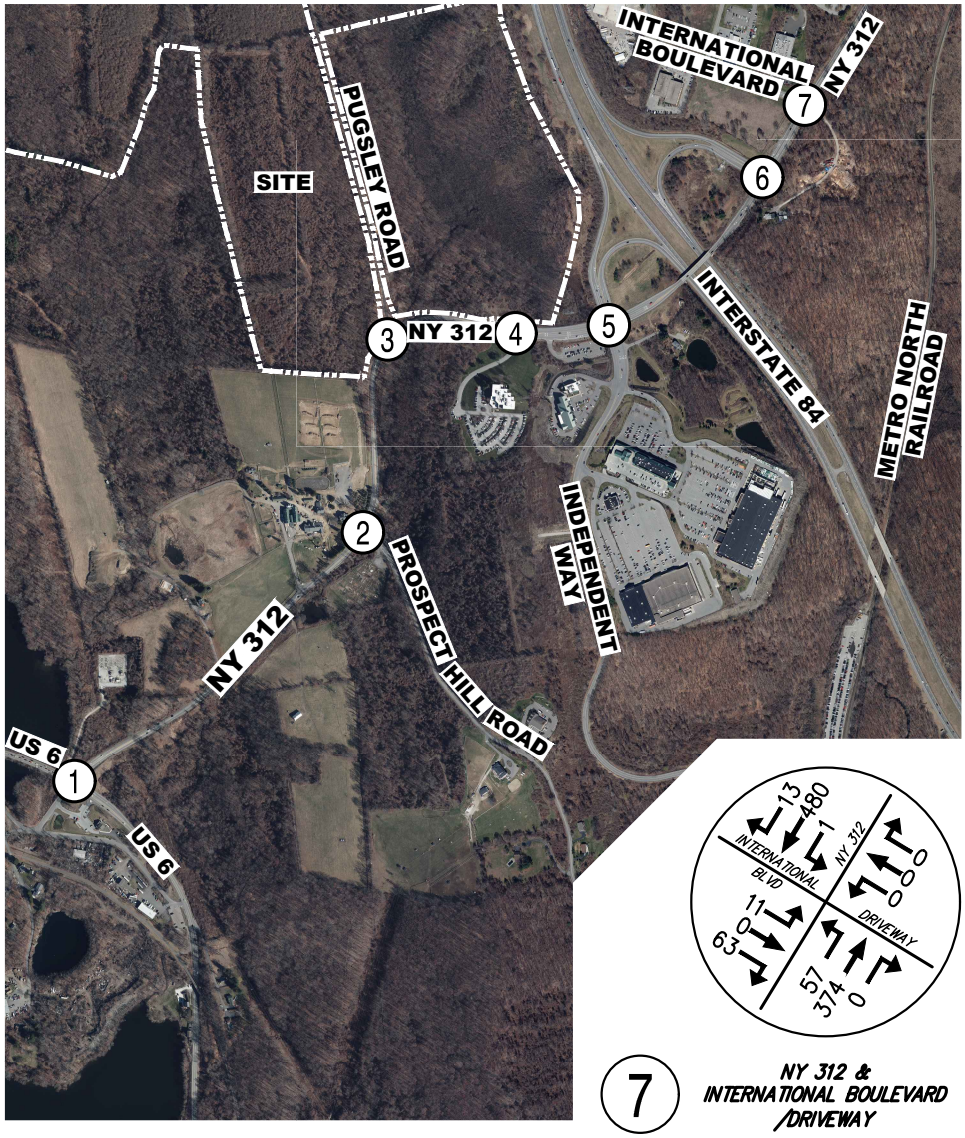
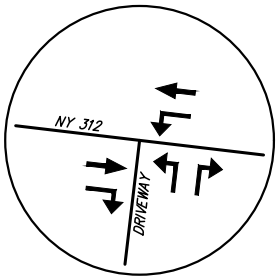
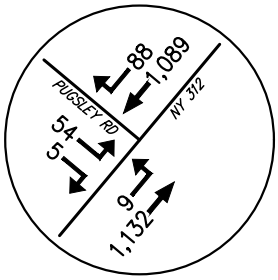
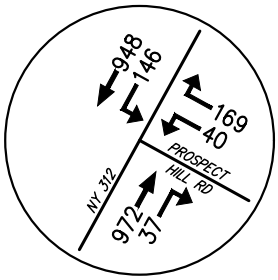




4 NY 312 & CAREMOUNT DRIVEWAY

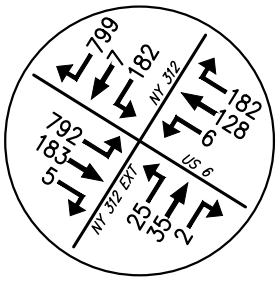


3 NY 312 & PUGSLEY ROAD

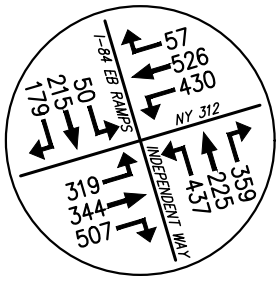


2 NY 312 & PROSPECT HILL ROAD

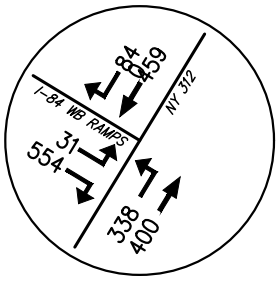
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

2023 ALTERNATIVE BUILD VOLUMES

WITHOUT CROSSROADS 312 - PEAK SATURDAY MIDDAY HOUR (12:15 - 1:15)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: 32 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

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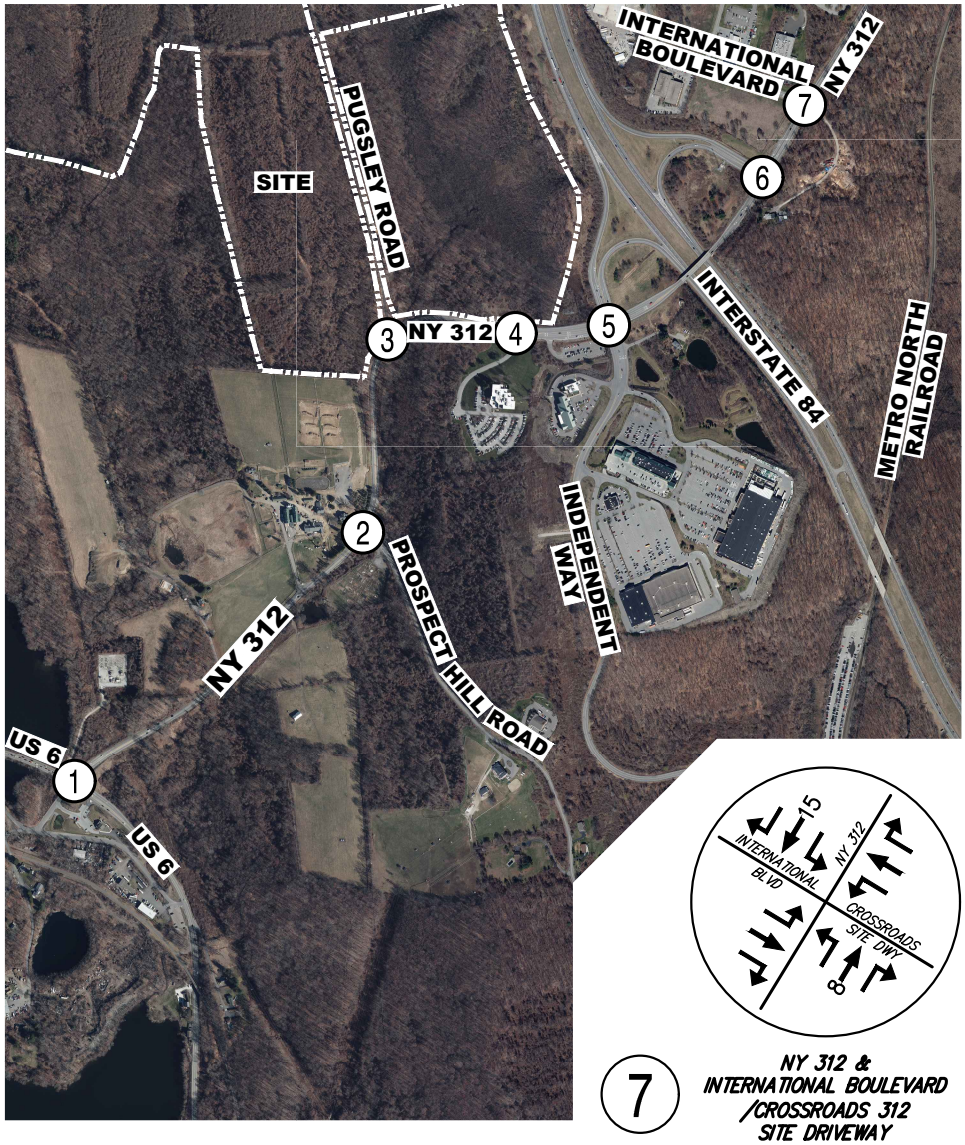
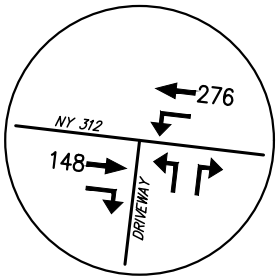
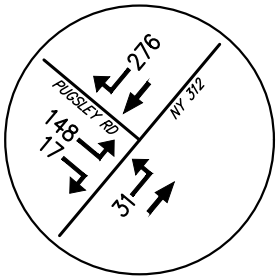
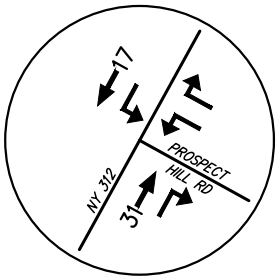




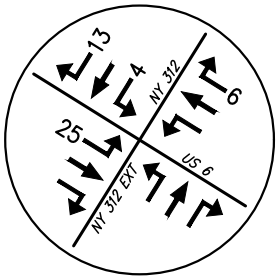
4 NY 312 & CAREMOUNT DRIVEWAY



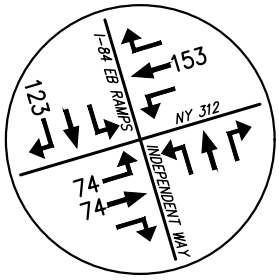
3 NY 312 & PUGSLEY ROAD



2 NY 312 & PROSPECT HILL ROAD

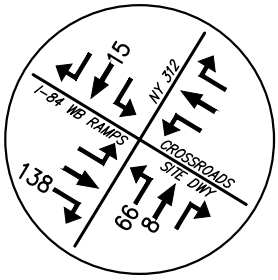


1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

SENSITIVITY ANALYSIS PRIMARY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: SA-01 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

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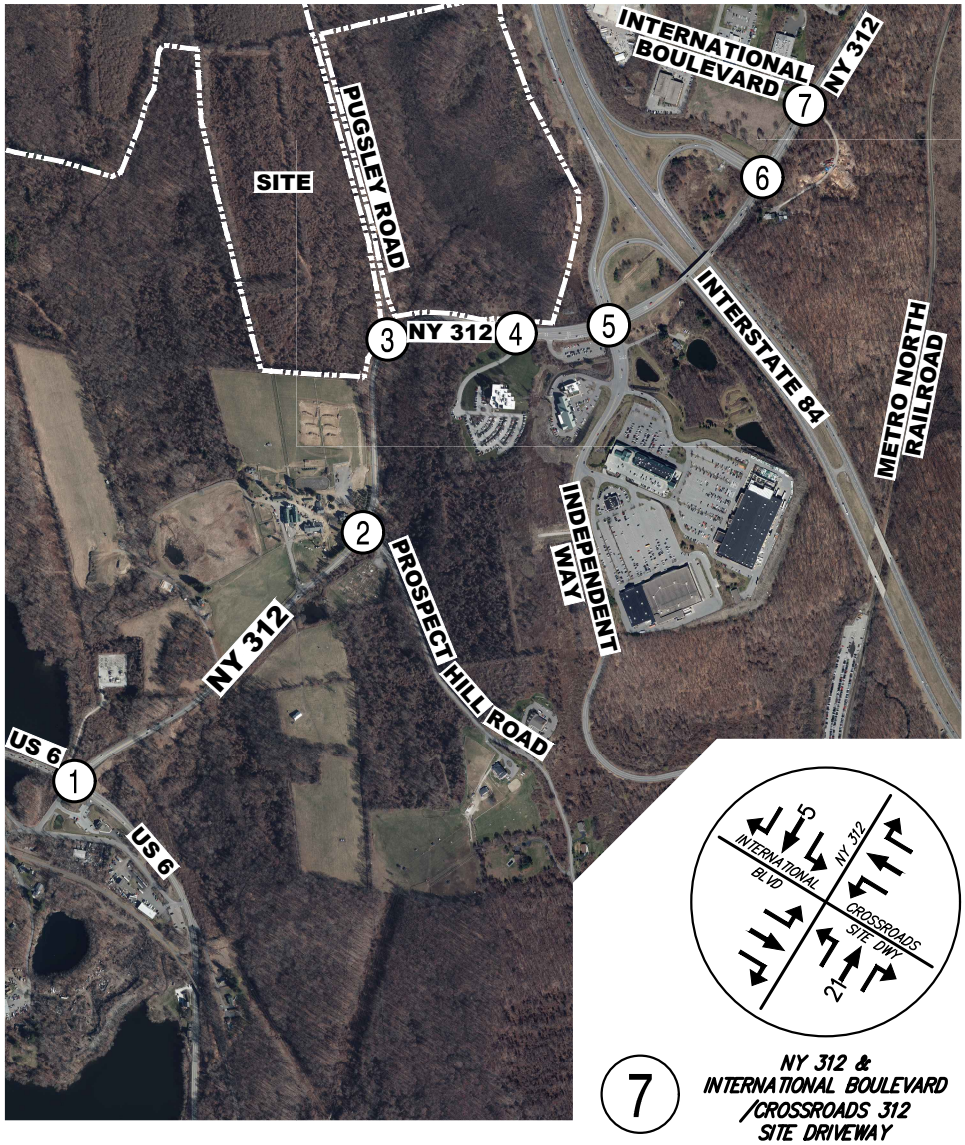
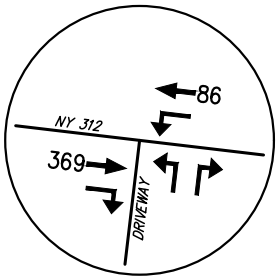
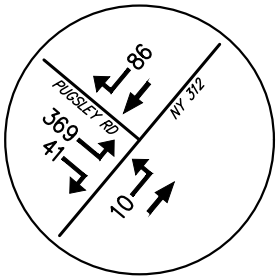
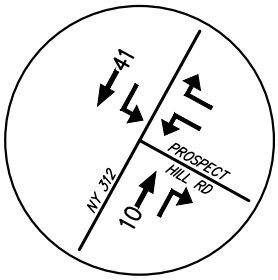




4 NY 312 & CAREMOUNT DRIVEWAY

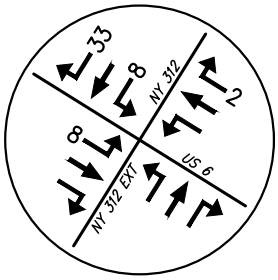


3 NY 312 & PUGSLEY ROAD

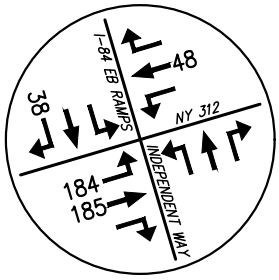


2 NY 312 & PROSPECT HILL ROAD

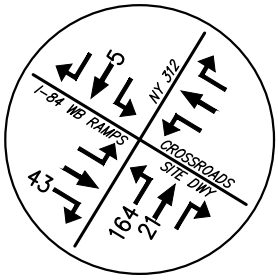
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

SENSITIVITY ANALYSIS PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: SA-02 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

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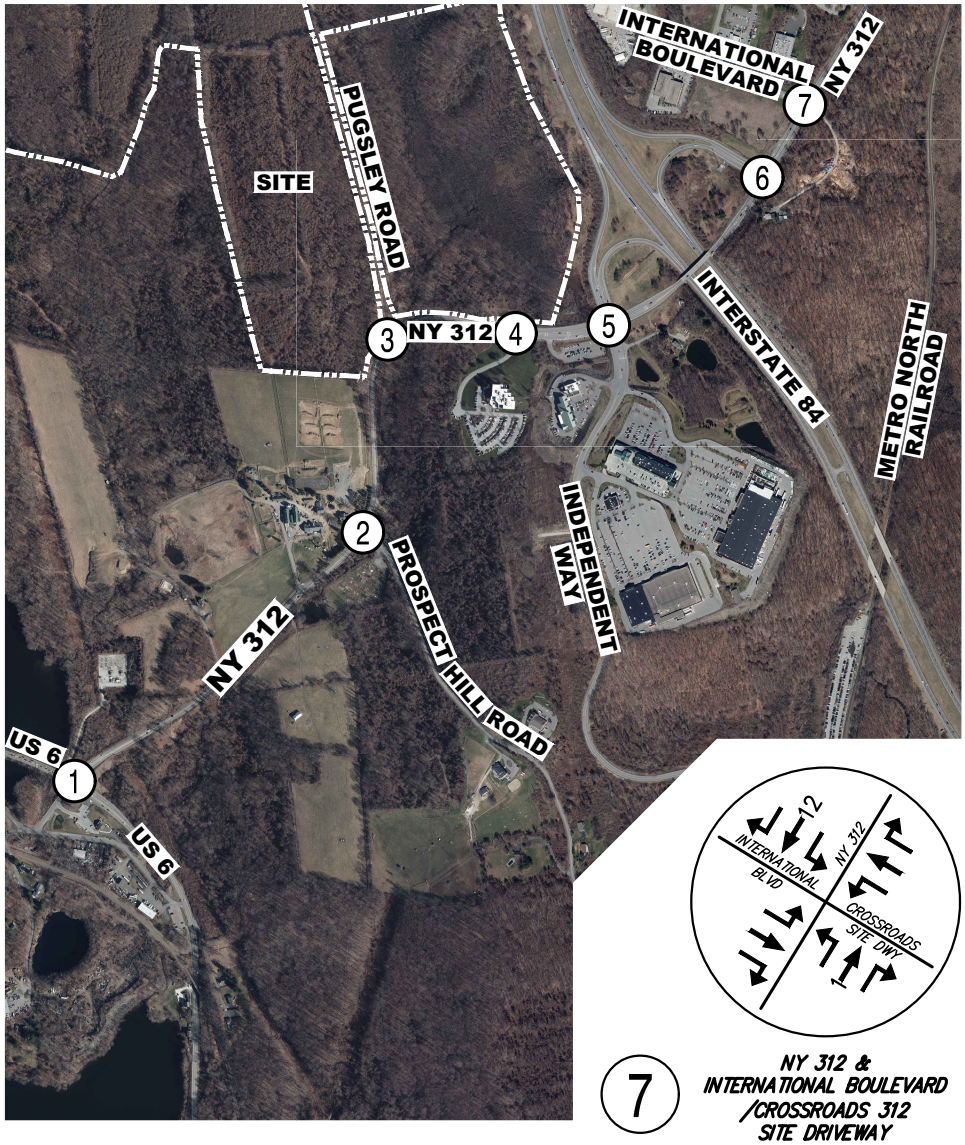
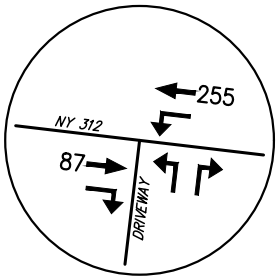
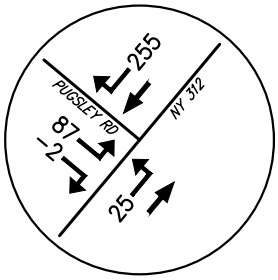
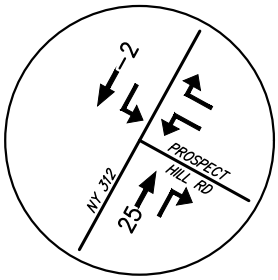




4 NY 312 & CAREMOUNT DRIVEWAY

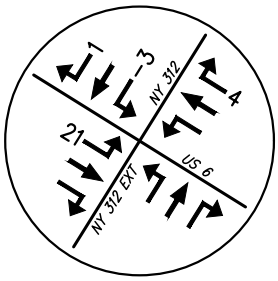


3 NY 312 & PUGSLEY ROAD

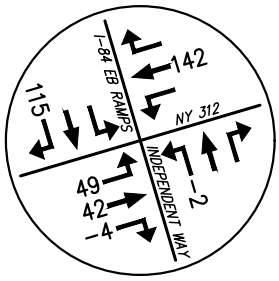


2 NY 312 & PROSPECT HILL ROAD

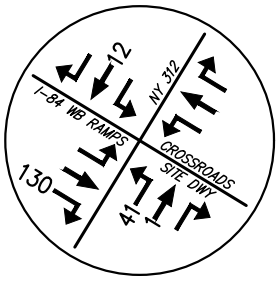
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

SENSITIVITY ANALYSIS NET SITE GENERATED VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: SA-03 — SCALE: 1" = 1,250'

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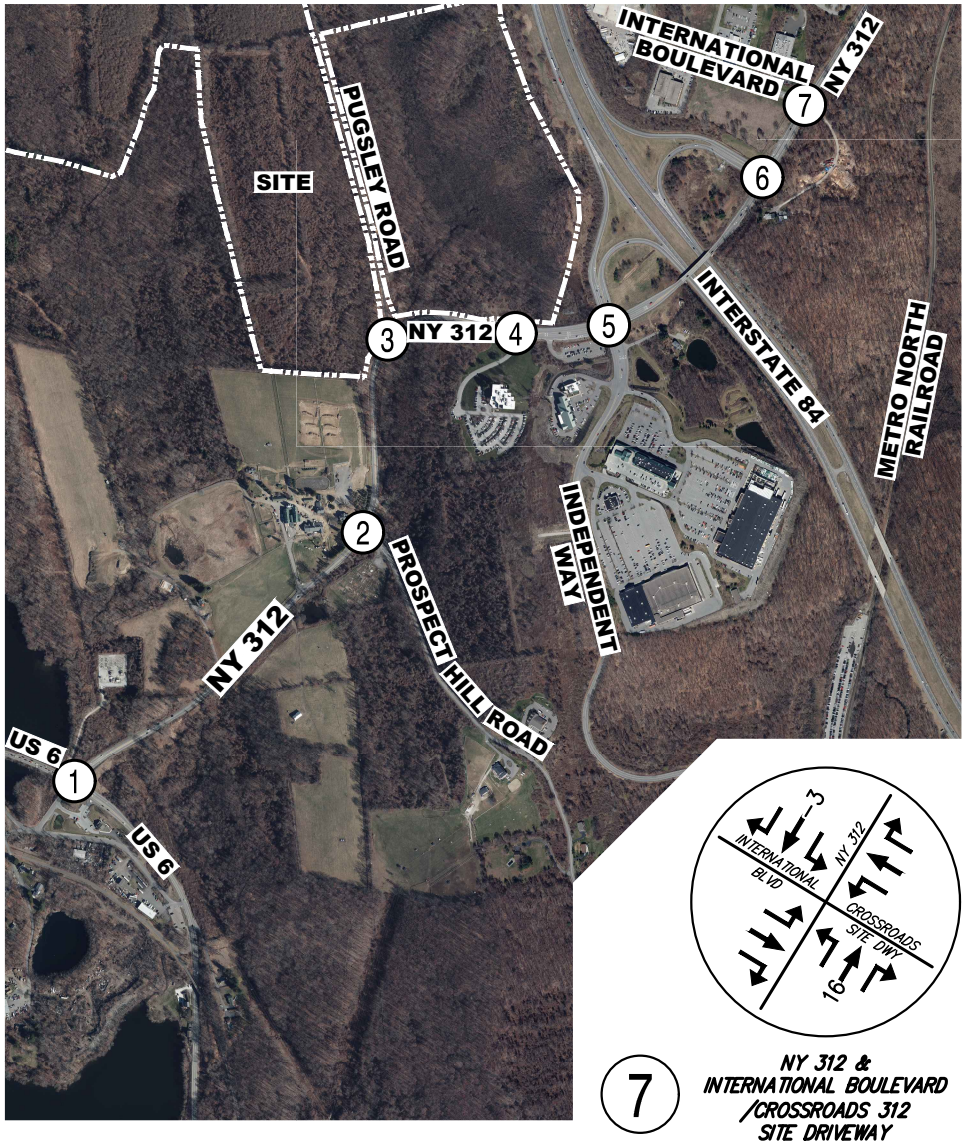
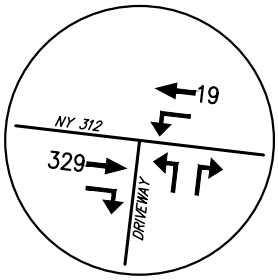
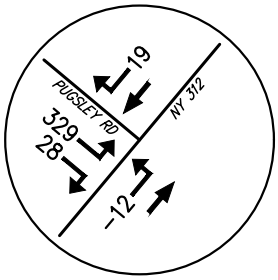
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

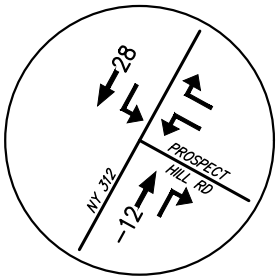




4 NY 312 & CAREMOUNT DRIVEWAY

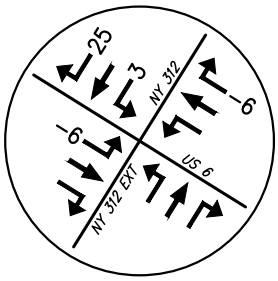


3 NY 312 & PUGSLEY ROAD

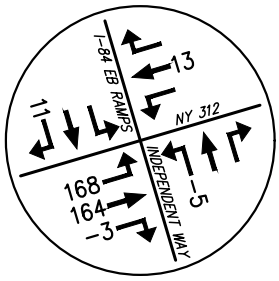


2 NY 312 & PROSPECT HILL ROAD

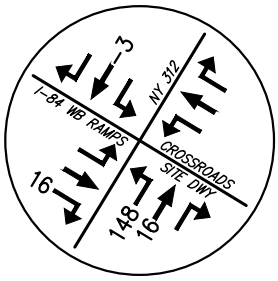
7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

SENSITIVITY ANALYSIS NET SITE GENERATED VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: SA-04 — SCALE: 1" = 1,250'

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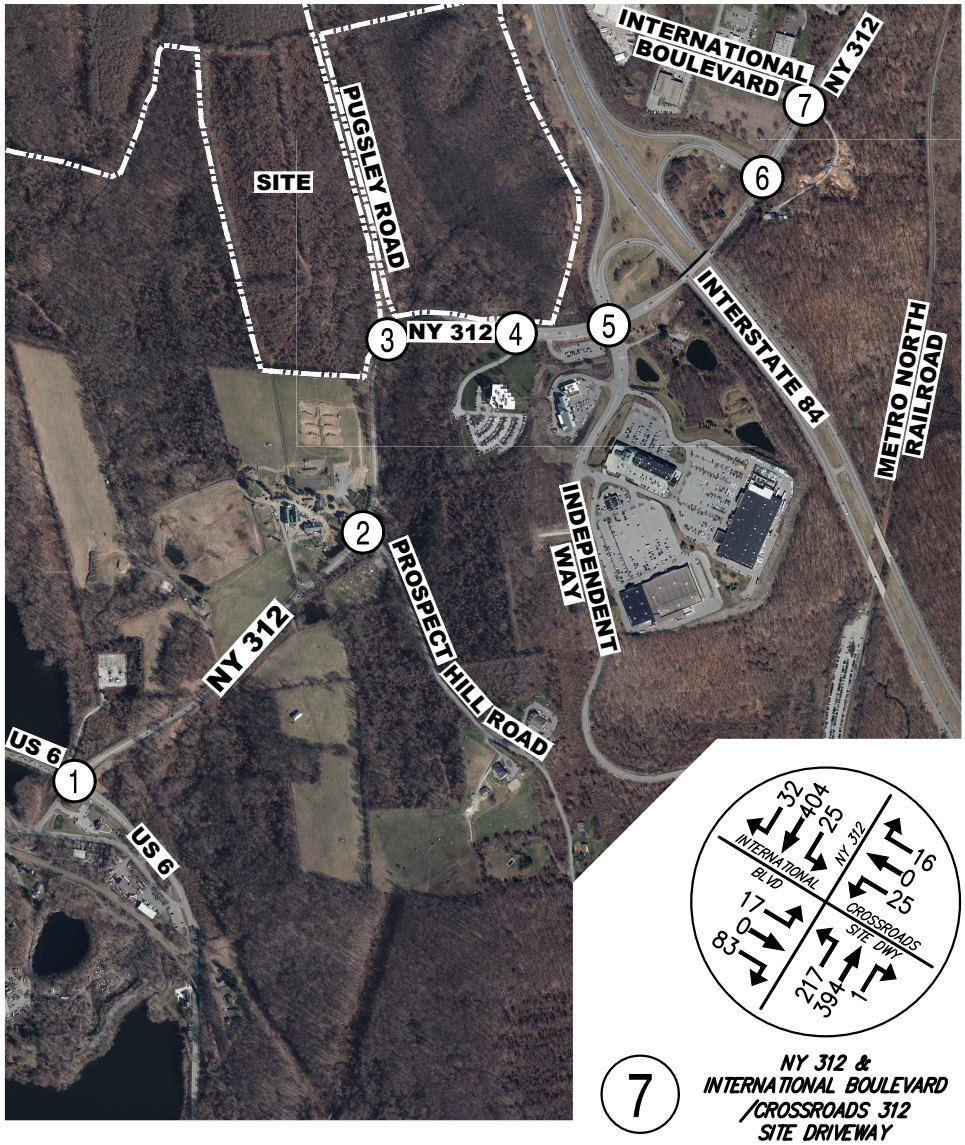
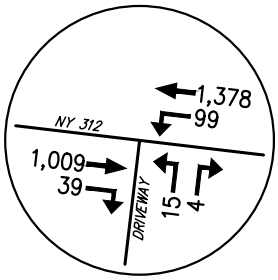
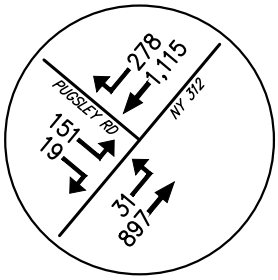
14012–TRAFFIC–FIG.dwg; PROPOSED.tab; TRAFFIC–FIG.scr

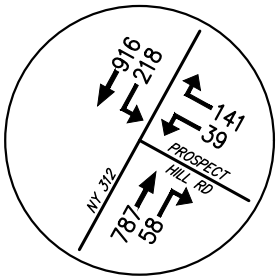




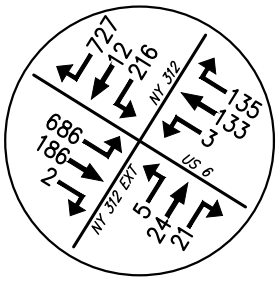
4 NY 312 & CAREMOUNT DRIVEWAY



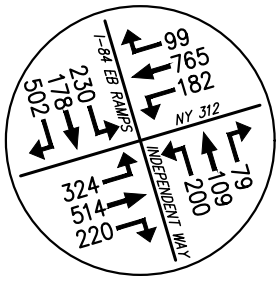
3 NY 312 & PUGSLEY ROAD



2 NY 312 & PROSPECT HILL ROAD

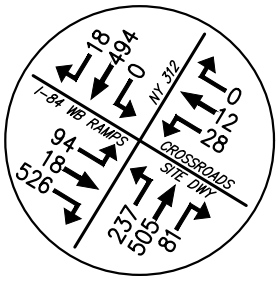


1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

SENSITIVITY ANALYSIS 2023 BUILD VOLUMES

PEAK WEEKDAY AM HOUR (7:30 - 8:30)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: SA-05 — SCALE: 1" = 1,250'

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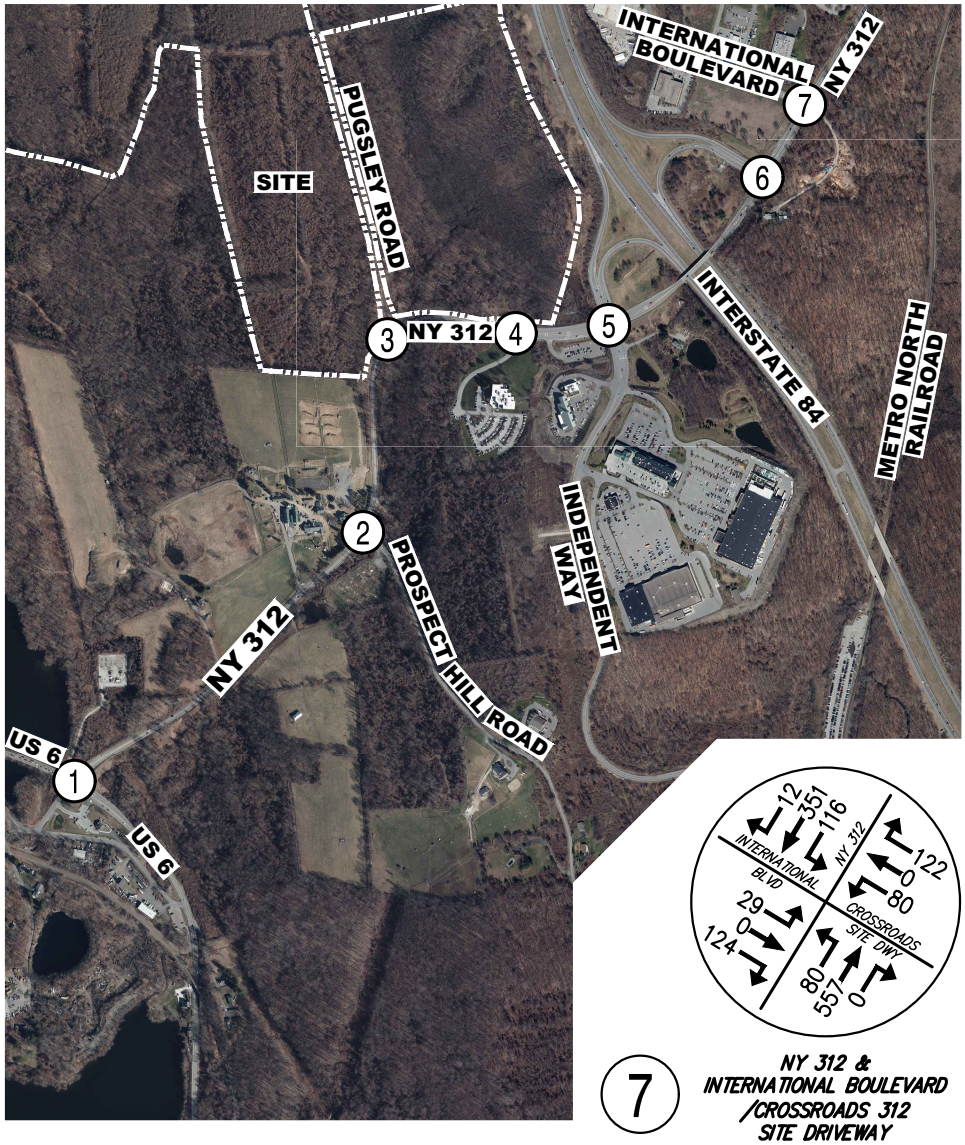
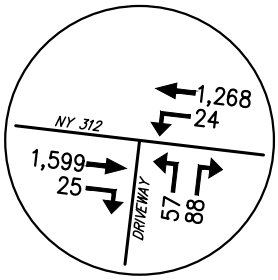
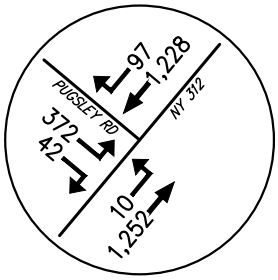
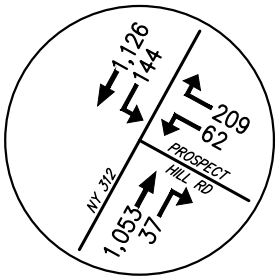




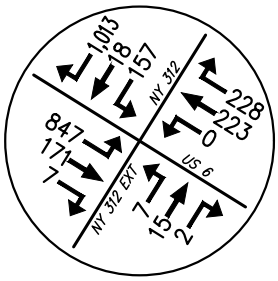
4 NY 312 & CAREMOUNT DRIVEWAY



3 NY 312 & PUGSLEY ROAD

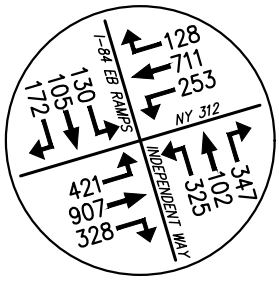


2 NY 312 & PROSPECT HILL ROAD

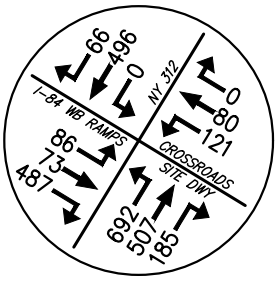


1 US 6 & NY 312 /NY 312 EXTENSION

7 NY 312 & INTERNATIONAL BOULEVARD /CROSSROADS 312 SITE DRIVEWAY



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS /CROSSROADS 312 SITE DRIVEWAY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

SENSITIVITY ANALYSIS 2023 BUILD VOLUMES

PEAK WEEKDAY PM HOUR (5:00 - 6:00)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: SA-06 — SCALE: 1" = 1,250'

120 BEDFORD RD
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NY 10504

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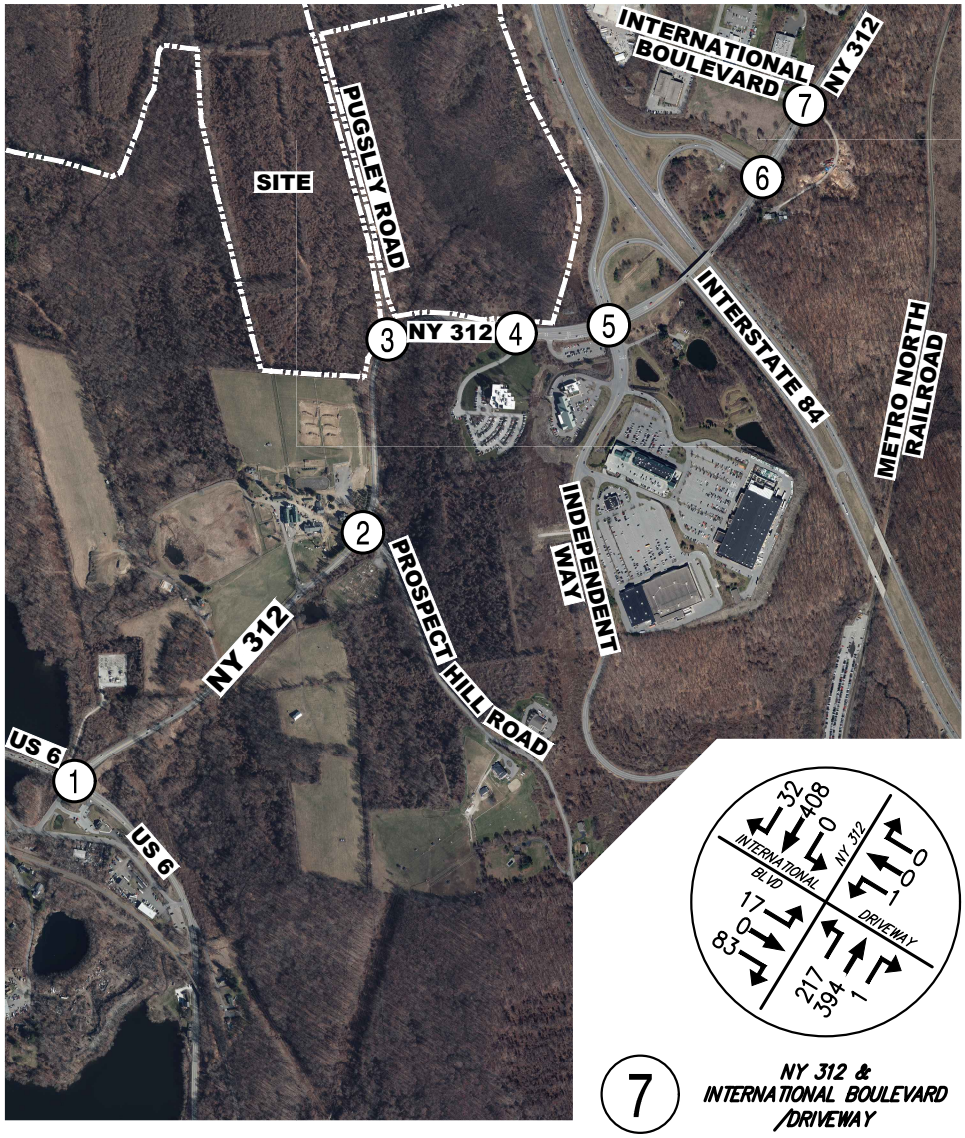
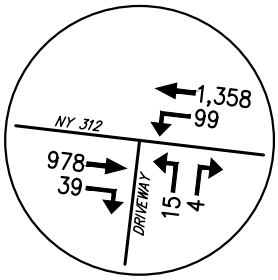
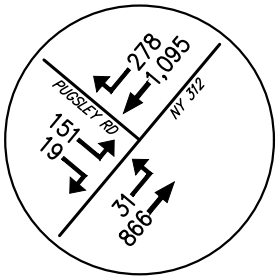
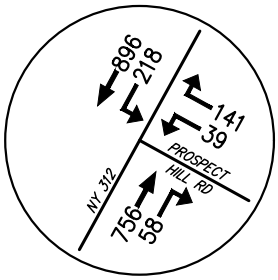




4 NY 312 & CAREMOUNT DRIVEWAY

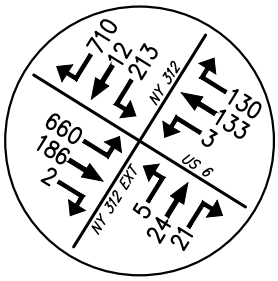


3 NY 312 & PUGSLEY ROAD

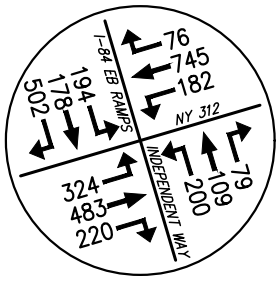


2 NY 312 & PROSPECT HILL ROAD

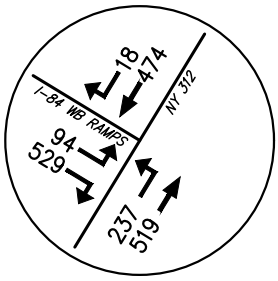
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

SENSITIVITY ANALYSIS 2023 ALTERNATIVE BUILD VOLUMES

WITHOUT CROSSROADS 312 - PEAK WEEKDAY AM HOUR (7:30 - 8:30)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: SA-07 — SCALE: 1" = 1,250'

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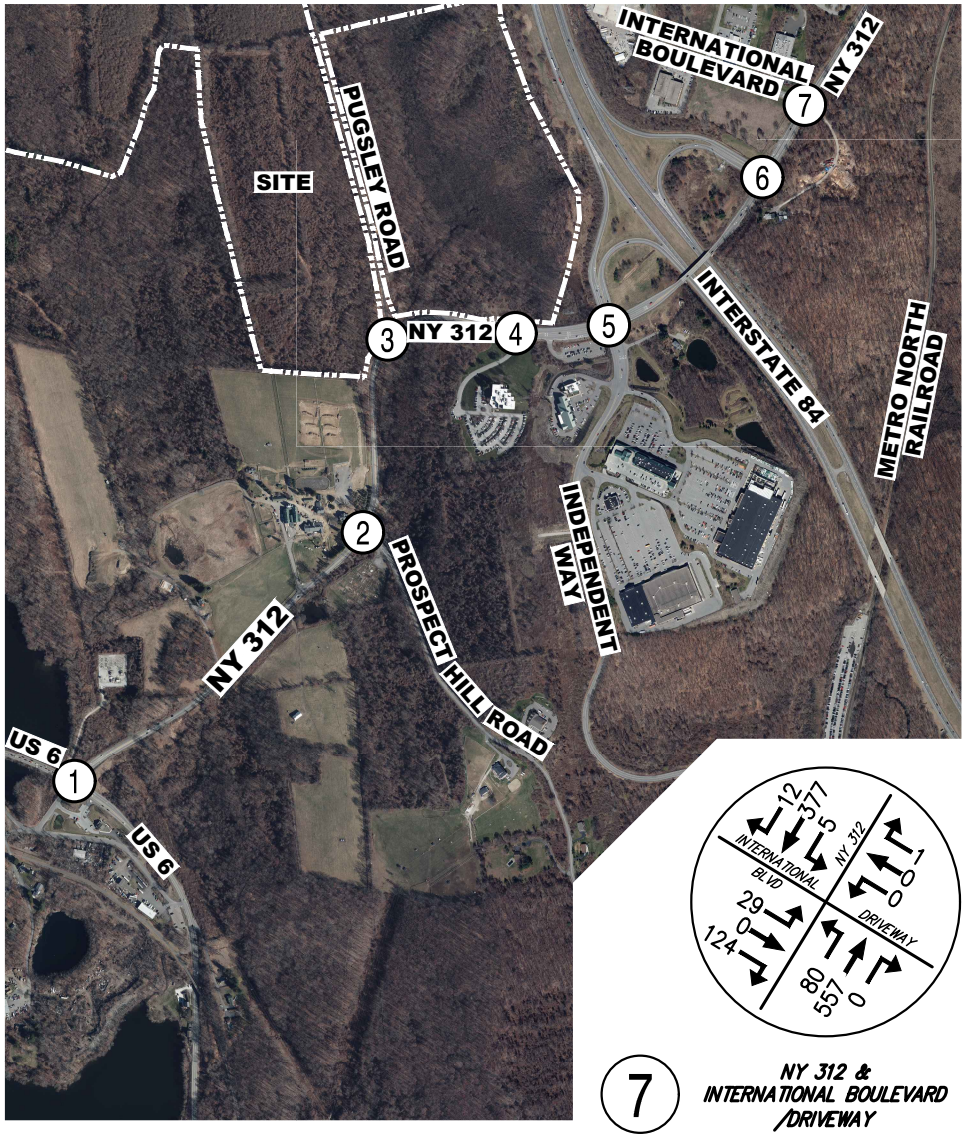
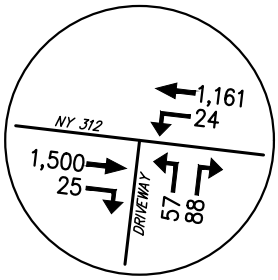
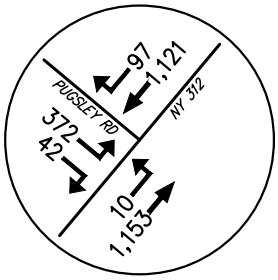
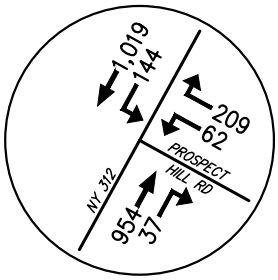




4 NY 312 & CAREMOUNT DRIVEWAY

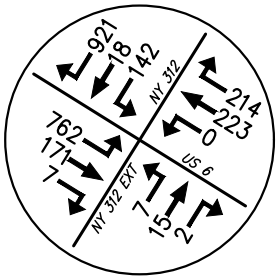


3 NY 312 & PUGSLEY ROAD

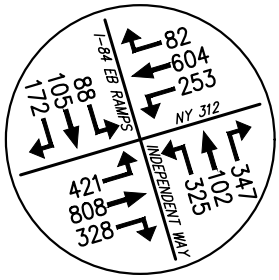


2 NY 312 & PROSPECT HILL ROAD

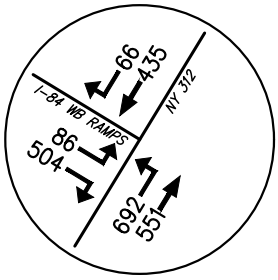
7 NY 312 & INTERNATIONAL BOULEVARD /DRIVEWAY



1 US 6 & NY 312 /NY 312 EXTENSION



5 NY 312 & INTERSTATE 84 EASTBOUND RAMPS /INDEPENDENT WAY



6 NY 312 & INTERSTATE 84 WESTBOUND RAMPS

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

SENSITIVITY ANALYSIS 2023 ALTERNATIVE BUILD VOLUMES

WITHOUT CROSSROADS 312 - PEAK WEEKDAY PM HOUR (5:00 - 6:00)

DATE: 04/2018 — JMC PROJECT: 14012

FIGURE: SA-08 — SCALE: 1" = 1,250'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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PART C

TURNING MOVEMENT COUNTS

DATE:	Wk: 5/24/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM	NAME:	BK
LOCATION:	NY 312 & US 6	INT #:	1

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	2	23	15	110	62	2	0	4	0	30	3	105					1		
	TRUCK	1	3	1	5	3			1		4	1	4							
7:15 - 7:30 AM	TOTAL	2	51	50	240	128	3	0	8	2	82	9	214							
	TRUCK		5	5	6	4			3		3	3	7							
7:30 - 7:45 AM	TOTAL	3	93	91	391	184	3	0	14	7	126	13	389							
	TRUCK		2	5	8	6			2		6	0	10							
7:45 - 8:00 AM	TOTAL	4	135	115	527	240	3	3	21	12	185	14	565							
	TRUCK		4	3	4	7		2	2		4	0	8							
8:00 - 8:15 AM	TOTAL	4	174	137	659	292	4	3	24	22	241	19	708							
	TRUCK		5	3	6	5			1		7	0	10							
8:15 - 8:30 AM	TOTAL	5	200	164	789	334	5	5	31	22	277	20	840							
	TRUCK		3	5	5	1			1		8	0	5							
8:30 - 8:45 AM	TOTAL	5	239	203	952	378	5	5	37	23	325	22	976							
	TRUCK		5	4	4	4			0		4	0	4							
8:45 - 9:00 AM	TOTAL	5	275	241	1,089	411	6	5	42	24	399	25	1,103							
	TRUCK		4	2	3	3			1		3	0	5							
4:00 - 4:15 PM	TOTAL	0	76	49	213	54	0	0	4	0	28	2	184							
	TRUCK		3	1	3	3					3	1	1							
4:15 - 4:30 PM	TOTAL	0	129	106	367	106	0	3	7	4	64	3	356							
	TRUCK		2	3	2	3					3	1	3							
4:30 - 4:45 PM	TOTAL	0	193	151	528	155	1	5	12	7	107	7	552							
	TRUCK		5	1	2	0					1									
4:45 - 5:00 PM	TOTAL	0	251	195	697	199	3	6	12	9	143	8	763							
	TRUCK		3	1	4	1					1	1	2							
5:00 - 5:15 PM	TOTAL	0	313	249	891	242	5	8	14	10	173	13	966							
	TRUCK		2	1	3	1					1		4							
5:15 - 5:30 PM	TOTAL	0	373	297	1,067	300	6	8	17	11	216	25	1,118							
	TRUCK		3	2	0	2							3							
5:30 - 5:45 PM	TOTAL	0	431	354	1,328	346	9	8	23	15	247	25	1,368							
	TRUCK		2	1		2							3							
5:45 - 6:00 PM	TOTAL	0	492	393	1,370	389	10	8	26	16	274	27	1,592							
	TRUCK		2	1		1							1							

DATE:	Wk: 5/24/2017 Sat: 5/20/2017	**CALCULATIONS - DO NOT EDIT THIS SHEET**	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 11-2PM		NAME:	Wk: BK Sat: Traffic Databank
LOCATION:	NY 312 & US 6		INT #:	1

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	2	23	15	110	62	2	0	4	0	30	3	105	356	0	0	0	1	0	
	TRUCK	1	3	1	5	3	0	0	1	0	4	1	4		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	0	28	35	130	66	1	0	4	2	52	6	109	433	0	0	0	0	0	
	TRUCK	0	5	5	6	4	0	0	3	0	3	3	7		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	1	42	41	151	56	0	0	6	5	44	4	175	525	0	0	0	0	0	
	TRUCK	0	2	5	8	6	0	0	2	0	6	0	10		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	1	42	24	136	56	0	3	7	5	59	1	176	510	0	0	0	0	0	
	TRUCK	0	4	3	4	7	0	2	2	0	4	0	8		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	0	39	22	132	52	1	0	3	10	56	5	143	463	0	0	0	0	0	
	TRUCK	0	5	3	6	5	0	0	1	0	7	0	10		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	1	26	27	130	42	1	2	7	0	36	1	132	405	0	0	0	0	0	
	TRUCK	0	3	5	5	1	0	0	1	0	8	0	5		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	0	39	39	163	44	0	0	6	1	48	2	136	478	0	0	0	0	0	
	TRUCK	0	5	4	4	4	0	0	0	0	4	0	4		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	0	36	38	137	33	1	0	5	1	74	3	127	455	0	0	0	0	0	
	TRUCK	0	4	2	3	3	0	0	1	0	3	0	5		0	0	0	0	0	
11:00 - 11:15 AM	TOTAL	3	42	42	163	46	3	0	9	3	33	2	142	488	0	0	0	0	0	
	TRUCK	0	0	1	2	1	0	0	0	0	1	0	1		0	0	0	0	0	
11:15 - 11:30 AM	TOTAL	1	40	53	186	59	1	0	11	6	43	3	180	583	0	0	0	0	0	
	TRUCK	0	2	1	4	3	0	0	0	0	2	0	1		0	0	0	0	0	
11:30 - 11:45 AM	TOTAL	2	57	55	166	40	2	0	2	7	34	0	151	516	0	0	0	0	0	
	TRUCK	0	1	0	2	1	0	0	0	0	1	0	1		0	0	0	0	0	
11:45 - 12:00 PM	TOTAL	0	59	42	178	44	1	0	4	3	45	4	176	556	0	0	0	0	0	
	TRUCK	0	0	0	3	1	0	0	0	0	1	0	2		0	0	0	0	0	
12:00 - 12:15 PM	TOTAL	3	39	41	189	56	4	0	6	7	30	3	150	528	0	0	0	0	0	
	TRUCK	0	1	2	4	0	0	0	0	0	0	1	2		0	0	0	0	0	
12:15 - 12:30 PM	TOTAL	1	38	46	182	52	0	1	15	8	46	1	175	565	0	0	0	0	0	
	TRUCK	0	1	1	2	3	0	0	1	1	2	0	3		0	0	0	0	0	
12:30 - 12:45 PM	TOTAL	3	37	40	171	48	3	0	6	2	44	3	160	517	0	0	0	0	0	
	TRUCK	0	1	0	3	1	0	0	0	0	1	0	0		0	0	0	0	0	
12:45 - 1:00 PM	TOTAL	2	42	37	190	54	1	0	7	10	35	0	187	565	0	0	0	0	0	
	TRUCK	0	0	0	2	0	0	0	1	0	1	0	2		0	0	0	0	0	

1:00 - 1:15 PM	TOTAL	0	35	46	162	48	1	1	5	4	41	3	173	519	0	0	0	0	0
	TRUCK	0	0	1	2	1	0	0	0	0	0	0	2		0	0	0	0	0
1:15 - 1:30 PM	TOTAL	1	49	44	152	49	1	0	6	6	37	4	182	531	0	0	0	0	0
	TRUCK	0	0	1	1	2	0	0	0	0	2	0	1		0	0	0	0	0
1:30 - 1:45 PM	TOTAL	3	42	36	142	55	3	1	6	5	41	2	186	522	0	0	0	0	0
	TRUCK	0	0	2	3	0	0	0	0	0	0	0	5		0	0	0	0	0
1:45 - 2:00 PM	TOTAL	1	41	53	161	42	0	0	7	5	28	1	156	495	0	0	0	0	0
	TRUCK	0	3	1	1	0	0	0	1	0	0	0	2		0	0	0	0	0
4:00 - 4:15 PM	TOTAL	0	76	49	213	54	0	0	4	0	28	2	184	610	0	0	0	0	0
	TRUCK	0	3	1	3	3	0	0	0	0	3	1	1		0	0	0	0	0
4:15 - 4:30 PM	TOTAL	0	53	57	154	52	0	3	3	4	36	1	172	535	0	0	0	0	0
	TRUCK	0	2	3	2	3	0	0	0	0	3	1	3		0	0	0	0	0
4:30 - 4:45 PM	TOTAL	0	64	45	161	49	1	2	5	3	43	4	196	573	0	0	0	0	0
	TRUCK	0	5	1	2	0	0	0	0	0	1	0	0		0	0	0	0	0
4:45 - 5:00 PM	TOTAL	0	58	44	169	44	2	1	0	2	36	1	211	568	0	0	0	0	0
	TRUCK	0	3	1	4	1	0	0	0	0	1	1	2		0	0	0	0	0
5:00 - 5:15 PM	TOTAL	0	62	54	194	43	2	2	2	1	30	5	203	598	0	0	0	0	0
	TRUCK	0	2	1	3	1	0	0	0	0	1	0	4		0	0	0	0	0
5:15 - 5:30 PM	TOTAL	0	60	48	176	58	1	0	3	1	43	12	152	554	0	0	0	0	0
	TRUCK	0	3	2	0	2	0	0	0	0	0	0	3		0	0	0	0	0
5:30 - 5:45 PM	TOTAL	0	58	57	261	46	3	0	6	4	31	0	250	716	0	0	0	0	0
	TRUCK	0	2	1	0	2	0	0	0	0	0	0	3		0	0	0	0	0
5:45 - 6:00 PM	TOTAL	0	61	39	42	43	1	0	3	1	27	2	224	443	0	0	0	0	0
	TRUCK	0	2	1	0	1	0	0	0	0	0	0	1		0	0	0	0	0

1: US 6 WB - Left
2: US 6 WB - Thru
3: US 6 WB - Right
4: US 6 EB - Left
5: US 6 EB - Thru
6: US 6 EB - Right
7: NY 312 NB - Right
8: NY 312 NB - Thru
9: NY 312 NB - Left
10: NY 312 SB - Left
11: NY 312 SB - Thru
12: NY 312 SB - Right

A: Cross NY 312 South side of Int
B: Cross US 6 West side of Int
C: Cross NY 312 North side of Int
D: Cross US 6 South side of Int

DATE:	Wk: 5/24/2017 Sat: 5/20/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM	NAME:	Wk: BK Sat: Traffic Databank
LOCATION:	NY 312 & US 6	INT #:	1

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	4	135	115	527	240	3	3	21	12	185	14	565	1,824				1	1	
	TRUCK	25%	10%	12%	4%	8%	0%	67%	38%	0%	9%	29%	5%							0.87
7:15 - 8:15 AM	TOTAL	2	151	122	549	230	2	3	20	22	211	16	603	1,931						
	TRUCK	0%	11%	13%	4%	10%	0%	67%	40%	0%	9%	19%	6%							0.92
7:30 - 8:30 AM	TOTAL	3	149	114	549	206	2	5	23	20	195	11	626	1,903						
	TRUCK	0%	9%	14%	4%	9%	0%	40%	26%	0%	13%	0%	5%							0.91
7:45 - 8:45 AM	TOTAL	2	146	112	561	194	2	5	23	16	199	9	587	1,856						
	TRUCK	0%	12%	13%	3%	9%	0%	40%	17%	0%	12%	0%	5%							0.91
8:00 - 9:00 AM	TOTAL	1	140	126	562	171	3	2	21	12	214	11	538	1,801						
	TRUCK	0%	12%	11%	3%	8%	0%	0%	14%	0%	10%	0%	4%							0.94
11:00 - 12:00 AM	TOTAL	6	198	192	693	189	7		26	19	155	9	649	2,143						
	TRUCK	0%	2%	1%	2%	3%	0%		0%	0%	3%	0%	1%							0.92
11:15 - 12:15 AM	TOTAL	6	195	191	719	199	8		23	23	152	10	657	2,183						
	TRUCK	0%	2%	2%	2%	3%	0%		0%	0%	3%	10%	1%							0.94
11:30 - 12:30 AM	TOTAL	6	193	184	715	192	7	1	27	25	155	8	652	2,165						
	TRUCK	0%	2%	2%	2%	3%	0%	0%	4%	4%	3%	13%	1%							0.96
11:45 - 12:45 PM	TOTAL	7	173	169	720	200	8	1	31	20	165	11	661	2,166						
	TRUCK	0%	2%	2%	2%	3%	0%	0%	3%	5%	2%	9%	1%							0.96
12:00 - 1:00 PM	TOTAL	9	156	164	732	210	8	1	34	27	155	7	672	2,175						
	TRUCK	0%	2%	2%	2%	2%	0%	0%	6%	4%	3%	14%	1%							0.96
12:15 - 1:15 PM	TOTAL	6	152	169	705	202	5	2	33	24	166	7	695	2,166						
	TRUCK	0%	1%	1%	1%	2%	0%	0%	6%	4%	2%	0%	1%							0.96
12:30 - 1:30 PM	TOTAL	6	163	167	675	199	6	1	24	22	157	10	702	2,132						
	TRUCK	0%	1%	1%	1%	2%	0%	0%	4%	0%	3%	0%	1%							0.94
12:45 - 1:45 PM	TOTAL	6	168	163	646	206	6	2	24	25	154	9	728	2,137						
	TRUCK	0%	0%	2%	1%	1%	0%	0%	4%	0%	2%	0%	1%							0.95
1:00 - 2:00 PM	TOTAL	5	167	179	617	194	5	2	24	20	147	10	697	2,067						
	TRUCK	0%	2%	3%	1%	2%	0%	0%	4%	0%	1%	0%	1%							0.97

4:00 - 5:00 PM	TOTAL		251	195	697	199	3	6	12	9	143	8	763	2,286						
	TRUCK		5%	3%	2%	4%	0%	0%	0%	0%	6%	38%	1%							0.94
4:15 - 5:15 PM	TOTAL		237	200	678	188	5	8	10	10	145	11	782	2,274						
	TRUCK		5%	3%	2%	3%	0%	0%	0%	0%	4%	18%	1%							0.95
4:30 - 5:30 PM	TOTAL		244	191	700	194	6	5	10	7	152	22	762	2,293						
	TRUCK		5%	3%	1%	2%	0%	0%	0%	0%	2%	5%	1%							0.96
4:45 - 5:45 PM	TOTAL		238	203	800	191	8	3	11	8	140	18	816	2,436						
	TRUCK		4%	2%	1%	3%	0%	0%	0%	0%	1%	6%	1%							0.85
5:00 - 6:00 PM	TOTAL		241	198	673	190	7	2	14	7	131	19	829	2,311						
	TRUCK		4%	3%	0%	3%	0%	0%	0%	0%	1%	0%	1%							0.81

1: US 6 WB - Left
2: US 6 WB - Thru
3: US 6 WB - Right
4: US 6 EB - Left
5: US 6 EB - Thru
6: US 6 EB - Right
7: NY 312 NB - Right
8: NY 312 NB - Thru
9: NY 312 NB - Left
10: NY 312 SB - Left
11: NY 312 SB - Thru
12: NY 312 SB - Right

A: Cross NY 312 South side of Int
B: Cross US 6 West side of Int
C: Cross NY 312 North side of Int
D: Cross US 6 South side of Int

DATE:	Wk: 5/24/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM	NAME:	BO/RB
LOCATION:	NY 312 & Prospect Hill Road	INT #:	2

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	148	9	137	5	2	4													
	TRUCK	7		3	2		1													
7:15 - 7:30 AM	TOTAL	288	23	288	8	2	8													
	TRUCK	15		4	1															
7:30 - 7:45 AM	TOTAL	491	43	485	13	2	12													
	TRUCK	5		4			1													
7:45 - 8:00 AM	TOTAL	740	68	655	15	9	28													
	TRUCK	9		12																
8:00 - 8:15 AM	TOTAL	874	71	802	17	12	37										1			
	TRUCK	4		7																
8:15 - 8:30 AM	TOTAL	1,041	73	946	23	14	42													
	TRUCK	10		6	1															
8:30 - 8:45 AM	TOTAL	1,212	76	1,130	23	16	45													
	TRUCK	5		10	1		1													
8:45 - 9:00 AM	TOTAL	1,418	79	1,321	27	17	49										1			
	TRUCK	8		2	1		1													
4:00 - 4:15 PM	TOTAL	192	7	238	4	5	38													
	TRUCK	6		5																
4:15 - 4:30 PM	TOTAL	410	10	456	7	6	53													
	TRUCK	4	1	6			1													
4:30 - 4:45 PM	TOTAL	634	13	655	9	6	57													
	TRUCK	4		4																
4:45 - 5:00 PM	TOTAL	875	18	881	9	12	65													
	TRUCK	3		7																
5:00 - 5:15 PM	TOTAL	1,070	25	1,103	10	15	69													
	TRUCK	2		4																
5:15 - 5:30 PM	TOTAL	1,289	25	1,331	10	18	74													
	TRUCK	1		1																
5:30 - 5:45 PM	TOTAL	1,502	28	1,560	10	22	80													
	TRUCK	5		1																
5:45 - 6:00 PM	TOTAL	1,719	28	1,748	11	23	91													
	TRUCK	4		1																

DATE:	Wk: 5/24/2017 Sat: 5/20/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 11AM-2PM	NAME:	Wk: BO/RB Sat: Traffic Databank
LOCATION:	NY 312 & Prospect Hill Road	INT #:	2

CALCULATIONS - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	148	9	137	5	2	4	0	0	0	0	0	0	305	0	0	0	0	0	
	TRUCK	7	0	3	2	0	1	0	0	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	140	14	151	3	0	4	0	0	0	0	0	0	312	0	0	0	0	0	
	TRUCK	15	0	4	1	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	203	20	197	5	0	4	0	0	0	0	0	0	429	0	0	0	0	0	
	TRUCK	5	0	4	0	0	1	0	0	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	249	25	170	2	7	16	0	0	0	0	0	0	469	0	0	0	0	0	
	TRUCK	9	0	12	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	134	3	147	2	3	9	0	0	0	0	0	0	298	0	0	1	0	0	
	TRUCK	4	0	7	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	167	2	144	6	2	5	0	0	0	0	0	0	326	0	0	0	0	0	
	TRUCK	10	0	6	1	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	171	3	184	0	2	3	0	0	0	0	0	0	363	0	0	0	0	0	
	TRUCK	5	0	10	1	0	1	0	0	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	206	3	191	4	1	4	0	0	0	0	0	0	409	0	0	1	0	0	
	TRUCK	8	0	2	1	0	1	0	0	0	0	0	0		0	0	0	0	0	
11:00 - 11:15 AM	TOTAL	181	6	215	0	2	13							417	0	0	0	0	0	
	TRUCK	4	0	4	0	0	0								0	0	0	0	0	
11:15 - 11:30 AM	TOTAL	217	2	232	3	3	9							466	0	0	0	0	0	
	TRUCK	3	0	4	0	0	0								0	0	0	0	0	
11:30 - 11:45 AM	TOTAL	188	7	221	1	5	6							428	0	0	0	0	0	
	TRUCK	3	1	3	0	0	0								0	0	0	0	0	
11:45 - 12:00 PM	TOTAL	228	2	248	3	1	2							484	0	0	0	0	0	
	TRUCK	4	0	4	1	0	1								0	0	0	0	0	
12:00 - 12:15 PM	TOTAL	180	3	224	0	1	5							413	0	0	0	0	0	
	TRUCK	3	0	5	0	0	0								0	0	0	0	0	
12:15 - 12:30 PM	TOTAL	216	6	229	2	3	13							469	0	0	0	0	0	
	TRUCK	2	0	3	1	0	1								0	0	0	0	0	
12:30 - 12:45 PM	TOTAL	217	1	225	0	0	13							456	0	0	0	0	0	
	TRUCK	1	0	3	0	0	0								0	0	0	0	0	
12:45 - 1:00 PM	TOTAL	214	9	230	2	1	2							458	0	0	0	0	0	
	TRUCK	2	1	4	0	0	0								0	0	0	0	0	

1:00 - 1:15 PM	TOTAL	222	3	200	1	2	3							431	0	0	0	0	0
	TRUCK	3	0	4	0	0	0								0	0	0	0	0
1:15 - 1:30 PM	TOTAL	229	3	205	0	2	4							443	0	0	0	0	0
	TRUCK	4	0	3	0	0	0								0	0	0	0	0
1:30 - 1:45 PM	TOTAL	218	5	192	2	3	5							425	0	0	0	0	0
	TRUCK	4	0	6	0	0	0								0	0	0	0	0
1:45 - 2:00 PM	TOTAL	185	0	206	2	0	4							397	0	0	0	0	0
	TRUCK	1	0	4	0	0	0								0	0	0	0	0
4:00 - 4:15 PM	TOTAL	192	7	238	4	5	38	0	0	0	0	0	0	484	0	0	0	0	0
	TRUCK	6	0	5	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:15 - 4:30 PM	TOTAL	218	3	218	3	1	15	0	0	0	0	0	0	458	0	0	0	0	0
	TRUCK	4	1	6	0	0	1	0	0	0	0	0	0		0	0	0	0	0
4:30 - 4:45 PM	TOTAL	224	3	199	2	0	4	0	0	0	0	0	0	432	0	0	0	0	0
	TRUCK	4	0	4	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:45 - 5:00 PM	TOTAL	241	5	226	0	6	8	0	0	0	0	0	0	486	0	0	0	0	0
	TRUCK	3	0	7	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:00 - 5:15 PM	TOTAL	195	7	222	1	3	4	0	0	0	0	0	0	432	0	0	0	0	0
	TRUCK	2	0	4	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:15 - 5:30 PM	TOTAL	219	0	228	0	3	5	0	0	0	0	0	0	455	0	0	0	0	0
	TRUCK	1	0	1	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:30 - 5:45 PM	TOTAL	213	3	229	0	4	6	0	0	0	0	0	0	455	0	0	0	0	0
	TRUCK	5	0	1	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:45 - 6:00 PM	TOTAL	217	0	188	1	1	11	0	0	0	0	0	0	418	0	0	0	0	0
	TRUCK	4	0	1	0	0	0	0	0	0	0	0	0		0	0	0	0	0

1: NY 312 WB - Thru
2: NY 312 WB - Left
3: NY 312 EB - Thru
4: NY 312 EB - Right
5: Prospect Rd NB - Left
6: Prospect Rd NB - Right
7:
8:
9:
10:
11:
12:

A:
B: Crossing NY 312 East side of Int
C: Crossing Prospect Hill Rd South side of Int
D: Crossing NY 312 West side of Int

DATE:	Wk: 5/24/2017 Sat: 5/20/2017	**PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET**	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 11AM-2PM		NAME:	Wk: BO/RB Sat: Traffic Databank
LOCATION:	NY 312 & Prospect Hill Road		INT #:	2

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	740	68	655	15	9	28							1,515						
	TRUCK	5%	0%	4%	20%	0%	7%													0.81
7:15 - 8:15 AM	TOTAL	726	62	665	12	10	33							1,508			1		1	
	TRUCK	5%	0%	4%	8%	0%	3%													0.80
7:30 - 8:30 AM	TOTAL	753	50	658	15	12	34							1,522			1		1	
	TRUCK	4%	0%	4%	7%	0%	3%													0.81
7:45 - 8:45 AM	TOTAL	721	33	645	10	14	33							1,456			1		1	
	TRUCK	4%	0%	5%	20%	0%	3%													0.78
8:00 - 9:00 AM	TOTAL	678	11	666	12	8	21							1,396			2		2	
	TRUCK	4%	0%	4%	25%	0%	10%													0.85
11:00 - 12:00 AM	TOTAL	814	17	916	7	11	30							1,795						
	TRUCK	2%	6%	2%	14%	0%	3%													0.93
11:15 - 12:15 AM	TOTAL	813	14	925	7	10	22							1,791						
	TRUCK	2%	7%	2%	14%	0%	5%													0.93
11:30 - 12:30 AM	TOTAL	812	18	922	6	10	26							1,794						
	TRUCK	1%	6%	2%	33%	0%	8%													0.93
11:45 - 12:45 PM	TOTAL	841	12	926	5	5	33							1,822						
	TRUCK	1%	0%	2%	40%	0%	6%													0.94
12:00 - 1:00 PM	TOTAL	827	19	908	4	5	33							1,796						
	TRUCK	1%	5%	2%	25%	0%	3%													0.96
12:15 - 1:15 PM	TOTAL	869	19	884	5	6	31							1,814						
	TRUCK	1%	5%	2%	20%	0%	3%													0.97
12:30 - 1:30 PM	TOTAL	882	16	860	3	5	22							1,788						
	TRUCK	1%	6%	2%	0%	0%	0%													0.98
12:45 - 1:45 PM	TOTAL	883	20	827	5	8	14							1,757						
	TRUCK	1%	5%	2%	0%	0%	0%													0.96
1:00 - 2:00 PM	TOTAL	854	11	803	5	7	16							1,696						
	TRUCK	1%	0%	2%	0%	0%	0%													0.96

4:00 - 5:00 PM	TOTAL	875	18	881	9	12	65							1,860						
	TRUCK	2%	6%	2%	0%	0%	2%													0.96
4:15 - 5:15 PM	TOTAL	878	18	865	6	10	31							1,808						
	TRUCK	1%	6%	2%	0%	0%	3%													0.93
4:30 - 5:30 PM	TOTAL	879	15	875	3	12	21							1,805						
	TRUCK	1%	0%	2%	0%	0%	0%													0.93
4:45 - 5:45 PM	TOTAL	868	15	905	1	16	23							1,828						
	TRUCK	1%	0%	1%	0%	0%	0%													0.94
5:00 - 6:00 PM	TOTAL	844	10	867	2	11	26							1,760						
	TRUCK	1%	0%	1%	0%	0%	0%													0.97

1: NY 312 WB - Thru
2: NY 312 WB - Left
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A:
B: Crossing NY 312 East side of Int
C: Crossing Prospect Hill Rd South side of Int
D: Crossing NY 312 West side of Int

DATE:	5/23/2017	JOB NO:	14012
PERIOD:	7:00AM - 7:00PM	NAME:	Traffic DataBank
LOCATION:	NY 312 & Pugsley Road	INT #:	3

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	133	0	0	137	3	0							273						
	TRUCK	10	0	0	1	0	0													
7:15 - 7:30 AM	TOTAL	162	1	0	181	1	1							346						
	TRUCK	16	0	0	10	0	0													
7:30 - 7:45 AM	TOTAL	166	0	0	167	1	1							335						
	TRUCK	14	0	0	11	0	0													
7:45 - 8:00 AM	TOTAL	245	1	0	215	1	1							463						
	TRUCK	26	0	0	13	0	0													
8:00 - 8:15 AM	TOTAL	215	1	0	169	0	0							385						
	TRUCK	15	1	0	9	0	0													
8:15 - 8:30 AM	TOTAL	152	0	0	165	1	0							318						
	TRUCK	10	0	0	9	1	0													
8:30 - 8:45 AM	TOTAL	174	1	0	186	1	0							362						
	TRUCK	11	0	0	18	0	0													
8:45 - 9:00 AM	TOTAL	195	1	0	195	0	1							392						
	TRUCK	9	0	0	9	0	0													
9:00 - 9:15 AM	TOTAL	210	0	1	151	1	0							363						
	TRUCK	10	0	0	12	0	0													
9:15 - 9:30 AM	TOTAL	143	1	0	168	2	1							315						
	TRUCK	7	0	0	2	0	0													
9:30 - 9:45 AM	TOTAL	182	2	0	150	0	0							334						
	TRUCK	13	0	0	7	0	0													
9:45 - 10:00 AM	TOTAL	176	0	0	156	1	0							333						
	TRUCK	8	0	0	11	0	0													
10:00 - 10:15 AM	TOTAL	145	0	0	182	1	0							328						
	TRUCK	9	0	0	8	0	0													
10:15 - 10:30 AM	TOTAL	140	2	0	177	0	1							320						
	TRUCK	10	0	0	12	0	0													
10:30 - 10:45 AM	TOTAL	172	1	0	180	2	0							355						
	TRUCK	6	0	0	5	0	0													
10:45 - 11:00 AM	TOTAL	158	1	0	178	2	0							339						
	TRUCK	10	0	0	8	0	0													
11:00 - 11:15 AM	TOTAL	188	0	0	179	2	0							369						
	TRUCK	13	0	0	13	0	0													

11:15 - 11:30 AM	TOTAL	157	0	0	166	1	0							324						
	TRUCK	11	0	0	10	0	0													
11:30 - 11:45 AM	TOTAL	177	0	0	165	0	0							342						
	TRUCK	10	0	0	13	0	0													
11:45 - 12:00 PM	TOTAL	165	0	0	193	0	0							358						
	TRUCK	14	0	0	6	0	0													
12:00 - 12:15 PM	TOTAL	195	1	0	198	0	1							395						
	TRUCK	11	0	1	9	0	1													
12:15 - 12:30 PM	TOTAL	201	1	1	172	0	1							376						
	TRUCK	13	0	0	9	0	0													
12:30 - 12:45 PM	TOTAL	179	0	0	173	0	1							353						
	TRUCK	5	0	0	10	0	1													
12:45 - 1:00 PM	TOTAL	153	1	0	209	0	0							363						
	TRUCK	4	0	0	11	0	0													
1:00 - 1:15 PM	TOTAL	192	2	0	165	0	0							359						
	TRUCK	13	0	0	9	0	0													
1:15 - 1:30 PM	TOTAL	184	0	0	208	0	0							392						
	TRUCK	5	0	0	6	0	0													
1:30 - 1:45 PM	TOTAL	198	2	0	181	0	0							381						
	TRUCK	8	0	0	5	0	0													
1:45 - 2:00 PM	TOTAL	211	0	0	183	0	0							394						
	TRUCK	11	0	0	9	0	0													
2:00 - 2:15 PM	TOTAL	204	2	1	215	0	0							422						
	TRUCK	15	0	0	14	0	0													
2:15 - 2:30 PM	TOTAL	200	3	0	206	0	1							410						
	TRUCK	12	0	0	12	0	1													
2:30 - 2:45 PM	TOTAL	214	1	0	223	1	0							439						
	TRUCK	12	0	0	15	0	0													
2:45 - 3:00 PM	TOTAL	210	1	1	191	1	0							404						
	TRUCK	11	0	0	14	0	0													
3:00 - 3:15 PM	TOTAL	226	1	2	199	0	0							428						
	TRUCK	7	0	0	10	0	0													
3:15 - 3:30 PM	TOTAL	220	0	0	212	1	1							434						
	TRUCK	9	0	0	12	0	0													
3:30 - 3:45 PM	TOTAL	234	2	0	209	0	0							445						
	TRUCK	5	0	0	11	0	0													
3:45 - 4:00 PM	TOTAL	231	3	0	222	2	0							458						
	TRUCK	9	0	0	7	0	0													
4:00 - 4:15 PM	TOTAL	231	1	1	184	0	1							418						
	TRUCK	15	0	0	6	0	0													
4:15 - 4:30 PM	TOTAL	219	3	1	266	1	2							492						
	TRUCK	3	0	0	5	0	0													

4:30 - 4:45 PM	TOTAL	225	0	0	224	0	0							449						
	TRUCK	2	0	0	4	0	0													
4:45 - 5:00 PM	TOTAL	188	3	0	244	0	0							435						
	TRUCK	5	0	0	4	0	0													
5:00 - 5:15 PM	TOTAL	290	3	0	242	2	0							537						
	TRUCK	2	0	0	1	0	0													
5:15 - 5:30 PM	TOTAL	235	2	0	233	1	1							472						
	TRUCK	0	0	0	1	0	0													
5:30 - 5:45 PM	TOTAL	194	3	0	219	0	0							416						
	TRUCK	0	0	0	9	0	0													
5:45 - 6:00 PM	TOTAL	210	2	0	216	0	0							428						
	TRUCK	1	0	0	5	0	0													
6:00 - 6:15 PM	TOTAL	198	0	1	176	4	0							379						
	TRUCK	2	0	0	2	0	0													
6:15 - 6:30 PM	TOTAL	199	5	0	160	2	0							366						
	TRUCK	4	0	0	4	0	0													
6:30 - 6:45 PM	TOTAL	217	1	0	153	0	0							371						
	TRUCK	1	0	0	3	0	0													
6:45 - 7:00 PM	TOTAL	185	2	0	148	1	0							336						
	TRUCK	1	0	0	1	0	0													

1: NY 312 WB - Thru	7:	A:
2: NY 312 WB - Right	8:	B:
3: NY 312 EB - Left	9:	C:
4: NY 312 EB - Thru	10:	D:
5: Pugsley Rd SB - Left	11:	
6: Pugsley Rd SB - Right	12:	

DATE:	5/23/2017	JOB NO:	14012
PERIOD:	7:00AM - 7:00PM	NAME:	Traffic DataBank
LOCATION:	NY 312 & Pugsley Road	INT #:	3

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	706	2		700	6	3							1,417						
	TRUCK	9%	0%		5%	0%	0%													0.765
7:15 - 8:15 AM	TOTAL	788	3		732	3	3							1,529						
	TRUCK	9%	33%		6%	0%	0%													0.826
7:30 - 8:30 AM	TOTAL	778	2		716	3	2							1,501						
	TRUCK	8%	50%		6%	33%	0%													0.81
7:45 - 8:45 AM	TOTAL	786	3		735	3	1							1,528						
	TRUCK	8%	33%		7%	33%	0%													0.825
8:00 - 9:00 AM	TOTAL	736	3		715	2	1							1,457						
	TRUCK	6%	33%		6%	50%	0%													0.929
8:15 - 9:15 AM	TOTAL	731	2	1	697	3	1							1,435						
	TRUCK	5%	0%	0%	7%	33%	0%													0.915
8:30 - 9:30 AM	TOTAL	722	3	1	700	4	2							1,432						
	TRUCK	5%	0%	0%	6%	0%	0%													0.913
8:45 - 9:45 AM	TOTAL	730	4	1	664	3	2							1,404						
	TRUCK	5%	0%	0%	5%	0%	0%													0.895
9:00 - 10:00 AM	TOTAL	711	3	1	625	4	1							1,345						
	TRUCK	5%	0%	0%	5%	0%	0%													0.926
9:15 - 10:15 AM	TOTAL	646	3		656	4	1							1,310						
	TRUCK	6%	0%		4%	0%	0%													0.981
9:30 - 10:30 AM	TOTAL	643	4		665	2	1							1,315						
	TRUCK	6%	0%		6%	0%	0%													0.984
9:45 - 10:45 AM	TOTAL	633	3		695	4	1							1,336						
	TRUCK	5%	0%		5%	0%	0%													0.941
10:00 - 11:00 AM	TOTAL	615	4		717	5	1							1,342						
	TRUCK	6%	0%		5%	0%	0%													0.945
10:15 - 11:15 AM	TOTAL	658	4		714	6	1							1,383						
	TRUCK	6%	0%		5%	0%	0%													0.937
10:30 - 11:30 AM	TOTAL	675	2		703	7								1,387						
	TRUCK	6%	0%		5%	0%														0.94
10:45 - 11:45 AM	TOTAL	680	1		688	5								1,374						
	TRUCK	6%	0%		6%	0%														0.931

11:00 - 12:00 AM	TOTAL	687			703	3								1,393						
	TRUCK	7%			6%	0%														0.944
11:15 - 12:15 AM	TOTAL	694	1		722	1	1							1,419						
	TRUCK	7%	0%		5%	0%	100%													0.898
11:30 - 12:30 AM	TOTAL	738	2	1	728		2							1,471						
	TRUCK	7%	0%	100%	5%		50%													0.931
11:45 - 12:45 PM	TOTAL	740	2	1	736		3							1,482						
	TRUCK	6%	0%	100%	5%		67%													0.938
12:00 - 1:00 PM	TOTAL	728	3	1	752		3							1,487						
	TRUCK	5%	0%	100%	5%		67%													0.941
12:15 - 1:15 PM	TOTAL	725	4	1	719		2							1,451						
	TRUCK	5%	0%	0%	5%		50%													0.965
12:30 - 1:30 PM	TOTAL	708	3		755		1							1,467						
	TRUCK	4%	0%		5%		100%													0.936
12:45 - 1:45 PM	TOTAL	727	5		763									1,495						
	TRUCK	4%	0%		4%															0.953
1:00 - 2:00 PM	TOTAL	785	4		737									1,526						
	TRUCK	5%	0%		4%															0.968
1:15 - 2:15 PM	TOTAL	797	4	1	787									1,589						
	TRUCK	5%	0%	0%	4%															0.941
1:30 - 2:30 PM	TOTAL	813	7	1	785		1							1,607						
	TRUCK	6%	0%	0%	5%		100%													0.952
1:45 - 2:45 PM	TOTAL	829	6	1	827	1	1							1,665						
	TRUCK	6%	0%	0%	6%	0%	100%													0.948
2:00 - 3:00 PM	TOTAL	828	7	2	835	2	1							1,675						
	TRUCK	6%	0%	0%	7%	0%	100%													0.954
2:15 - 3:15 PM	TOTAL	850	6	3	819	2	1							1,681						
	TRUCK	5%	0%	0%	6%	0%	100%													0.957
2:30 - 3:30 PM	TOTAL	870	3	3	825	3	1							1,705						
	TRUCK	4%	0%	0%	6%	0%	0%													0.971
2:45 - 3:45 PM	TOTAL	890	4	3	811	2	1							1,711						
	TRUCK	4%	0%	0%	6%	0%	0%													0.961
3:00 - 4:00 PM	TOTAL	911	6	2	842	3	1							1,765						
	TRUCK	3%	0%	0%	5%	0%	0%													0.963
3:15 - 4:15 PM	TOTAL	916	6	1	827	3	2							1,755						
	TRUCK	4%	0%	0%	4%	0%	0%													0.958
3:30 - 4:30 PM	TOTAL	915	9	2	881	3	3							1,813						
	TRUCK	3%	0%	0%	3%	0%	0%													0.921
3:45 - 4:45 PM	TOTAL	906	7	2	896	3	3							1,817						
	TRUCK	3%	0%	0%	2%	0%	0%													0.923

4:00 - 5:00 PM	TOTAL	863	7	2	918	1	3							1,794						
	TRUCK	3%	0%	0%	2%	0%	0%													0.912
4:15 - 5:15 PM	TOTAL	922	9	1	976	3	2							1,913						
	TRUCK	1%	0%	0%	1%	0%	0%													0.891
4:30 - 5:30 PM	TOTAL	938	8		943	3	1							1,893						
	TRUCK	1%	0%		1%	0%	0%													0.881
4:45 - 5:45 PM	TOTAL	907	11		938	3	1							1,860						
	TRUCK	1%	0%		2%	0%	0%													0.866
5:00 - 6:00 PM	TOTAL	929	10		910	3	1							1,853						
	TRUCK	0%	0%		2%	0%	0%													0.863
5:15 - 6:15 PM	TOTAL	837	7	1	844	5	1							1,695						
	TRUCK	0%	0%	0%	2%	0%	0%													0.898
5:30 - 6:30 PM	TOTAL	801	10	1	771	6								1,589						
	TRUCK	1%	0%	0%	3%	0%														0.928
5:45 - 6:45 PM	TOTAL	824	8	1	705	6								1,544						
	TRUCK	1%	0%	0%	2%	0%														0.902
6:00 - 7:00 PM	TOTAL	799	8	1	637	7								1,452						
	TRUCK	1%	0%	0%	2%	0%														0.958

1: NY 312 WB - Thru	7:	A:
2: NY 312 WB - Right	8:	B:
3: NY 312 EB - Left	9:	C:
4: NY 312 EB - Thru	10:	D:
5: Pugsley Rd SB - Left	11:	
6: Pugsley Rd SB - Right	12:	

DATE:	Sat: 5/20/2017	**CALCULATIONS - DO NOT EDIT THIS SHEET**	JOB NO:	14012
PERIOD:	Sat: 11AM-2PM		NAME:	Sat: Traffic Databank
LOCATION:	NY 312 & PUGSLEY ROAD		INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
11:00 - 11:15 AM	TOTAL	5	0	0	226	186	1							418	0	0	0	0	0	
	TRUCK	0	0	0	3	4	0								0	0	0	0	0	
11:15 - 11:30 AM	TOTAL	2	0	0	243	219	0							464	0	0	0	0	0	
	TRUCK	0	0	0	5	4	0								0	0	0	0	0	
11:30 - 11:45 AM	TOTAL	0	0	0	240	204	0							444	0	0	0	0	0	
	TRUCK	0	0	0	2	3	0								0	0	0	0	0	
11:45 - 12:00 PM	TOTAL	2	0	0	242	217	1							462	0	0	0	0	0	
	TRUCK	0	0	0	4	4	0								0	0	0	0	0	
12:00 - 12:15 PM	TOTAL	0	1	0	238	191	1							431	0	0	0	0	0	
	TRUCK	0	0	0	7	4	0								0	0	0	0	0	
12:15 - 12:30 PM	TOTAL	0	0	0	252	222	0							474	0	0	0	0	0	
	TRUCK	0	0	0	4	1	0								0	0	0	0	0	
12:30 - 12:45 PM	TOTAL	3	0	0	224	220	0							447	0	0	0	0	0	
	TRUCK	0	0	0	3	2	0								0	0	0	0	0	
12:45 - 1:00 PM	TOTAL	1	0	0	238	210	2							451	0	0	0	0	0	
	TRUCK	1	0	0	4	3	1								0	0	0	0	0	
1:00 - 1:15 PM	TOTAL	2	0	0	209	227	2							440	0	0	0	0	0	
	TRUCK	0	0	0	3	3	0								0	0	0	0	0	
1:15 - 1:30 PM	TOTAL	1	0	1	211	242	2							457	0	0	0	0	0	
	TRUCK	0	0	1	2	2	0								0	0	0	0	0	
1:30 - 1:45 PM	TOTAL	2	1	0	197	216	3							419	0	0	0	0	0	
	TRUCK	0	1	0	6	3	0								0	0	0	0	0	
1:45 - 2:00 PM	TOTAL	1	0	0	213	189	1							404	0	0	0	0	0	
	TRUCK	0	0	0	5	1	0								0	0	0	0	0	

1: Pugsley Rd SB - Left	7:	A:
2: Pugsley Rd SB - Right	8:	B:
3: NY 312 EB - Left	9:	C:
4: NY 312 EB - Thru	10:	D:
5: NY 312 WB - Thru	11:	
6: NY 312 WB - Right	12:	

DATE:	Sat: 5/20/2017	**PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET**	JOB NO:	14012
PERIOD:	Sat: 11AM-2PM		NAME:	Sat: Traffic Databank
LOCATION:	NY 312 & PUGSLEY ROAD		INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
11:00 - 12:00 AM	TOTAL	9			951	826	2							1,788						
	TRUCK	0%			1%	2%	0%													0.96
11:15 - 12:15 AM	TOTAL	4	1		963	831	2							1,801						
	TRUCK	0%	0%		2%	2%	0%													0.97
11:30 - 12:30 AM	TOTAL	2	1		972	834	2							1,811						
	TRUCK	0%	0%		2%	1%	0%													0.96
11:45 - 12:45 PM	TOTAL	5	1		956	850	2							1,814						
	TRUCK	0%	0%		2%	1%	0%													0.96
12:00 - 1:00 PM	TOTAL	4	1		952	843	3							1,803						
	TRUCK	25%	0%		2%	1%	33%													0.95
12:15 - 1:15 PM	TOTAL	6			923	879	4							1,812						
	TRUCK	17%			2%	1%	25%													0.96
12:30 - 1:30 PM	TOTAL	7		1	882	899	6							1,795						
	TRUCK	14%		100%	1%	1%	17%													0.98
12:45 - 1:45 PM	TOTAL	6	1	1	855	895	9							1,767						
	TRUCK	17%	100%	100%	2%	1%	11%													0.97
1:00 - 2:00 PM	TOTAL	6	1	1	830	874	8							1,720						
	TRUCK	0%	100%	100%	2%	1%	0%													0.94

1: Pugsley Rd SB - Left	7:	A:
2: Pugsley Rd SB - Right	8:	B:
3: NY 312 EB - Left	9:	C:
4: NY 312 EB - Thru	10:	D:
5: NY 312 WB - Thru	11:	
6: NY 312 WB - Right	12:	

DATE:	Wk: 9/13/2017 SAT: 1/6/2018	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 12-2PM	NAME:	JJ/TK
LOCATION:	NY Route 312, CareMount Entrance, Brewster, NY	INT #:	4

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	2		0	3	136		2	190											
	TRUCK	0		0	0	5		0	6											
7:15 - 7:30 AM	TOTAL	4		0	9	288		10	360											
	TRUCK	0		0	0	7		0	4											
7:30 - 7:45 AM	TOTAL	5		1	12	417		21	610											
	TRUCK	0		0	0	5		0	10											
7:45 - 8:00 AM	TOTAL	5		2	20	588		56	885											
	TRUCK	0		0	0	10		0	13											
8:00 - 8:15 AM	TOTAL	7		3	29	750		82	1,088											
	TRUCK	0		0	0	5		0	5							1				
8:15 - 8:30 AM	TOTAL	15		7	40	910		109	1,293											
	TRUCK	0		0	0	10		0	13											
8:30 - 8:45 AM	TOTAL	21		10	47	1,099		131	1,465											
	TRUCK	0		0	0	11		0	20											
8:45 - 9:00 AM	TOTAL	34		16	54	1,253		153	1,684											
	TRUCK	0		0	0	8		0	10											
12:00 - 12:15 PM	TOTAL	9		6	2	227		4	190											
	TRUCK					7			3											
12:15 - 12:30 PM	TOTAL	20		12	2	438		10	350											
	TRUCK					3			2											
12:30 - 12:45 PM	TOTAL	27		20	6	661		12	521											
	TRUCK					4			2											
12:45 - 1:00 PM	TOTAL	31		21	7	849		18	664											
	TRUCK					4			1											
1:00 - 1:15 PM	TOTAL	49		25	10	1,063		22	848											
	TRUCK					4			1											
1:15 - 1:30 PM	TOTAL	58		27	15	1,305		26	1,059											
	TRUCK					3			1											
1:30 - 1:45 PM	TOTAL	65		28	18	1,466		30	1,202											
	TRUCK					1			1											
1:45 - 2:00 PM	TOTAL	68		32	20	1,687		34	1,419											
	TRUCK					5			6											

4:00 - 4:15 PM	TOTAL	19		10	6	247		17	194											
	TRUCK	0		0	0	5		0	8											
4:15 - 4:30 PM	TOTAL	36		17	14	451		27	389											
	TRUCK	0		0	0	6		0	6											
4:30 - 4:45 PM	TOTAL	62		27	19	668		37	593											
	TRUCK	0		0	0	8		0	3											
4:45 - 5:00 PM	TOTAL	84		42	24	877		50	799											
	TRUCK	0		0	0	8		0	8											
5:00 - 5:15 PM	TOTAL	111		55	26	1,086		58	1,008											
	TRUCK	0		0	0	3		0	2											
5:15 - 5:30 PM	TOTAL	135		64	32	1,305		64	1,230											
	TRUCK	2		0	1	4		1	0											
5:30 - 5:45 PM	TOTAL	161		79	37	1,517		76	1,442											
	TRUCK	0		0	0	4		0	4											
5:45 - 6:00 PM	TOTAL	174		85	39	1,715		80	1,632											
	TRUCK	0		0	0	4		0	3											

1: CareMount Dwy NB - Right
2:
3: CareMount Dwy NB - Left
4: NY-312 EB - Right
5: NY-312 EB - Thru
6:
7: NY-312 WB - Left
8: NY 312 WB - Thru
9:
10:
11:
12:
A:
B: Cross NY 312 West side of int.
C:
D:

DATE:	Wk: 9/13/2017 SAT: 1/6/2018	**CALCULATIONS - DO NOT EDIT THIS SHEET**	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 12-2PM		NAME:	JJ/TK
LOCATION:	NY Route 312, CareMount Entrance, Brewster, NY		INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	2	0	0	3	136	0	2	190	0	0	0	0	333	0	0	0	0	0	
	TRUCK	0	0	0	0	5	0	0	6	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	2	0	0	6	152	0	8	170	0	0	0	0	338	0	0	0	0	0	
	TRUCK	0	0	0	0	7	0	0	4	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	1	0	1	3	129	0	11	250	0	0	0	0	395	0	0	0	0	0	
	TRUCK	0	0	0	0	5	0	0	10	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	0	0	1	8	171	0	35	275	0	0	0	0	490	0	0	0	0	0	
	TRUCK	0	0	0	0	10	0	0	13	0	0	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	2	0	1	9	162	0	26	203	0	0	0	0	403	0	0	0	0	0	
	TRUCK	0	0	0	0	5	0	0	5	0	0	0	0		0	1	0	0	0	
8:15 - 8:30 AM	TOTAL	8	0	4	11	160	0	27	205	0	0	0	0	415	0	0	0	0	0	
	TRUCK	0	0	0	0	10	0	0	13	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	6	0	3	7	189	0	22	172	0	0	0	0	399	0	0	0	0	0	
	TRUCK	0	0	0	0	11	0	0	20	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	13	0	6	7	154	0	22	219	0	0	0	0	421	0	0	0	0	0	
	TRUCK	0	0	0	0	8	0	0	10	0	0	0	0		0	0	0	0	0	
12:00 - 12:15 PM	TOTAL	9	0	6	2	227	0	4	190	0	0	0	0	438	0	0	0	0	0	
	TRUCK	0	0	0	0	7	0	0	3	0	0	0	0		0	0	0	0	0	
12:15 - 12:30 PM	TOTAL	11	0	6	0	211	0	6	160	0	0	0	0	394	0	0	0	0	0	
	TRUCK	0	0	0	0	3	0	0	2	0	0	0	0		0	0	0	0	0	
12:30 - 12:45 PM	TOTAL	7	0	8	4	223	0	2	171	0	0	0	0	415	0	0	0	0	0	
	TRUCK	0	0	0	0	4	0	0	2	0	0	0	0		0	0	0	0	0	
12:45 - 1:00 PM	TOTAL	4	0	1	1	188	0	6	143	0	0	0	0	343	0	0	0	0	0	
	TRUCK	0	0	0	0	4	0	0	1	0	0	0	0		0	0	0	0	0	
1:00 - 1:15 PM	TOTAL	18	0	4	3	214	0	4	184	0	0	0	0	427	0	0	0	0	0	
	TRUCK	0	0	0	0	4	0	0	1	0	0	0	0		0	0	0	0	0	
1:15 - 1:30 PM	TOTAL	9	0	2	5	242	0	4	211	0	0	0	0	473	0	0	0	0	0	
	TRUCK	0	0	0	0	3	0	0	1	0	0	0	0		0	0	0	0	0	
1:30 - 1:45 PM	TOTAL	7	0	1	3	161	0	4	143	0	0	0	0	319	0	0	0	0	0	
	TRUCK	0	0	0	0	1	0	0	1	0	0	0	0		0	0	0	0	0	
1:45 - 2:00 PM	TOTAL	3	0	4	2	221	0	4	217	0	0	0	0	451	0	0	0	0	0	
	TRUCK	0	0	0	0	5	0	0	6	0	0	0	0		0	0	0	0	0	

4:00 - 4:15 PM	TOTAL	19	0	10	6	247	0	17	194	0	0	0	0	493	0	0	0	0	0
	TRUCK	0	0	0	0	5	0	0	8	0	0	0	0		0	0	0	0	0
4:15 - 4:30 PM	TOTAL	17	0	7	8	204	0	10	195	0	0	0	0	441	0	0	0	0	0
	TRUCK	0	0	0	0	6	0	0	6	0	0	0	0		0	0	0	0	0
4:30 - 4:45 PM	TOTAL	26	0	10	5	217	0	10	204	0	0	0	0	472	0	0	0	0	0
	TRUCK	0	0	0	0	8	0	0	3	0	0	0	0		0	0	0	0	0
4:45 - 5:00 PM	TOTAL	22	0	15	5	209	0	13	206	0	0	0	0	470	0	0	0	0	0
	TRUCK	0	0	0	0	8	0	0	8	0	0	0	0		0	0	0	0	0
5:00 - 5:15 PM	TOTAL	27	0	13	2	209	0	8	209	0	0	0	0	468	0	0	0	0	0
	TRUCK	0	0	0	0	3	0	0	2	0	0	0	0		0	0	0	0	0
5:15 - 5:30 PM	TOTAL	24	0	9	6	219	0	6	222	0	0	0	0	486	0	0	0	0	0
	TRUCK	2	0	0	1	4	0	1	0	0	0	0	0		0	0	0	0	0
5:30 - 5:45 PM	TOTAL	26	0	15	5	212	0	12	212	0	0	0	0	482	0	0	0	0	0
	TRUCK	0	0	0	0	4	0	0	4	0	0	0	0		0	0	0	0	0
5:45 - 6:00 PM	TOTAL	13	0	6	2	198	0	4	190	0	0	0	0	413	0	0	0	0	0
	TRUCK	0	0	0	0	4	0	0	3	0	0	0	0		0	0	0	0	0

1: CareMount Dwy NB - Right
2:
3: CareMount Dwy NB - Left
4: NY-312 EB - Right
5: NY-312 EB - Thru
6:
7: NY-312 WB - Left
8: NY 312 WB - Thru
9:
10:
11:
12:
A:
B: Cross NY 312 West side of int.
C:
D:

DATE:	Wk: 9/13/2017 SAT: 1/6/2018	**PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET**	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 12-2PM		NAME:	JJ/TK
LOCATION:	NY Route 312, CareMount Entrance, Brewster, NY		INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	5		2	20	588		56	885					1,556						
	TRUCK	0%		0%	0%	5%		0%	4%											0.79
7:15 - 8:15 AM	TOTAL	5		3	26	614		80	898					1,626						
	TRUCK	0%		0%	0%	4%		0%	4%							1			1	0.83
7:30 - 8:30 AM	TOTAL	11		7	31	622		99	933					1,703						
	TRUCK	0%		0%	0%	5%		0%	4%							1			1	0.87
7:45 - 8:45 AM	TOTAL	16		9	35	682		110	855					1,707						
	TRUCK	0%		0%	0%	5%		0%	6%							1			1	0.87
8:00 - 9:00 AM	TOTAL	29		14	34	665		97	799					1,638						
	TRUCK	0%		0%	0%	5%		0%	6%							1			1	0.97
12:00 - 1:00 PM	TOTAL	31		21	7	849		18	664					1,590						
	TRUCK	0%		0%	0%	2%		0%	1%											0.91
12:15 - 1:15 PM	TOTAL	40		19	8	836		18	658					1,579						
	TRUCK	0%		0%	0%	2%		0%	1%											0.92
12:30 - 1:30 PM	TOTAL	38		15	13	867		16	709					1,658						
	TRUCK	0%		0%	0%	2%		0%	1%											0.88
12:45 - 1:45 PM	TOTAL	38		8	12	805		18	681					1,562						
	TRUCK	0%		0%	0%	1%		0%	1%											0.83
1:00 - 2:00 PM	TOTAL	37		11	13	838		16	755					1,670						
	TRUCK	0%		0%	0%	2%		0%	1%											0.88
4:00 - 5:00 PM	TOTAL	84		42	24	877		50	799					1,876						
	TRUCK	0%		0%	0%	3%		0%	3%											0.95
4:15 - 5:15 PM	TOTAL	92		45	20	839		41	814					1,851						
	TRUCK	0%		0%	0%	3%		0%	2%											0.98
4:30 - 5:30 PM	TOTAL	99		47	18	854		37	841					1,896						
	TRUCK	2%		0%	6%	3%		3%	2%											0.98
4:45 - 5:45 PM	TOTAL	99		52	18	849		39	849					1,906						
	TRUCK	2%		0%	6%	2%		3%	2%											0.98
5:00 - 6:00 PM	TOTAL	90		43	15	838		30	833					1,849						
	TRUCK	2%		0%	7%	2%		3%	1%											0.95

DATE:	5/24/2017	JOB NO:	14012
PERIOD:	7-9AM & 4-6PM	NAME:	KRM
LOCATION:	NY 312 & Interstate 84 Eastbound Ramps/Independent Way	INT #:	5

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	24	71	65	27	31	19	36	63	49	56	41	40							
	TRUCK	0	9	2	2	2	1	1	0	5	0	1	2							
7:15 - 7:30 AM	TOTAL	38	151	124	44	54	47	70	110	121	100	118	76							
	TRUCK	1	12	2	2	1	1	2	0	5	0	6	3							
7:30 - 7:45 AM	TOTAL	58	273	170	74	82	75	113	164	209	149	197	107							
	TRUCK	3	14	2	3	3	4	1	0	2	0	6	1							
7:45 - 8:00 AM	TOTAL	82	420	221	101	107	107	156	202	320	214	277	146							
	TRUCK	1	13	2	1	1	0	4	0	1	5	7	0							
8:00 - 8:15 AM	TOTAL	95	513	279	130	131	133	194	241	380	265	348	191							
	TRUCK	1	6	4	1	0	2	3	3	0	5	3	1							
8:15 - 8:30 AM	TOTAL	115	619	328	162	157	165	237	278	446	317	421	230							
	TRUCK	4	9	4	1	2	5	2	4	2	2	9	1							
8:30 - 8:45 AM	TOTAL	130	720	394	195	187	218	289	315	505	364	499	284							
	TRUCK	2	4	3	3	3	4	2	0	2	2	12	1							
8:45 - 9:00 AM	TOTAL	162	853	444	218	209	238	326	347	580	410	582	351							
	TRUCK	6	3	2	1	3	0	3	0	4	0	3	2							
4:00 - 4:15 PM	TOTAL	24	118	81	55	31	96	25	21	19	67	149	75							
	TRUCK	2	4	1			1	4	1		3	6								
4:15 - 4:30 PM	TOTAL	48	274	151	130	71	177	43	50	42	115	293	134							
	TRUCK		9	2		1	2				2	9	2							
4:30 - 4:45 PM	TOTAL	66	391	218	194	96	250	68	80	68	164	402	189							
	TRUCK		3	2			1	4	1	1	1	5	1							
4:45 - 5:00 PM	TOTAL	90	509	290	252	120	324	98	108	97	209	528	242							
	TRUCK	1	2	1			1	2	1		2	5								
5:00 - 5:15 PM	TOTAL	119	627	367	303	143	398	132	134	129	249	670	292							
	TRUCK	2	3	2	1		4					2								
5:15 - 5:30 PM	TOTAL	137	756	446	359	166	499	152	149	147	303	827	348							
	TRUCK		1	3			1					1	1							
5:30 - 5:45 PM	TOTAL	168	874	504	434	197	605	175	179	174	346	943	423							
	TRUCK		2		1		2	2	1	2		1	1							
5:45 - 6:00 PM	TOTAL	188	1,010	599	493	216	716	198	207	199	393	1,064	480							
	TRUCK		2	1	3							2								

DATE:	Wk: 5/24/2017 Sat: 5/20/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 11AM-2PM	NAME:	Wk: KRM Sat: Traffic Databank
LOCATION:	NY 312 & Interstate 84 Eastbound Ramps/Independent Way	INT #:	5

CALCULATIONS - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	24	71	65	27	31	19	36	63	49	56	41	40	522	0	0	0	0	0	
	TRUCK	0	9	2	2	2	1	1	0	5	0	1	2		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	14	80	59	17	23	28	34	47	72	44	77	36	531	0	0	0	0	0	
	TRUCK	1	12	2	2	1	1	2	0	5	0	6	3		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	20	122	46	30	28	28	43	54	88	49	79	31	618	0	0	0	0	0	
	TRUCK	3	14	2	3	3	4	1	0	2	0	6	1		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	24	147	51	27	25	32	43	38	111	65	80	39	682	0	0	0	0	0	
	TRUCK	1	13	2	1	1	0	4	0	1	5	7	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	13	93	58	29	24	26	38	39	60	51	71	45	547	0	0	0	0	0	
	TRUCK	1	6	4	1	0	2	3	3	0	5	3	1		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	20	106	49	32	26	32	43	37	66	52	73	39	575	0	0	0	0	0	
	TRUCK	4	9	4	1	2	5	2	4	2	2	9	1		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	15	101	66	33	30	53	52	37	59	47	78	54	625	0	0	0	0	0	
	TRUCK	2	4	3	3	3	4	2	0	2	2	12	1		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	32	133	50	23	22	20	37	32	75	46	83	67	620	0	0	0	0	0	
	TRUCK	6	3	2	1	3	0	3	0	4	0	3	2		0	0	0	0	0	
11:00 - 11:15 AM	TOTAL	14	86	115	76	55	95	17	36	26	67	60	101	748	0	0	0	0	0	
	TRUCK	0	0	3	0	1	0	0	1	1	0	1	2		0	0	0	0	0	
11:15 - 11:30 AM	TOTAL	14	107	100	85	28	84	18	47	32	84	83	98	780	0	0	0	0	0	
	TRUCK	0	1	1	1	2	1	1	0	1	0	5	1		0	0	0	0	0	
11:30 - 11:45 AM	TOTAL	14	91	108	89	40	103	18	47	21	51	70	114	766	0	0	0	0	0	
	TRUCK	1	1	2	0	1	7	2	0	0	3	0	0		0	0	0	0	0	
11:45 - 12:00 PM	TOTAL	14	108	108	79	36	105	19	57	36	51	88	113	814	0	0	0	0	0	
	TRUCK	0	4	1	0	0	0	0	0	1	1	4	0		0	0	0	0	0	
12:00 - 12:15 PM	TOTAL	19	93	99	82	54	103	16	50	19	58	77	100	770	0	0	0	0	0	
	TRUCK	1	2	1	0	0	0	0	0	1	2	4	0		0	0	0	0	0	
12:15 - 12:30 PM	TOTAL	21	107	113	92	68	93	11	49	29	65	73	95	816	0	0	0	0	0	
	TRUCK	1	3	2	0	2	2	0	1	0	2	1	0		0	0	0	0	0	
12:30 - 12:45 PM	TOTAL	12	104	112	88	53	106	16	49	34	66	80	108	828	0	0	0	0	0	
	TRUCK	0	1	0	0	2	0	0	1	0	3	1	1		0	0	0	0	0	
12:45 - 1:00 PM	TOTAL	27	104	130	82	43	89	21	54	32	68	61	116	827	0	0	0	0	0	
	TRUCK	0	4	4	1	2	1	2	0	1	0	3	2		0	0	0	0	0	

1:00 - 1:15 PM	TOTAL	13	110	114	103	48	101	18	51	16	54	66	87	781	0	0	0	0	0
	TRUCK	0	2	3	0	2	0	1	0	0	2	1	1		0	0	0	0	0
1:15 - 1:30 PM	TOTAL	25	119	127	97	52	112	14	44	26	62	72	78	828	0	0	0	0	0
	TRUCK	0	2	1	1	0	1	0	0	0	0	1	0		0	0	0	0	0
1:30 - 1:45 PM	TOTAL	19	101	97	96	33	115	14	57	21	68	68	72	761	0	0	0	0	0
	TRUCK	1	2	0	0	2	5	0	0	1	2	3	0		0	0	0	0	0
1:45 - 2:00 PM	TOTAL	15	92	108	83	56	94	8	40	22	49	72	91	730	0	0	0	0	0
	TRUCK	0	1	0	0	2	0	0	0	1	0	2	2		0	0	0	0	0
4:00 - 4:15 PM	TOTAL	24	118	81	55	31	96	25	21	19	67	149	75	761	0	0	0	0	0
	TRUCK	2	4	1	0	0	1	4	1	0	3	6	0		0	0	0	0	0
4:15 - 4:30 PM	TOTAL	24	156	70	75	40	81	18	29	23	48	144	59	767	0	0	0	0	0
	TRUCK	0	9	2	0	1	2	0	0	0	2	9	2		0	0	0	0	0
4:30 - 4:45 PM	TOTAL	18	117	67	64	25	73	25	30	26	49	109	55	658	0	0	0	0	0
	TRUCK	0	3	2	0	0	1	4	1	1	1	5	1		0	0	0	0	0
4:45 - 5:00 PM	TOTAL	24	118	72	58	24	74	30	28	29	45	126	53	681	0	0	0	0	0
	TRUCK	1	2	1	0	0	1	2	1	0	2	5	0		0	0	0	0	0
5:00 - 5:15 PM	TOTAL	29	118	77	51	23	74	34	26	32	40	142	50	696	0	0	0	0	0
	TRUCK	2	3	2	1	0	4	0	0	0	0	2	0		0	0	0	0	0
5:15 - 5:30 PM	TOTAL	18	129	79	56	23	101	20	15	18	54	157	56	726	0	0	0	0	0
	TRUCK	0	1	3	0	0	1	0	0	0	0	1	1		0	0	0	0	0
5:30 - 5:45 PM	TOTAL	31	118	58	75	31	106	23	30	27	43	116	75	733	0	0	0	0	0
	TRUCK	0	2	0	1	0	2	2	1	2	0	1	1		0	0	0	0	0
5:45 - 6:00 PM	TOTAL	20	136	95	59	19	111	23	28	25	47	121	57	741	0	0	0	0	0
	TRUCK	0	2	1	3	0	0	0	0	0	0	2	0		0	0	0	0	0

1: NY 312 SB - Right
2: NY 312 SB - Thru
3: NY 312 SB - Left
4: Independent Way WB - Left
5: Independent Way WB - Thru
6: Independent Way WB - Right
7: I-84 EB - Left
8: I-84 EB - Thru
9: I-84 EB - Right
10: NY 312 NB - Left
11: NY 312 NB - Thru
12: NY 312 NB Right

A:
B:
C:
D:

DATE:	Wk: 5/24/2017 Sat: 5/20/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 11AM-2PM	NAME:	Wk: KRM Sat: Traffic Databank
LOCATION:	NY 312 & Interstate 84 Eastbound Ramps/Independent Way	INT #:	5

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	82	420	221	101	107	107	156	202	320	214	277	146	2,353						
	TRUCK	6%	11%	4%	8%	7%	6%	5%	0%	4%	2%	7%	4%							0.86
7:15 - 8:15 AM	TOTAL	71	442	214	103	100	114	158	178	331	209	307	151	2,378						
	TRUCK	8%	10%	5%	7%	5%	6%	6%	2%	2%	5%	7%	3%							0.87
7:30 - 8:30 AM	TOTAL	77	468	204	118	103	118	167	168	325	217	303	154	2,422						
	TRUCK	12%	9%	6%	5%	6%	9%	6%	4%	2%	6%	8%	2%							0.89
7:45 - 8:45 AM	TOTAL	72	447	224	121	105	143	176	151	296	215	302	177	2,429						
	TRUCK	11%	7%	6%	5%	6%	8%	6%	5%	2%	7%	10%	2%							0.89
8:00 - 9:00 AM	TOTAL	80	433	223	117	102	131	170	145	260	196	305	205	2,367						
	TRUCK	16%	5%	6%	5%	8%	8%	6%	5%	3%	5%	9%	2%							0.95
11:00 - 12:00 AM	TOTAL	56	392	431	329	159	387	72	187	115	253	301	426	3,108						
	TRUCK	2%	2%	2%	0%	3%	2%	4%	1%	3%	2%	3%	1%							0.95
11:15 - 12:15 AM	TOTAL	61	399	415	335	158	395	71	201	108	244	318	425	3,130						
	TRUCK	3%	2%	1%	0%	2%	2%	4%	0%	3%	2%	4%	0%							0.96
11:30 - 12:30 AM	TOTAL	68	399	428	342	198	404	64	203	105	225	308	422	3,166						
	TRUCK	4%	3%	1%	0%	2%	2%	3%	0%	2%	4%	3%	0%							0.97
11:45 - 12:45 PM	TOTAL	66	412	432	341	211	407	62	205	118	240	318	416	3,228						
	TRUCK	3%	2%	1%	0%	2%	0%	0%	1%	2%	3%	3%	0%							0.97
12:00 - 1:00 PM	TOTAL	79	408	454	344	218	391	64	202	114	257	291	419	3,241						
	TRUCK	3%	2%	2%	0%	3%	1%	3%	1%	2%	3%	3%	1%							0.98
12:15 - 1:15 PM	TOTAL	73	425	469	365	212	389	66	203	111	253	280	406	3,252						
	TRUCK	1%	2%	2%	0%	4%	1%	5%	1%	1%	3%	2%	1%							0.98
12:30 - 1:30 PM	TOTAL	77	437	483	370	196	408	69	198	108	250	279	389	3,264						
	TRUCK	0%	2%	2%	1%	3%	0%	4%	1%	1%	2%	2%	1%							0.99
12:45 - 1:45 PM	TOTAL	84	434	468	378	176	417	67	206	95	252	267	353	3,197						
	TRUCK	1%	2%	2%	1%	3%	2%	4%	0%	2%	2%	3%	1%							0.97
1:00 - 2:00 PM	TOTAL	72	422	446	379	189	422	54	192	85	233	278	328	3,100						
	TRUCK	1%	2%	1%	0%	3%	1%	2%	0%	2%	2%	3%	1%							0.94

4:00 - 5:00 PM	TOTAL	90	509	290	252	120	324	98	108	97	209	528	242	2,867						
	TRUCK	3%	4%	2%	0%	1%	2%	10%	3%	1%	4%	5%	1%							0.93
4:15 - 5:15 PM	TOTAL	95	509	286	248	112	302	107	113	110	182	521	217	2,802						
	TRUCK	3%	3%	2%	0%	1%	3%	6%	2%	1%	3%	4%	1%							0.91
4:30 - 5:30 PM	TOTAL	89	482	295	229	95	322	109	99	105	188	534	214	2,761						
	TRUCK	3%	2%	3%	0%	0%	2%	6%	2%	1%	2%	2%	1%							0.95
4:45 - 5:45 PM	TOTAL	102	483	286	240	101	355	107	99	106	182	541	234	2,836						
	TRUCK	3%	2%	2%	1%	0%	2%	4%	2%	2%	1%	2%	1%							0.97
5:00 - 6:00 PM	TOTAL	98	501	309	241	96	392	100	99	102	184	536	238	2,896						
	TRUCK	2%	2%	2%	2%	0%	2%	2%	1%	2%	0%	1%	1%							0.98

1: NY 312 SB - Right
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9: I-84 EB - Right
10: NY 312 NB - Left
11: NY 312 NB - Thru
12: NY 312 NB Right

A:
B:
C:
D:

DATE:	Wk: 5/24/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM	NAME:	DK
LOCATION:	NY 312 & Interstate 84 Westbound Ramps	INT #:	6

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	16	210	68	205	150	56													
	TRUCK		7	1	1	2	3													
7:15 - 7:30 AM	TOTAL	22	344	108	324	212	72													
	TRUCK	2	4	1	5	5														
7:30 - 7:45 AM	TOTAL	40	506	145	478	298	101													
	TRUCK	1	6	2	1	1	1													
7:45 - 8:00 AM	TOTAL	45	597	185	590	364	139													
	TRUCK	2	5	1	4		2													
8:00 - 8:15 AM	TOTAL	50	697	218	737	454	158													
	TRUCK		1	2	3	2	3													
8:15 - 8:30 AM	TOTAL	52	837	250	903	546	184													
	TRUCK		4	2	10	1	1													
8:30 - 8:45 AM	TOTAL	55	961	286	1,050	632	202													
	TRUCK		1	1	4	1	3													
8:45 - 9:00 AM	TOTAL	59	1,069	325	1,178	712	212													
	TRUCK		4	1	2	4	1													
4:00 - 4:15 PM	TOTAL	25	84	110	115	100	28													
	TRUCK	2	4																	
4:15 - 4:30 PM	TOTAL	44	157	178	198	126	44													
	TRUCK	1	4																	
4:30 - 4:45 PM	TOTAL	71	251	246	267	161	58													
	TRUCK	1	3																	
4:45 - 5:00 PM	TOTAL	93	331	344	375	237	76													
	TRUCK	4	2																	
5:00 - 5:15 PM	TOTAL	118	465	453	518	354	97													
	TRUCK	2	1																	
5:15 - 5:30 PM	TOTAL	134	544	556	677	406	127													
	TRUCK		3																	
5:30 - 5:45 PM	TOTAL	154	678	686	794	515	165													
	TRUCK																			
5:45 - 6:00 PM	TOTAL	170	829	801	946	647	174													
	TRUCK	4	1		2		4													

DATE:	Wk: 5/24/2017 Sat: 5/20/2017	**CALCULATIONS - DO NOT EDIT THIS SHEET**	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 11AM-2PM		NAME:	Wk: DK Sat: Traffic Databank
LOCATION:	NY 312 & Interstate 84 Westbound Ramps		INT #:	6

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	16	210	68	205	150	56	0	0	0	0	0	0	705	0	0	0	0	0	
	TRUCK	0	7	1	1	2	3	0	0	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	6	134	40	119	62	16	0	0	0	0	0	0	377	0	0	0	0	0	
	TRUCK	2	4	1	5	5	0	0	0	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	18	162	37	154	86	29	0	0	0	0	0	0	486	0	0	0	0	0	
	TRUCK	1	6	2	1	1	1	0	0	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	5	91	40	112	66	38	0	0	0	0	0	0	352	0	0	0	0	0	
	TRUCK	2	5	1	4	0	2	0	0	0	0	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	5	100	33	147	90	19	0	0	0	0	0	0	394	0	0	0	0	0	
	TRUCK	0	1	2	3	2	3	0	0	0	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	2	140	32	166	92	26	0	0	0	0	0	0	458	0	0	0	0	0	
	TRUCK	0	4	2	10	1	1	0	0	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	3	124	36	147	86	18	0	0	0	0	0	0	414	0	0	0	0	0	
	TRUCK	0	1	1	4	1	3	0	0	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	4	108	39	128	80	10	0	0	0	0	0	0	369	0	0	0	0	0	
	TRUCK	0	4	1	2	4	1	0	0	0	0	0	0		0	0	0	0	0	
11:00 - 11:15 AM	TOTAL	21	120	55	113	93	12							414	0	0	0	0	0	
	TRUCK	0	1	0	1	1	0								0	0	0	0	0	
11:15 - 11:30 AM	TOTAL	30	120	58	124	108	13							453	0	0	0	0	0	
	TRUCK	0	1	3	3	1	0								0	0	0	0	0	
11:30 - 11:45 AM	TOTAL	24	119	64	130	87	13							437	0	0	0	0	0	
	TRUCK	0	2	1	8	2	2								0	0	0	0	0	
11:45 - 12:00 PM	TOTAL	22	127	76	138	106	15							484	0	0	0	0	0	
	TRUCK	0	2	1	3	3	2								0	0	0	0	0	
12:00 - 12:15 PM	TOTAL	22	123	52	138	97	14							446	0	0	0	0	0	
	TRUCK	2	3	1	3	2	1								0	0	0	0	0	
12:15 - 12:30 PM	TOTAL	23	135	57	118	110	13							456	0	0	0	0	0	
	TRUCK	1	3	2	1	2	0								0	0	0	0	0	
12:30 - 12:45 PM	TOTAL	27	117	77	128	111	14							474	0	0	0	0	0	
	TRUCK	0	0	1	0	0	0								0	0	0	0	0	
12:45 - 1:00 PM	TOTAL	27	135	59	112	127	10							470	0	0	0	0	0	
	TRUCK	0	5	2	3	2	0								0	0	0	0	0	

1:00 - 1:15 PM	TOTAL	24	134	79	103	112	11							463	0	0	0	0	0
	TRUCK	0	3	0	1	1	0								0	0	0	0	0
1:15 - 1:30 PM	TOTAL	14	141	94	106	111	7							473	0	0	0	0	0
	TRUCK	2	3	1	1	1	0								0	0	0	0	0
1:30 - 1:45 PM	TOTAL	12	122	78	126	102	12							452	0	0	0	0	0
	TRUCK	0	3	1	8	1	2								0	0	0	0	0
1:45 - 2:00 PM	TOTAL	19	102	70	107	97	14							409	0	0	0	0	0
	TRUCK	0	2	0	2	0	2								0	0	0	0	0
4:00 - 4:15 PM	TOTAL	25	84	110	115	100	28	0	0	0	0	0	0	462	0	0	0	0	0
	TRUCK	2	4	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:15 - 4:30 PM	TOTAL	19	73	68	83	26	16	0	0	0	0	0	0	285	0	0	0	0	0
	TRUCK	1	4	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:30 - 4:45 PM	TOTAL	27	94	68	69	35	14	0	0	0	0	0	0	307	0	0	0	0	0
	TRUCK	1	3	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:45 - 5:00 PM	TOTAL	22	80	98	108	76	18	0	0	0	0	0	0	402	0	0	0	0	0
	TRUCK	4	2	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:00 - 5:15 PM	TOTAL	25	134	109	143	117	21	0	0	0	0	0	0	549	0	0	0	0	0
	TRUCK	2	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:15 - 5:30 PM	TOTAL	16	79	103	159	52	30	0	0	0	0	0	0	439	0	0	0	0	0
	TRUCK	0	3	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:30 - 5:45 PM	TOTAL	20	134	130	117	109	38	0	0	0	0	0	0	548	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:45 - 6:00 PM	TOTAL	16	151	115	152	132	9	0	0	0	0	0	0	575	0	0	0	0	0
	TRUCK	4	1	0	2	0	4	0	0	0	0	0	0		0	0	0	0	0

1: NY 312 SB - Right	7: I-84 Ramps EB - U-Turn	A:
2: NY 312 SB - Thru	8:	B:
3: NY 312 NB - Left	9:	C:
4: NY 312 NB - Thru	10:	D:
5: I-84 WB Ramp - Right	11:	
6: I-84 WB Ramp - Left	12:	

DATE:	Wk: 5/24/2017 Sat: 5/20/2017	**PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET**	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 11AM-2PM		NAME:	Wk: DK Sat: Traffic Databank
LOCATION:	NY 312 & Interstate 84 Westbound Ramps		INT #:	6

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	45	597	185	590	364	139							1,920						
	TRUCK	11%	4%	3%	2%	2%	4%													0.68
7:15 - 8:15 AM	TOTAL	34	487	150	532	304	102							1,609						
	TRUCK	15%	3%	4%	2%	3%	6%													0.83
7:30 - 8:30 AM	TOTAL	30	493	142	579	334	112							1,690						
	TRUCK	10%	3%	5%	3%	1%	6%													0.87
7:45 - 8:45 AM	TOTAL	15	455	141	572	334	101							1,618						
	TRUCK	13%	2%	4%	4%	1%	9%													0.88
8:00 - 9:00 AM	TOTAL	14	472	140	588	348	73							1,635						
	TRUCK	0%	2%	4%	3%	2%	11%													0.89
11:00 - 12:00 AM	TOTAL	97	486	253	505	394	53							1,788						
	TRUCK	0%	1%	2%	3%	2%	8%													0.92
11:15 - 12:15 AM	TOTAL	98	489	250	530	398	55							1,820						
	TRUCK	2%	2%	2%	3%	2%	9%													0.94
11:30 - 12:30 AM	TOTAL	91	504	249	524	400	55							1,823						
	TRUCK	3%	2%	2%	3%	2%	9%													0.94
11:45 - 12:45 PM	TOTAL	94	502	262	522	424	56							1,860						
	TRUCK	3%	2%	2%	1%	2%	5%													0.96
12:00 - 1:00 PM	TOTAL	99	510	245	496	445	51							1,846						
	TRUCK	3%	2%	2%	1%	1%	2%													0.97
12:15 - 1:15 PM	TOTAL	101	521	272	461	460	48							1,863						
	TRUCK	1%	2%	2%	1%	1%	0%													0.98
12:30 - 1:30 PM	TOTAL	92	527	309	449	461	42							1,880						
	TRUCK	2%	2%	1%	1%	1%	0%													0.99
12:45 - 1:45 PM	TOTAL	77	532	310	447	452	40							1,858						
	TRUCK	3%	3%	1%	3%	1%	5%													0.98
1:00 - 2:00 PM	TOTAL	69	499	321	442	422	44							1,797						
	TRUCK	3%	2%	1%	3%	1%	9%													0.95

4:00 - 5:00 PM	TOTAL	93	331	344	375	237	76							1,456						
	TRUCK	9%	4%	0%	0%	0%	0%													0.79
4:15 - 5:15 PM	TOTAL	93	381	343	403	254	69							1,543						
	TRUCK	9%	3%	0%	0%	0%	0%													0.70
4:30 - 5:30 PM	TOTAL	90	387	378	479	280	83							1,697						
	TRUCK	8%	2%	0%	0%	0%	0%													0.77
4:45 - 5:45 PM	TOTAL	83	427	440	527	354	107							1,938						
	TRUCK	7%	1%	0%	0%	0%	0%													0.88
5:00 - 6:00 PM	TOTAL	77	498	457	571	410	98							2,111						
	TRUCK	8%	1%	0%	0%	0%	4%													0.92

1: NY 312 SB - Right
2: NY 312 SB - Thru
3: NY 312 NB - Left
4: NY 312 NB - Thru
5: I-84 WB Ramp - Right
6: I-84 WB Ramp - Left
7: I-84 Ramps EB - U-Turn
8:
9:
10:
11:
12:
A:
B:
C:
D:

DATE:	Wk: 9/13/2017 Sat: 9/16/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 12-2PM	NAME:	Wk: SPG Sat: CS
LOCATION:	Route 312 & International Boulevard, Brewster, NY	INT #:	7

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	29	114	0	7	0	1	0	0	0	1	99	2							
	TRUCK	3	5	0	1	0	1	0	0	0	0	3	0							
7:15 - 7:30 AM	TOTAL	60	178	0	18	0	2	1	0	0	1	224	8							
	TRUCK	3	4	0	0	0	1	0	0	0	0	17	1							
7:30 - 7:45 AM	TOTAL	104	282	1	30	0	5	1	0	0	1	316	15							
	TRUCK	4	5	0	6	0	1	0	0	0	0	5	0							
7:45 - 8:00 AM	TOTAL	157	346	1	53	0	13	2	0	0	1	422	22							
	TRUCK	4	5	0	9	0	4	1	0	0	0	8	0							
8:00 - 8:15 AM	TOTAL	211	449	1	70	0	14	2	0	0	1	508	30							
	TRUCK	1	8	0	6	0	0	0	0	0	0	6	0							
8:15 - 8:30 AM	TOTAL	265	546	1	96	0	18	2	0	0	1	598	38							
	TRUCK	2	6	0	11	0	0	0	0	0	0	5	0							
8:30 - 8:45 AM	TOTAL	322	635	1	125	0	22	2	0	0	1	740	43							
	TRUCK	3	7	0	6	0	0	0	0	0	0	3	0							
8:45 - 9:00 AM	TOTAL	373	708	2	158	0	28	2	0	0	1	818	47							
	TRUCK	4	9	0	5	0	0	0	0	0	0	3	0							
12:00 - 12:15 PM	TOTAL	14	103		17		2				0	123	3							
	TRUCK	1	1		0		0				0	2	0							
12:15 - 12:30 PM	TOTAL	24	226		33		6				0	213	6							
	TRUCK	1	2		1		0				0	0	0							
12:30 - 12:45 PM	TOTAL	35	335		45		7				1	322	10							
	TRUCK	2	1		2		0				0	0	0							
12:45 - 1:00 PM	TOTAL	53	451		61		9				1	430	14							
	TRUCK	3	1		0		0				0	1	0							
1:00 - 1:15 PM	TOTAL	68	558		76		12				1	526	15							
	TRUCK	2	0		0		0				0	0	0							
1:15 - 1:30 PM	TOTAL	83	666		92		13				1	652	18							
	TRUCK	0	0		0		0				0	0	0							
1:30 - 1:45 PM	TOTAL	93	775		106		18				1	752	19							
	TRUCK	2	2		0		0				0	2	0							
1:45 - 2:00 PM	TOTAL	107	891		115		25				1	864	21							
	TRUCK	0	1		0		0				0	0	0							

4:00 - 4:15 PM	TOTAL	18	136	0	62	0	7	0	0	0	0	110	0							
	TRUCK	6	6	0	1	0	0	0	0	0	0	6	0							
4:15 - 4:30 PM	TOTAL	40	300	1	95	0	11	0	0	1	0	244	3							
	TRUCK	8	6	0	1	0	0	0	0	0	0	1	0							
4:30 - 4:45 PM	TOTAL	65	406	1	152	0	20	0	0	1	0	339	3							
	TRUCK	5	2	0	2	0	1	0	0	0	0	3	0							
4:45 - 5:00 PM	TOTAL	83	544	2	188	0	28	0	0	2	0	454	6							
	TRUCK	4	3	1	2	0	0	0	0	0	0	3	3							
5:00 - 5:15 PM	TOTAL	105	682	2	227	0	37	0	0	3	5	594	10							
	TRUCK	3	4	0	1	0	1	0	0	1	0	3	1							
5:15 - 5:30 PM	TOTAL	125	823	2	254	0	41	0	0	3	5	711	14							
	TRUCK	2	5	0	0	0	1	0	0	0	0	2	0							
5:30 - 5:45 PM	TOTAL	139	979	2	275	0	51	0	0	3	5	808	17							
	TRUCK	2	2	0	1	0	0	0	0	0	0	1	0							
5:45 - 6:00 PM	TOTAL	158	1,138	2	305	0	55	0	0	3	5	919	17							
	TRUCK	1	3	0	2	0	0	0	0	0	0	1	1							

1: Rt 312 NB - Left
2: Rt 312 NB - Thru
3: Rt 312 NB - Right
4: International Blvd. EB - Right
5: International Blvd. EB - Thru
6: International Blvd. EB - Left
7: Driveway WB - Left
8: Driveway WB - Thru
9: Driveway WB - Right
10: Rt 312 SB - Left
11: Rt 312 SB - Thru
12: Rt 312 SB - Right

A:
B:
C:
D:

DATE:	Wk: 9/13/2017 Sat: 9/16/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 12-2PM	NAME:	Wk: SPG Sat: CS
LOCATION:	Route 312 & International Boulevard, Brewster, NY	INT #:	7

CALCULATIONS - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	29	114	0	7	0	1	0	0	0	1	99	2	253	0	0	0	0	0	
	TRUCK	3	5	0	1	0	1	0	0	0	0	3	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	31	64	0	11	0	1	1	0	0	0	125	6	239	0	0	0	0	0	
	TRUCK	3	4	0	0	0	1	0	0	0	0	17	1		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	44	104	1	12	0	3	0	0	0	0	92	7	263	0	0	0	0	0	
	TRUCK	4	5	0	6	0	1	0	0	0	0	5	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	53	64	0	23	0	8	1	0	0	0	106	7	262	0	0	0	0	0	
	TRUCK	4	5	0	9	0	4	1	0	0	0	8	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	54	103	0	17	0	1	0	0	0	0	86	8	269	0	0	0	0	0	
	TRUCK	1	8	0	6	0	0	0	0	0	0	6	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	54	97	0	26	0	4	0	0	0	0	90	8	279	0	0	0	0	0	
	TRUCK	2	6	0	11	0	0	0	0	0	0	5	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	57	89	0	29	0	4	0	0	0	0	142	5	326	0	0	0	0	0	
	TRUCK	3	7	0	6	0	0	0	0	0	0	3	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	51	73	1	33	0	6	0	0	0	0	78	4	246	0	0	0	0	0	
	TRUCK	4	9	0	5	0	0	0	0	0	0	3	0		0	0	0	0	0	
12:00 - 12:15 PM	TOTAL	14	103	0	17	0	2	0	0	0	0	123	3	262	0	0	0	0	0	
	TRUCK	1	1	0	0	0	0	0	0	0	0	2	0		0	0	0	0	0	
12:15 - 12:30 PM	TOTAL	10	123	0	16	0	4	0	0	0	0	90	3	246	0	0	0	0	0	
	TRUCK	1	2	0	1	0	0	0	0	0	0	0	0		0	0	0	0	0	
12:30 - 12:45 PM	TOTAL	11	109	0	12	0	1	0	0	0	1	109	4	247	0	0	0	0	0	
	TRUCK	2	1	0	2	0	0	0	0	0	0	0	0		0	0	0	0	0	
12:45 - 1:00 PM	TOTAL	18	116	0	16	0	2	0	0	0	0	108	4	264	0	0	0	0	0	
	TRUCK	3	1	0	0	0	0	0	0	0	0	1	0		0	0	0	0	0	
1:00 - 1:15 PM	TOTAL	15	107	0	15	0	3	0	0	0	0	96	1	237	0	0	0	0	0	
	TRUCK	2	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
1:15 - 1:30 PM	TOTAL	15	108	0	16	0	1	0	0	0	0	126	3	269	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
1:30 - 1:45 PM	TOTAL	10	109	0	14	0	5	0	0	0	0	100	1	239	0	0	0	0	0	
	TRUCK	2	2	0	0	0	0	0	0	0	0	2	0		0	0	0	0	0	
1:45 - 2:00 PM	TOTAL	14	116	0	9	0	7	0	0	0	0	112	2	260	0	0	0	0	0	
	TRUCK	0	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	

4:00 - 4:15 PM	TOTAL	18	136	0	62	0	7	0	0	0	0	110	0	333	0	0	0	0	0
	TRUCK	6	6	0	1	0	0	0	0	0	0	6	0		0	0	0	0	0
4:15 - 4:30 PM	TOTAL	22	164	1	33	0	4	0	0	1	0	134	3	362	0	0	0	0	0
	TRUCK	8	6	0	1	0	0	0	0	0	0	1	0		0	0	0	0	0
4:30 - 4:45 PM	TOTAL	25	106	0	57	0	9	0	0	0	0	95	0	292	0	0	0	0	0
	TRUCK	5	2	0	2	0	1	0	0	0	0	3	0		0	0	0	0	0
4:45 - 5:00 PM	TOTAL	18	138	1	36	0	8	0	0	1	0	115	3	320	0	0	0	0	0
	TRUCK	4	3	1	2	0	0	0	0	0	0	3	3		0	0	0	0	0
5:00 - 5:15 PM	TOTAL	22	138	0	39	0	9	0	0	1	5	140	4	358	0	0	0	0	0
	TRUCK	3	4	0	1	0	1	0	0	1	0	3	1		0	0	0	0	0
5:15 - 5:30 PM	TOTAL	20	141	0	27	0	4	0	0	0	0	117	4	313	0	0	0	0	0
	TRUCK	2	5	0	0	0	1	0	0	0	0	2	0		0	0	0	0	0
5:30 - 5:45 PM	TOTAL	14	156	0	21	0	10	0	0	0	0	97	3	301	0	0	0	0	0
	TRUCK	2	2	0	1	0	0	0	0	0	0	1	0		0	0	0	0	0
5:45 - 6:00 PM	TOTAL	19	159	0	30	0	4	0	0	0	0	111	0	323	0	0	0	0	0
	TRUCK	1	3	0	2	0	0	0	0	0	0	1	1		0	0	0	0	0

1: Rt 312 NB - Left
2: Rt 312 NB - Thru
3: Rt 312 NB - Right
4: International Blvd. EB - Right
5: International Blvd. EB - Thru
6: International Blvd. EB - Left
7: Driveway WB - Left
8: Driveway WB - Thru
9: Driveway WB - Right
10: Rt 312 SB - Left
11: Rt 312 SB - Thru
12: Rt 312 SB - Right

A:
B:
C:
D:

DATE:	Wk: 9/13/2017 Sat: 9/16/2017	JOB NO:	14012
PERIOD:	Wk: 7-9AM & 4-6PM Sat: 12-2PM	NAME:	Wk: SPG Sat: CS
LOCATION:	Route 312 & International Boulevard, Brewster, NY	INT #:	7

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	157	346	1	53		13	2			1	422	22	1,017						
	TRUCK	9%	5%	0%	30%		54%	50%			0%	8%	5%							0.97
7:15 - 8:15 AM	TOTAL	182	335	1	63		13	2				409	28	1,033						
	TRUCK	7%	7%	0%	33%		46%	50%				9%	4%							0.96
7:30 - 8:30 AM	TOTAL	205	368	1	78		16	1				374	30	1,073						
	TRUCK	5%	7%	0%	41%		31%	100%				6%	0%							0.96
7:45 - 8:45 AM	TOTAL	218	353		95		17	1				424	28	1,136						
	TRUCK	5%	7%		34%		24%	100%				5%	0%							0.87
8:00 - 9:00 AM	TOTAL	216	362	1	105		15					396	25	1,120						
	TRUCK	5%	8%	0%	27%		0%					4%	0%							0.86
12:00 - 1:00 PM	TOTAL	53	451		61		9				1	430	14	1,019						
	TRUCK	13%	1%		5%		0%				0%	1%	0%							0.96
12:15 - 1:15 PM	TOTAL	54	455		59		10				1	403	12	994						
	TRUCK	15%	1%		5%		0%				0%	0%	0%							0.94
12:30 - 1:30 PM	TOTAL	59	440		59		7				1	439	12	1,017						
	TRUCK	12%	0%		3%		0%				0%	0%	0%							0.95
12:45 - 1:45 PM	TOTAL	58	440		61		11					430	9	1,009						
	TRUCK	12%	1%		0%		0%					1%	0%							0.94
1:00 - 2:00 PM	TOTAL	54	440		54		16					434	7	1,005						
	TRUCK	7%	1%		0%		0%					0%	0%							0.93
4:00 - 5:00 PM	TOTAL	83	544	2	188		28			2		454	6	1,307						
	TRUCK	28%	3%	50%	3%		4%			0%		3%	50%							0.90
4:15 - 5:15 PM	TOTAL	87	546	2	165		30			3	5	484	10	1,332						
	TRUCK	23%	3%	50%	4%		7%			33%	0%	2%	40%							0.92
4:30 - 5:30 PM	TOTAL	85	523	1	159		30			2	5	467	11	1,283						
	TRUCK	16%	3%	100%	3%		10%			50%	0%	2%	36%							0.90
4:45 - 5:45 PM	TOTAL	74	573	1	123		31			2	5	469	14	1,292						
	TRUCK	15%	2%	100%	3%		6%			50%	0%	2%	29%							0.90
5:00 - 6:00 PM	TOTAL	75	594		117		27			1	5	465	11	1,295						
	TRUCK	11%	2%		3%		7%			100%	0%	2%	18%							0.90

DATE:	Wk: 5/24/2017, 5/23/2017 & 9/13/2017 Sat: 5/20/2017 & 9/16/2017
PERIOD:	Wk: 7-9AM & 4-6 PM Sat: 11AM-2PM

PEAK HOUR CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	14012
NAME:	Wk: JMC Sat: Traffic Databank & JMC

TIME	CLASS	TOTAL INT. 1	TOTAL INT. 2	TOTAL INT. 3	TOTAL INT. 4	TOTAL INT. 5	TOTAL INT. 6	TOTAL INT. 7	TOTAL INT.	TOTAL
7:00 - 8:00 AM	TOTAL	1,824	1,515	1,417	1,556	2,353	1,920	1,017		11,602
	TRUCK									
7:15 - 8:15 AM	TOTAL	1,931	1,508	1,529	1,626	2,378	1,609	1,033		11,614
	TRUCK									
7:30 - 8:30 AM	TOTAL	1,903	1,522	1,501	1,703	2,422	1,690	1,073		11,814
	TRUCK									
7:45 - 8:45 AM	TOTAL	1,856	1,456	1,528	1,707	2,429	1,618	1,136		11,730
	TRUCK									
8:00 - 9:00 AM	TOTAL	1,801	1,396	1,457	1,638	2,367	1,635	1,120		11,414
	TRUCK									
11:00 - 12:00 AM	TOTAL	2,143	1,795	1,788		3,108	1,788			10,622
	TRUCK									
11:15 - 12:15 AM	TOTAL	2,183	1,791	1,801		3,130	1,820			10,725
	TRUCK									
11:30 - 12:30 AM	TOTAL	2,165	1,794	1,811		3,166	1,823			10,759
	TRUCK									
11:45 - 12:45 PM	TOTAL	2,166	1,822	1,814		3,228	1,860			10,890
	TRUCK									
12:00 - 1:00 PM	TOTAL	2,175	1,796	1,803	1,590	3,241	1,846	1,019		13,470
	TRUCK									
12:15 - 1:15 PM	TOTAL	2,166	1,814	1,812	1,579	3,252	1,863	994		13,480
	TRUCK									
12:30 - 1:30 PM	TOTAL	2,132	1,788	1,795	1,658	3,264	1,880	1,017		13,534
	TRUCK									
12:45 - 1:45 PM	TOTAL	2,137	1,757	1,767	1,562	3,197	1,858	1,009		13,287
	TRUCK									
1:00 - 2:00 PM	TOTAL	2,067	1,696	1,720	1,670	3,100	1,797	1,005		13,055
	TRUCK									

4:00 - 5:00 PM	TOTAL	2,286	1,860	1,794	1,876	2,867	1,456	1,307		13,446
	TRUCK									
4:15 - 5:15 PM	TOTAL	2,274	1,808	1,913	1,851	2,802	1,543	1,332		13,523
	TRUCK									
4:30 - 5:30 PM	TOTAL	2,293	1,805	1,893	1,896	2,761	1,697	1,283		13,628
	TRUCK									
4:45 - 5:45 PM	TOTAL	2,436	1,828	1,860	1,906	2,836	1,938	1,292		14,096
	TRUCK									
5:00 - 6:00 PM	TOTAL	2,311	1,760	1,853	1,849	2,896	2,111	1,295		14,075
	TRUCK									

DATE:	12/6/2017	JOB NO:	14012
PERIOD:	7-10 AM & 3-6 PM	NAME:	TK
LOCATION:	Gap Distribution Center, Fishkill, NY - Merritt Boulevard West Entrance		

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	4	0	0	0			2	0	0	0									
	TRUCK																			
7:15 - 7:30 AM	TOTAL	6	0	0	0			2	0	0	0									
	TRUCK																			
7:30 - 7:45 AM	TOTAL	9	0	0	0			2	0	0	0									
	TRUCK																			
7:45 - 8:00 AM	TOTAL	11	0	0	0			2	0	0	0									
	TRUCK																			
8:00 - 8:15 AM	TOTAL	12	0	0	0			3	0	0	0									
	TRUCK																			
8:15 - 8:30 AM	TOTAL	15	0	0	0			3	0	0	0									
	TRUCK																			
8:30 - 8:45 AM	TOTAL	18	0	0	0			7	0	0	0									
	TRUCK																			
8:45 - 9:00 AM	TOTAL	23	1	0	0			8	0	0	0									
	TRUCK																			
9:00 - 9:15 AM	TOTAL	24	1	0	0			9	0	0	0									
	TRUCK																			
9:15 - 9:30 AM	TOTAL	26	1	0	0			10	0	0	0									
	TRUCK																			
9:30 - 9:45 AM	TOTAL	28	2	0	0			11	0	0	0									
	TRUCK																			
9:45 - 10:00 AM	TOTAL	29	2	0	0			13	0	0	0									
	TRUCK																			

3:00 - 3:15 PM	TOTAL	8	0	0	0			31	0	0	0									
	TRUCK																			
3:15 - 3:30 PM	TOTAL	23	0	0	0			47	1	0	0									
	TRUCK																			
3:30 - 3:45 PM	TOTAL	35	0	0	0			61	1	0	0									
	TRUCK																			
3:45 - 4:00 PM	TOTAL	75	0	0	0			66	1	0	0									
	TRUCK																			
4:00 - 4:15 PM	TOTAL	142	0	0	0			177	1	0	0									
	TRUCK																			
4:15 - 4:30 PM	TOTAL	194	0	0	0			224	1	0	0									
	TRUCK																			
4:30 - 4:45 PM	TOTAL	198	0	0	0			233	1	0	0									
	TRUCK																			
4:45 - 5:00 PM	TOTAL	199	0	0	0			240	1	0	0									
	TRUCK																			
5:00 - 5:15 PM	TOTAL	199	0	0	0			245	1	0	0									
	TRUCK																			
5:15 - 5:30 PM	TOTAL	201	0	0	0			256	1	0	0									
	TRUCK																			
5:30 - 5:45 PM	TOTAL	203	0	0	0			276	1	0	0									
	TRUCK																			
5:45 - 6:00 PM	TOTAL	203	0	0	0			295	1	0	0									
	TRUCK																			

1: Passenger Car - Entering
2: Box Truck - Entering
3: Trailer Cab Only - Entering
4: Tractor Trailer - Entering
5:
6:

7: Passenger Car - Exiting
8: Box Truck - Exiting
9: Trailer Cab Only - Exiting
10: Tractor Trailer - Exiting
11:
12:

A: No Pedestrians
B:
C:
D:

DATE:	12/6/2017	CALCULATIONS - DO NOT EDIT THIS SHEET	JOB NO:	14012
PERIOD:	7-10 AM & 3-6 PM		NAME:	TK
LOCATION:	Gap Distribution Center, Fishkill, NY - Merritt Boulevard West Entrance		INT #:	

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	4	0	0	0	0	0	2	0	0	0	0	0	6	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	3	0	0	0	0	0	4	0	0	0	0	0	7	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	5	1	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
9:00 - 9:15 AM	TOTAL	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
9:15 - 9:30 AM	TOTAL	2	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
9:30 - 9:45 AM	TOTAL	2	1	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
9:45 - 10:00 AM	TOTAL	1	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	

3:00 - 3:15 PM	TOTAL	8	0	0	0	0	0	31	0	0	0	0	0	39	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:15 - 3:30 PM	TOTAL	15	0	0	0	0	0	16	1	0	0	0	0	32	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:30 - 3:45 PM	TOTAL	12	0	0	0	0	0	14	0	0	0	0	0	26	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:45 - 4:00 PM	TOTAL	40	0	0	0	0	0	5	0	0	0	0	0	45	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:00 - 4:15 PM	TOTAL	67	0	0	0	0	0	111	0	0	0	0	0	178	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:15 - 4:30 PM	TOTAL	52	0	0	0	0	0	47	0	0	0	0	0	99	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:30 - 4:45 PM	TOTAL	4	0	0	0	0	0	9	0	0	0	0	0	13	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:45 - 5:00 PM	TOTAL	1	0	0	0	0	0	7	0	0	0	0	0	8	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:00 - 5:15 PM	TOTAL	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:15 - 5:30 PM	TOTAL	2	0	0	0	0	0	11	0	0	0	0	0	13	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:30 - 5:45 PM	TOTAL	2	0	0	0	0	0	20	0	0	0	0	0	22	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:45 - 6:00 PM	TOTAL	0	0	0	0	0	0	19	0	0	0	0	0	19	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

1: Passenger Car - Entering
2: Box Truck - Entering
3: Trailer Cab Only - Entering
4: Tractor Trailer - Entering
5:
6:

7: Passenger Car - Exiting
8: Box Truck - Exiting
9: Trailer Cab Only - Exiting
10: Tractor Trailer - Exiting
11:
12:

A: No Pedestrians
B:
C:
D:

DATE:	12/6/2017	JOB NO:	14012
PERIOD:	7-10 AM & 3-6 PM	NAME:	TK
LOCATION:	Gap Distribution Center, Fishkill, NY - Merritt Boulevard West Entrance	INT #:	

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	11						2						13						
	TRUCK	0%						0%												0.54
7:15 - 8:15 AM	TOTAL	8						1						9						
	TRUCK	0%						0%												0.75
7:30 - 8:30 AM	TOTAL	9						1						10						
	TRUCK	0%						0%												0.83
7:45 - 8:45 AM	TOTAL	9						5						14						
	TRUCK	0%						0%												0.50
8:00 - 9:00 AM	TOTAL	12	1					6						19						
	TRUCK	0%	0%					0%												0.68
8:15 - 9:15 AM	TOTAL	12	1					6						19						
	TRUCK	0%	0%					0%												0.68
8:30 - 9:30 AM	TOTAL	11	1					7						19						
	TRUCK	0%	0%					0%												0.68
8:45 - 9:45 AM	TOTAL	10	2					4						16						
	TRUCK	0%	0%					0%												0.57
9:00 - 10:00 AM	TOTAL	6	1					5						12						
	TRUCK	0%	0%					0%												0.75

3:00 - 4:00 PM	TOTAL	75						66	1					142						
	TRUCK	0%						0%	0%											0.79
3:15 - 4:15 PM	TOTAL	134						146	1					281						
	TRUCK	0%						0%	0%											0.39
3:30 - 4:30 PM	TOTAL	171						177						348						
	TRUCK	0%						0%												0.49
3:45 - 4:45 PM	TOTAL	163						172						335						
	TRUCK	0%						0%												0.47
4:00 - 5:00 PM	TOTAL	124						174						298						
	TRUCK	0%						0%												0.42
4:15 - 5:15 PM	TOTAL	57						68						125						
	TRUCK	0%						0%												0.32
4:30 - 5:30 PM	TOTAL	7						32						39						
	TRUCK	0%						0%												0.75
4:45 - 5:45 PM	TOTAL	5						43						48						
	TRUCK	0%						0%												0.55
5:00 - 6:00 PM	TOTAL	4						55						59						
	TRUCK	0%						0%												0.67

1: Passenger Car - Entering	7: Passenger Car - Exiting	A: No Pedestrians
2: Box Truck - Entering	8: Box Truck - Exiting	B:
3: Trailer Cab Only - Entering	9: Trailer Cab Only - Exiting	C:
4: Tractor Trailer - Entering	10: Tractor Trailer - Exiting	D:
5:	11:	
6:	12:	

DATE:	12/6/2017	JOB NO:	14012
PERIOD:	7-10 AM & 3-6 PM	NAME:	SMN
LOCATION:	Gap Distribution Center, Fishkill, NY - Merritt Boulevard East Entrance		

ENTER COUNT DATA ON THIS PAGE

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	5	0	2	0			1	1	2	0									
	TRUCK																			
7:15 - 7:30 AM	TOTAL	6	0	2	0			3	1	3	0									
	TRUCK																			
7:30 - 7:45 AM	TOTAL	10	1	2	1			3	1	3	0									
	TRUCK																			
7:45 - 8:00 AM	TOTAL	17	2	3	1			5	2	3	0									
	TRUCK																			
8:00 - 8:15 AM	TOTAL	23	3	4	1			7	3	3	0									
	TRUCK																			
8:15 - 8:30 AM	TOTAL	28	3	4	1			11	4	4	0									
	TRUCK																			
8:30 - 8:45 AM	TOTAL	32	3	4	2			12	4	5	1									
	TRUCK																			
8:45 - 9:00 AM	TOTAL	39	3	4	2			13	5	6	1									
	TRUCK																			
9:00 - 9:15 AM	TOTAL	47	3	5	2			15	5	7	1									
	TRUCK																			
9:15 - 9:30 AM	TOTAL	51	4	6	2			17	5	8	2									
	TRUCK																			
9:30 - 9:45 AM	TOTAL	55	5	8	2			19	6	8	2									
	TRUCK																			
9:45 - 10:00 AM	TOTAL	57	5	10	2			20	8	9	2									
	TRUCK																			

3:00 - 3:15 PM	TOTAL	28	2	3	0			75	1	0	2									
	TRUCK																			
3:15 - 3:30 PM	TOTAL	40	2	7	0			89	2	1	4									
	TRUCK																			
3:30 - 3:45 PM	TOTAL	65	2	7	0			97	2	1	4									
	TRUCK																			
3:45 - 4:00 PM	TOTAL	121	2	8	0			112	2	3	4									
	TRUCK																			
4:00 - 4:15 PM	TOTAL	197	2	8	0			297	2	4	4									
	TRUCK																			
4:15 - 4:30 PM	TOTAL	267	2	8	0			370	2	4	4									
	TRUCK																			
4:30 - 4:45 PM	TOTAL	277	2	8	0			388	2	4	4									
	TRUCK																			
4:45 - 5:00 PM	TOTAL	280	2	9	0			396	2	4	5									
	TRUCK																			
5:00 - 5:15 PM	TOTAL	283	2	9	0			425	2	5	6									
	TRUCK																			
5:15 - 5:30 PM	TOTAL	285	4	9	1			432	2	5	6									
	TRUCK																			
5:30 - 5:45 PM	TOTAL	288	7	9	1			439	5	5	6									
	TRUCK																			
5:45 - 6:00 PM	TOTAL	289	7	9	1			442	5	5	6									
	TRUCK																			

1: Passenger Car - Entering
2: Box Truck - Entering
3: Tractor Trailer - Entering
4: Trailer Cab Only - Entering
5:
6:

7: Passenger Car - Exiting
8: Box Truck - Exiting
9: Tractor Trailer - Exiting
10: Trailer Cab Only - Exiting
11:
12:

A: No Passengers
B:
C:
D:

DATE:	12/6/2017	JOB NO:	14012
PERIOD:	7-10 AM & 3-6 PM	NAME:	SMN
LOCATION:	Gap Distribution Center, Fishkill, NY - Merritt Boulevard East Entrance	INT #:	

CALCULATIONS - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	5	0	2	0	0	0	1	1	2	0	0	0	11	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	1	0	0	0	0	0	2	0	1	0	0	0	4	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	4	1	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	7	1	1	0	0	0	2	1	0	0	0	0	12	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	6	1	1	0	0	0	2	1	0	0	0	0	11	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	5	0	0	0	0	0	4	1	1	0	0	0	11	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	4	0	0	1	0	0	1	0	1	1	0	0	8	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	7	0	0	0	0	0	1	1	1	0	0	0	10	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
9:00 - 9:15 AM	TOTAL	8	0	1	0	0	0	2	0	1	0	0	0	12	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
9:15 - 9:30 AM	TOTAL	4	1	1	0	0	0	2	0	1	1	0	0	10	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
9:30 - 9:45 AM	TOTAL	4	1	2	0	0	0	2	1	0	0	0	0	10	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
9:45 - 10:00 AM	TOTAL	2	0	2	0	0	0	1	2	1	0	0	0	8	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	

3:00 - 3:15 PM	TOTAL	28	2	3	0	0	0	75	1	0	2	0	0	111	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:15 - 3:30 PM	TOTAL	12	0	4	0	0	0	14	1	1	2	0	0	34	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:30 - 3:45 PM	TOTAL	25	0	0	0	0	0	8	0	0	0	0	0	33	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
3:45 - 4:00 PM	TOTAL	56	0	1	0	0	0	15	0	2	0	0	0	74	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:00 - 4:15 PM	TOTAL	76	0	0	0	0	0	185	0	1	0	0	0	262	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:15 - 4:30 PM	TOTAL	70	0	0	0	0	0	73	0	0	0	0	0	143	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:30 - 4:45 PM	TOTAL	10	0	0	0	0	0	18	0	0	0	0	0	28	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
4:45 - 5:00 PM	TOTAL	3	0	1	0	0	0	8	0	0	1	0	0	13	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:00 - 5:15 PM	TOTAL	3	0	0	0	0	0	29	0	1	1	0	0	34	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:15 - 5:30 PM	TOTAL	2	2	0	1	0	0	7	0	0	0	0	0	12	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:30 - 5:45 PM	TOTAL	3	3	0	0	0	0	7	3	0	0	0	0	16	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
5:45 - 6:00 PM	TOTAL	1	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	0
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0

1: Passenger Car - Entering
2: Box Truck - Entering
3: Tractor Trailer - Entering
4: Trailer Cab Only - Entering
5:
6:

7: Passenger Car - Exiting
8: Box Truck - Exiting
9: Tractor Trailer - Exiting
10: Trailer Cab Only - Exiting
11:
12:

A: No Passengers
B:
C:
D:

DATE:	12/6/2017	JOB NO:	14012
PERIOD:	7-10 AM & 3-6 PM	NAME:	SMN
LOCATION:	Gap Distribution Center, Fishkill, NY - Merritt Boulevard East Entrance	INT #:	

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	17	2	3	1			5	2	3				33						
	TRUCK	0%	0%	0%	0%			0%	0%	0%										0.69
7:15 - 8:15 AM	TOTAL	18	3	2	1			6	2	1				33						
	TRUCK	0%	0%	0%	0%			0%	0%	0%										0.69
7:30 - 8:30 AM	TOTAL	22	3	2	1			8	3	1				40						
	TRUCK	0%	0%	0%	0%			0%	0%	0%										0.83
7:45 - 8:45 AM	TOTAL	22	2	2	1			9	3	2	1			42						
	TRUCK	0%	0%	0%	0%			0%	0%	0%	0%									0.88
8:00 - 9:00 AM	TOTAL	22	1	1	1			8	3	3	1			40						
	TRUCK	0%	0%	0%	0%			0%	0%	0%	0%									0.91
8:15 - 9:15 AM	TOTAL	24		1	1			8	2	4	1			41						
	TRUCK	0%		0%	0%			0%	0%	0%	0%									0.85
8:30 - 9:30 AM	TOTAL	23	1	2	1			6	1	4	2			40						
	TRUCK	0%	0%	0%	0%			0%	0%	0%	0%									0.83
8:45 - 9:45 AM	TOTAL	23	2	4				7	2	3	1			42						
	TRUCK	0%	0%	0%				0%	0%	0%	0%									0.88
9:00 - 10:00 AM	TOTAL	18	2	6				7	3	3	1			40						
	TRUCK	0%	0%	0%				0%	0%	0%	0%									0.83

3:00 - 4:00 PM	TOTAL	121	2	8				112	2	3	4			252						
	TRUCK	0%	0%	0%				0%	0%	0%	0%									0.57
3:15 - 4:15 PM	TOTAL	169		5				222	1	4	2			403						
	TRUCK	0%		0%				0%	0%	0%	0%									0.38
3:30 - 4:30 PM	TOTAL	227		1				281		3				512						
	TRUCK	0%		0%				0%		0%										0.49
3:45 - 4:45 PM	TOTAL	212		1				291		3				507						
	TRUCK	0%		0%				0%		0%										0.48
4:00 - 5:00 PM	TOTAL	159		1				284		1	1			446						
	TRUCK	0%		0%				0%		0%	0%									0.43
4:15 - 5:15 PM	TOTAL	86		1				128		1	2			218						
	TRUCK	0%		0%				0%		0%	0%									0.38
4:30 - 5:30 PM	TOTAL	18	2	1	1			62		1	2			87						
	TRUCK	0%	0%	0%	0%			0%		0%	0%									0.64
4:45 - 5:45 PM	TOTAL	11	5	1	1			51	3	1	2			75						
	TRUCK	0%	0%	0%	0%			0%	0%	0%	0%									0.55
5:00 - 6:00 PM	TOTAL	9	5		1			46	3	1	1			66						
	TRUCK	0%	0%		0%			0%	0%	0%	0%									0.49

1: Passenger Car - Entering
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5:
6:

7: Passenger Car - Exiting
8: Box Truck - Exiting
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10: Trailer Cab Only - Exiting
11:
12:

A: No Passengers
B:
C:
D:

PART D

CAPACITY ANALYSES

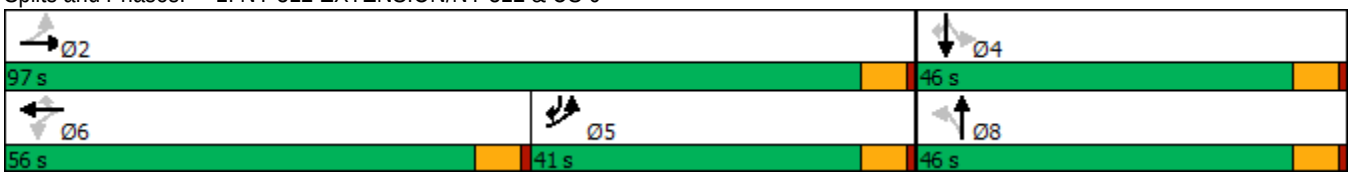
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	557	206	2	3	149	116	5	23	20	195	11	628
Future Volume (vph)	557	206	2	3	149	116	5	23	20	195	11	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.943				0.850
Flt Protected	0.950			0.950				0.995			0.955	
Satd. Flow (prot)	1661	1668	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.627			0.616				0.968			0.699	
Satd. Flow (perm)	1096	1668	0	1143	1761	1479	0	1506	0	0	1155	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				127		22				598
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	612	226	2	3	164	127	5	25	22	214	12	690
Shared Lane Traffic (%)												
Lane Group Flow (vph)	612	228	0	3	164	127	0	52	0	0	226	690
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	48.3	48.3		14.1	14.1	14.1		21.4			21.4	55.6
Actuated g/C Ratio	0.58	0.58		0.17	0.17	0.17		0.26			0.26	0.67
v/c Ratio	0.74	0.23		0.02	0.54	0.35		0.13			0.76	0.56
Control Delay	22.3	9.7		34.3	42.3	10.0		17.9			47.1	2.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	22.3	9.7		34.3	42.3	10.0		17.9			47.1	2.8
LOS	C	A		C	D	B		B			D	A
Approach Delay		18.9			28.3			17.9			13.7	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	184	50		1	83	0		13			115	14
Queue Length 95th (ft)	393	116		10	170	50		43			220	55
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	1024	1595		739	1139	1001		790			597	1244
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.60	0.14		0.00	0.14	0.13		0.07			0.38	0.55

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 82.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	35	681	15	55	822
Future Volume (vph)	12	35	681	15	55	822
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900		0.997			
Flt Protected	0.987				0.950	
Satd. Flow (prot)	1620	0	1747	0	1815	1900
Flt Permitted	0.987				0.950	
Satd. Flow (perm)	1620	0	1747	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	15	43	841	19	68	1015
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	860	0	68	1015
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	35	681	15	55	822
Future Vol, veh/h	12	35	681	15	55	822
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	15	43	841	19	68	1015

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2002	851	0	0	860	0
Stage 1	851	-	-	-	-	-
Stage 2	1151	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	93	385	-	-	790	-
Stage 1	486	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	85	385	-	-	790	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.7	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	203	790	-
HCM Lane V/C Ratio	-	-	0.286	0.086	-
HCM Control Delay (s)	-	-	29.7	10	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.3	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	716	875	2	3	2
Future Volume (vph)	0	716	875	2	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Grade (%)		2%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.955	
Flt Protected					0.968	
Satd. Flow (prot)	0	1775	1776	0	1309	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1775	1776	0	1309	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	726		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	50%	33%	0%
Adj. Flow (vph)	0	884	1080	2	4	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	884	1082	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		9	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.13	1.13
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	716	875	2	3	2
Future Vol, veh/h	0	716	875	2	3	2
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, %	-	2	-2	-	-2	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	6	8	50	33	0
Mvmt Flow	0	884	1080	2	4	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1082	0	-	0	1965	1081
Stage 1	-	-	-	-	1081	-
Stage 2	-	-	-	-	884	-
Critical Hdwy	4.1	-	-	-	6.33	6
Critical Hdwy Stg 1	-	-	-	-	5.33	-
Critical Hdwy Stg 2	-	-	-	-	5.33	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	652	-	-	-	71	284
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	652	-	-	-	71	284
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	394	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	43
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	652	-	-	-	101
HCM Lane V/C Ratio	-	-	-	-	0.061
HCM Control Delay (s)	0	-	-	-	43
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	688	31	99	870	7	11
Future Volume (vph)	688	31	99	870	7	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.994				0.916	
Flt Protected			0.950		0.981	
Satd. Flow (prot)	1811	0	1796	3224	1808	0
Flt Permitted			0.950		0.981	
Satd. Flow (perm)	1811	0	1796	3224	1808	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	562	
Travel Time (s)	2.5			9.2	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	791	36	114	1000	8	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	827	0	114	1000	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	688	31	99	870	7	11
Future Vol, veh/h	688	31	99	870	7	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	791	36	114	1000	8	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	827	0	1537	809
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	728	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	813	-	181	429
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	813	-	156	429
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	255	-	-	813	-
HCM Lane V/C Ratio	0.081	-	-	0.14	-
HCM Control Delay (s)	20.4	-	-	10.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	-

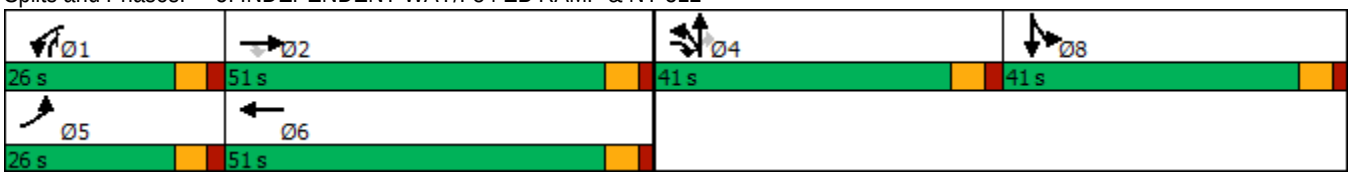
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	371	154	225	517	85	118	103	145	205	168	325
Future Volume (vph)	217	371	154	225	517	85	118	103	145	205	168	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.979				0.850		0.901	
Flt Protected	0.950			0.950			0.950	0.985		0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3246	0	1580	3255	1496	1646	3168	0
Flt Permitted	0.950			0.950			0.950	0.985		0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3246	0	1580	3255	1496	1646	3168	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			173		12				163		286	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			1401			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	244	417	173	253	581	96	133	116	163	230	189	365
Shared Lane Traffic (%)							39%					
Lane Group Flow (vph)	244	417	173	253	677	0	81	168	163	230	554	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	51.0	41.0	26.0	51.0		41.0	41.0	26.0	41.0	41.0	
Total Split (%)	16.4%	32.1%	25.8%	16.4%	32.1%		25.8%	25.8%	16.4%	25.8%	25.8%	
Maximum Green (s)	20.0	45.0	35.0	20.0	45.0		35.0	35.0	20.0	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	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	13.3	45.6	63.0	13.7	46.0		11.3	11.3	25.0	22.0	22.0	
Actuated g/C Ratio	0.11	0.39	0.54	0.12	0.39		0.10	0.10	0.21	0.19	0.19	
v/c Ratio	0.65	0.61	0.19	0.65	0.53		0.53	0.53	0.36	0.74	0.67	
Control Delay	59.7	36.2	3.0	59.1	30.8		65.8	58.4	5.3	60.7	25.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	59.7	36.2	3.0	59.1	30.8		65.8	58.4	5.3	60.7	25.0	
LOS	E	D	A	E	C		E	E	A	E	C	
Approach Delay		36.2			38.5			38.8			35.5	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	90	243	0	93	194		63	66	0	162	95	
Queue Length 95th (ft)	152	456	37	156	332		134	117	29	273	168	
Internal Link Dist (ft)		525			1321			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	570	682	1218	575	1283		479	987	522	499	1160	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.43	0.61	0.14	0.44	0.53		0.17	0.17	0.31	0.46	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 159
Actuated Cycle Length: 116.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 37.1 — Intersection LOS: D
Intersection Capacity Utilization 65.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	112	334	142	579	493	30
Future Volume (vph)	112	334	142	579	493	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1599	1728	1854	1765	1454
Flt Permitted	0.950		0.251			
Satd. Flow (perm)	1703	1599	456	1854	1765	1454
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		384				34
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1401	537	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	1%	5%	3%	3%	10%
Adj. Flow (vph)	129	384	163	666	567	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	384	163	666	567	34
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	9.0	9.0	35.1	35.1	25.6	25.6
Actuated g/C Ratio	0.17	0.17	0.65	0.65	0.47	0.47
v/c Ratio	0.46	0.66	0.36	0.55	0.68	0.05
Control Delay	25.4	8.6	6.8	8.2	20.8	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	8.6	6.8	8.2	20.8	5.3
LOS	C	A	A	A	C	A
Approach Delay	12.9			7.9	19.9	
Approach LOS	B			A	B	
Queue Length 50th (ft)	38	0	16	90	138	0
Queue Length 95th (ft)	75	51	43	206	#345	14
Internal Link Dist (ft)	648			1321	457	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	631	834	531	1203	835	705
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.46	0.31	0.55	0.68	0.05

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 54.1
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 55.0% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	0	78	1	0	0	205	485	1	0	444	30
Future Volume (vph)	16	0	78	1	0	0	205	485	1	0	444	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.992	
Flt Protected		0.950			0.950		0.950					
Satd. Flow (prot)	0	1405	1129	0	817	0	1771	1829	0	0	1731	0
Flt Permitted		0.757			0.746		0.359					
Satd. Flow (perm)	0	1120	1129	0	642	0	669	1829	0	0	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116								5	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	100%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	17	0	81	1	0	0	214	505	1	0	463	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	81	0	1	0	214	506	0	0	494	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	60.0		45.0	45.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%		17.6%	70.6%		52.9%	52.9%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	Max		Max	Max	
Act Effct Green (s)		6.8	6.8		6.8		54.0	54.0			40.9	
Actuated g/C Ratio		0.09	0.09		0.09		0.74	0.74			0.56	
v/c Ratio		0.16	0.38		0.02		0.35	0.37			0.51	
Control Delay		33.9	8.6		30.0		4.6	4.4			12.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		33.9	8.6		30.0		4.6	4.4			12.5	
LOS		C	A		C		A	A			B	
Approach Delay		13.0			30.0			4.5			12.5	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		7	0		0		21	61			121	
Queue Length 95th (ft)		26	22		5		44	113			226	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)			355									
Base Capacity (vph)		292	380		167		632	1356			974	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.06	0.21		0.01		0.34	0.37			0.51	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 72.8
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

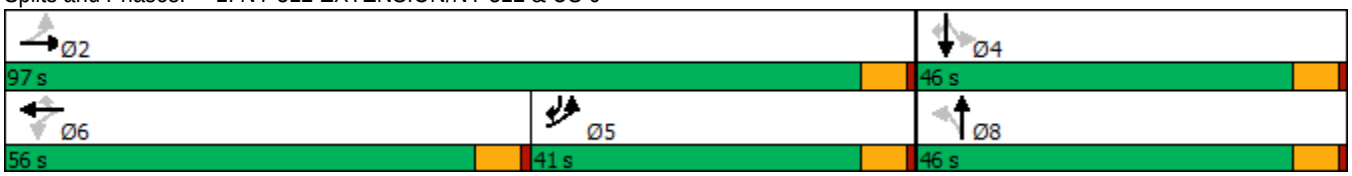
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	673	190	7	0	241	198	7	14	2	125	17	788
Future Volume (vph)	673	190	7	0	241	198	7	14	2	125	17	788
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.990				0.850
Flt Protected	0.950							0.984			0.958	
Satd. Flow (prot)	1727	1757	0	1855	1845	1636	0	1869	0	0	1762	1615
Flt Permitted	0.403							0.890			0.732	
Satd. Flow (perm)	733	1757	0	1855	1845	1636	0	1691	0	0	1346	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				244		2				362
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	831	235	9	0	298	244	9	17	2	154	21	973
Shared Lane Traffic (%)												
Lane Group Flow (vph)	831	244	0	0	298	244	0	28	0	0	175	973
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	62.6	62.6			20.9	20.9		17.6			17.6	59.3
Actuated g/C Ratio	0.68	0.68			0.23	0.23		0.19			0.19	0.64
v/c Ratio	0.95	0.20			0.71	0.44		0.09			0.68	0.84
Control Delay	42.2	6.7			43.6	6.6		30.7			49.9	16.5
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	42.2	6.7			43.6	6.6		30.7			49.9	16.5
LOS	D	A			D	A		C			D	B
Approach Delay		34.1			27.0			30.7			21.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	294	45			159	0		12			94	244
Queue Length 95th (ft)	#552	87			240	39		34			160	427
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	879	1666			1014	1009		745			592	1165
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	0.95	0.15			0.29	0.24		0.04			0.30	0.84

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 92.4
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 27.5 Intersection LOS: C
Intersection Capacity Utilization 80.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	27	883	2	11	919
Future Volume (vph)	11	27	883	2	11	919
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.903					
Flt Protected	0.986				0.950	
Satd. Flow (prot)	1660	0	1806	0	1815	1956
Flt Permitted	0.986				0.950	
Satd. Flow (perm)	1660	0	1806	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	11	28	910	2	11	947
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	912	0	11	947
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	27	883	2	11	919
Future Vol, veh/h	11	27	883	2	11	919
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	11	28	910	2	11	947

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1880	911	0	0	912	0
Stage 1	911	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	108	362	-	-	755	-
Stage 1	460	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	106	362	-	-	755	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	213	755	-
HCM Lane V/C Ratio	-	-	0.184	0.015	-
HCM Control Delay (s)	-	-	25.7	9.8	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	910	929	10	3	1
Future Volume (vph)	0	910	929	10	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Grade (%)		2%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.966	
Flt Protected					0.964	
Satd. Flow (prot)	0	1844	1917	0	1608	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	1844	1917	0	1608	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	727		392	
Travel Time (s)		19.9	11.0		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	0	1058	1080	12	3	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1058	1092	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		9	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.13	1.13
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.5%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	910	929	10	3	1
Future Vol, veh/h	0	910	929	10	3	1
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, %	-	2	-2	-	-2	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	0	1058	1080	12	3	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1092	0	-	0	2144	1086
Stage 1	-	-	-	-	1086	-
Stage 2	-	-	-	-	1058	-
Critical Hdwy	4.1	-	-	-	6	6
Critical Hdwy Stg 1	-	-	-	-	5	-
Critical Hdwy Stg 2	-	-	-	-	5	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	647	-	-	-	69	282
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	379	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	647	-	-	-	69	282
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	49.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	647	-	-	-	85
HCM Lane V/C Ratio	-	-	-	-	0.055
HCM Control Delay (s)	0	-	-	-	49.8
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	897	16	30	893	46	90
Future Volume (vph)	897	16	30	893	46	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.910	
Flt Protected			0.950		0.983	
Satd. Flow (prot)	1867	0	1744	3319	1777	0
Flt Permitted			0.950		0.983	
Satd. Flow (perm)	1867	0	1744	3319	1777	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	400	
Travel Time (s)	2.5			9.2	9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	944	17	32	940	48	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	961	0	32	940	143	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	897	16	30	893	46	90
Future Vol, veh/h	897	16	30	893	46	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	944	17	32	940	48	95

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	961	0	1487	953
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	709	-	192	358
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	709	-	183	358
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	32.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	-	-	709	-
HCM Lane V/C Ratio	0.528	-	-	0.045	-
HCM Control Delay (s)	32.2	-	-	10.3	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.9	-	-	0.1	-

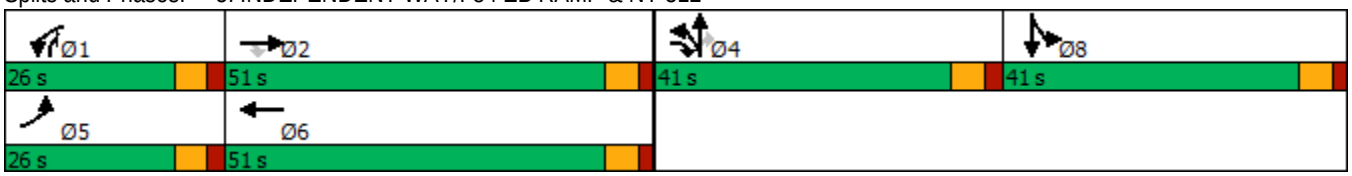
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	536	238	309	501	98	241	96	392	100	99	102
Future Volume (vph)	184	536	238	309	501	98	241	96	392	100	99	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.975				0.850		0.924	
Flt Protected	0.950			0.950			0.950	0.973		0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3468	0	1626	3361	1599	1711	3286	0
Flt Permitted	0.950			0.950			0.950	0.973		0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3468	0	1626	3361	1599	1711	3286	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			232		14				310		104	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			1402			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	188	547	243	315	511	100	246	98	400	102	101	104
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	188	547	243	315	611	0	123	221	400	102	205	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	51.0	41.0	26.0	51.0		41.0	41.0	26.0	41.0	41.0	
Total Split (%)	16.4%	32.1%	25.8%	16.4%	32.1%		25.8%	25.8%	16.4%	25.8%	25.8%	
Maximum Green (s)	20.0	45.0	35.0	20.0	45.0		35.0	35.0	20.0	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	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	10.5	45.4	64.9	15.2	50.2		13.4	13.4	28.7	11.3	11.3	
Actuated g/C Ratio	0.10	0.41	0.59	0.14	0.46		0.12	0.12	0.26	0.10	0.10	
v/c Ratio	0.56	0.70	0.23	0.66	0.38		0.62	0.54	0.62	0.58	0.48	
Control Delay	55.7	34.8	2.4	52.7	21.4		60.7	50.9	9.2	62.1	27.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	55.7	34.8	2.4	52.7	21.4		60.7	50.9	9.2	62.1	27.4	
LOS	E	C	A	D	C		E	D	A	E	C	
Approach Delay		30.8			32.0			30.1			39.0	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	65	311	3	108	140		91	81	34	69	34	
Queue Length 95th (ft)	113	#562	40	172	234		172	132	90	137	77	
Internal Link Dist (ft)		528			1322			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	642	776	1309	635	1595		524	1083	705	551	1130	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.29	0.70	0.19	0.50	0.38		0.23	0.20	0.57	0.19	0.18	

Intersection Summary

Area Type: Other
Cycle Length: 159
Actuated Cycle Length: 109.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 31.8 Intersection LOS: C
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	98	410	457	571	498	84
Future Volume (vph)	98	410	457	571	498	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1814	1909	1800	1480
Flt Permitted	0.950		0.193			
Satd. Flow (perm)	1736	1615	369	1909	1800	1480
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		434				91
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1402	536	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	1%	8%
Adj. Flow (vph)	107	446	497	621	541	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	446	497	621	541	91
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	8.9	8.9	35.2	35.2	20.1	20.1
Actuated g/C Ratio	0.16	0.16	0.65	0.65	0.37	0.37
v/c Ratio	0.37	0.71	0.98	0.50	0.81	0.15
Control Delay	23.3	9.7	50.8	7.6	29.3	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	9.7	50.8	7.6	29.3	4.7
LOS	C	A	D	A	C	A
Approach Delay	12.3			26.8	25.7	
Approach LOS	B			C	C	
Queue Length 50th (ft)	31	3	87	75	144	0
Queue Length 95th (ft)	66	64	#328	219	#371	27
Internal Link Dist (ft)	648			1322	456	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	644	872	508	1240	668	606
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.51	0.98	0.50	0.81	0.15

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 54.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 23.1 Intersection LOS: C
Intersection Capacity Utilization 69.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	0	117	0	0	1	75	594	0	5	465	11
Future Volume (vph)	27	0	117	0	0	1	75	594	0	5	465	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865						0.997	
Flt Protected		0.950					0.950				0.999	
Satd. Flow (prot)	0	1721	1546	0	744	0	1675	1919	0	0	1794	0
Flt Permitted		0.757					0.398				0.994	
Satd. Flow (perm)	0	1371	1546	0	744	0	702	1919	0	0	1785	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130		283						2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	100%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	30	0	130	0	0	1	83	660	0	6	517	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	130	0	1	0	83	660	0	0	535	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	60.0		45.0	45.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%		17.6%	70.6%		52.9%	52.9%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	Max		Max	Max	
Act Effct Green (s)		7.4	7.4		7.4		54.0	54.0			44.7	
Actuated g/C Ratio		0.10	0.10		0.10		0.73	0.73			0.61	
v/c Ratio		0.22	0.48		0.00		0.14	0.47			0.49	
Control Delay		33.9	12.6		0.0		3.6	5.5			11.3	
Queue Delay		0.0	0.0		0.0		0.0	0.4			0.0	
Total Delay		33.9	12.6		0.0		3.6	5.9			11.3	
LOS		C	B		A		A	A			B	
Approach Delay		16.6						5.6			11.3	
Approach LOS		B						A			B	
Queue Length 50th (ft)		13	0		0		8	92			130	
Queue Length 95th (ft)		37	46		0		21	177			242	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)			355									
Base Capacity (vph)		354	496		402		635	1411			1086	
Starvation Cap Reductn		0	0		0		0	323			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.08	0.26		0.00		0.13	0.61			0.49	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 73.5
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

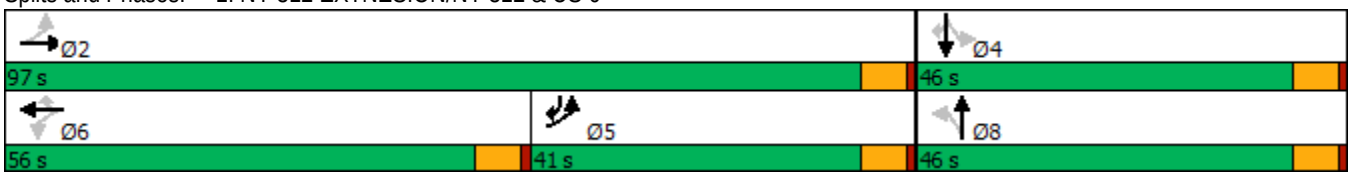
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	705	202	5	6	152	169	24	33	2	170	7	713
Future Volume (vph)	705	202	5	6	152	169	24	33	2	170	7	713
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.996				0.850
Flt Protected	0.950			0.950				0.980			0.954	
Satd. Flow (prot)	1710	1778	0	1762	1900	1669	0	1784	0	0	1736	1615
Flt Permitted	0.647			0.624				0.828			0.690	
Satd. Flow (perm)	1165	1778	0	1158	1900	1669	0	1507	0	0	1256	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				176		1				612
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	734	210	5	6	158	176	25	34	2	177	7	743
Shared Lane Traffic (%)												
Lane Group Flow (vph)	734	215	0	6	158	176	0	61	0	0	184	743
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	49.3	49.3		12.8	12.8	12.8		16.9			16.9	53.5
Actuated g/C Ratio	0.63	0.63		0.16	0.16	0.16		0.21			0.21	0.68
v/c Ratio	0.78	0.19		0.03	0.51	0.42		0.19			0.68	0.57
Control Delay	20.9	7.2		31.8	39.0	9.0		28.5			44.1	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	20.9	7.2		31.8	39.0	9.0		28.5			44.1	3.1
LOS	C	A		C	D	A		C			D	A
Approach Delay		17.8			23.3			28.5			11.2	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	205	39		3	77	0		26			89	19
Queue Length 95th (ft)	416	86		14	148	54		62			170	63
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	1071	1758		764	1254	1161		795			663	1294
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.69	0.12		0.01	0.13	0.15		0.08			0.28	0.57

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 78.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 78.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: NY 312 EXTNESION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	31	902	5	19	884
Future Volume (vph)	6	31	902	5	19	884
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.999			
Flt Protected	0.992				0.950	
Satd. Flow (prot)	1598	0	1785	0	1728	1956
Flt Permitted	0.992				0.950	
Satd. Flow (perm)	1598	0	1785	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	6	32	930	5	20	911
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	935	0	20	911
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	31	902	5	19	884
Future Vol, veh/h	6	31	902	5	19	884
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	6	32	930	5	20	911

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1884	933	0	0	935	0
Stage 1	933	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	108	347	-	-	720	-
Stage 1	451	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	347	-	-	720	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	444	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.7	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	253	720	-
HCM Lane V/C Ratio	-	-	0.151	0.027	-
HCM Control Delay (s)	-	-	21.7	10.1	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	933	903	4	6	0
Future Volume (vph)	0	933	903	4	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Grade (%)		2%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999			
Flt Protected					0.950	
Satd. Flow (prot)	0	1844	1896	0	1402	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1844	1896	0	1402	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	728		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	1%	25%	17%	0%
Adj. Flow (vph)	0	972	941	4	6	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	972	945	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		9	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	0.99	0.99	1.13	1.13
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	933	903	4	6	0
Future Vol, veh/h	0	933	903	4	6	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, %	-	2	-2	-	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	1	25	17	0
Mvmt Flow	0	972	941	4	6	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	945	0	-	0	1915	943
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	972	-
Critical Hdwy	4.1	-	-	-	6.17	6
Critical Hdwy Stg 1	-	-	-	-	5.17	-
Critical Hdwy Stg 2	-	-	-	-	5.17	-
Follow-up Hdwy	2.2	-	-	-	3.653	3.3
Pot Cap-1 Maneuver	734	-	-	-	84	338
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	384	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	734	-	-	-	84	338
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	384	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	51.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	734	-	-	-	84
HCM Lane V/C Ratio	-	-	-	-	0.074
HCM Control Delay (s)	0	-	-	-	51.3
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	931	8	18	888	19	40
Future Volume (vph)	931	8	18	888	19	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.999				0.909	
Flt Protected			0.950		0.984	
Satd. Flow (prot)	1871	0	1796	3319	1800	0
Flt Permitted			0.950		0.984	
Satd. Flow (perm)	1871	0	1796	3319	1800	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	380	
Travel Time (s)	2.7			9.0	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1012	9	20	965	21	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1021	0	20	965	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	931	8	18	888	19	40
Future Vol, veh/h	931	8	18	888	19	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1012	9	20	965	21	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1021	0	1540	1017
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	688	-	181	335
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	688	-	176	335
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	-	-	688	-
HCM Lane V/C Ratio	0.247	-	-	0.028	-
HCM Control Delay (s)	23.3	-	-	10.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

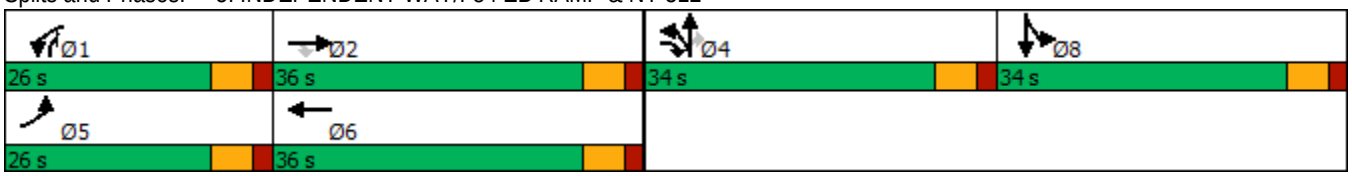
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	280	406	476	431	74	365	212	389	66	203	111
Future Volume (vph)	253	280	406	476	431	74	365	212	389	66	203	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.978				0.850		0.947	
Flt Protected	0.950			0.950			0.950	0.978		0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3484	0	1659	3343	1615	1662	3385	0
Flt Permitted	0.950			0.950			0.950	0.978		0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3484	0	1659	3343	1615	1662	3385	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189		14				397		73	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			1403			539			757	
Travel Time (s)		9.0			21.3			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	258	286	414	486	440	76	372	216	397	67	207	113
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	258	286	414	486	516	0	193	395	397	67	320	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	36.0	34.0	26.0	36.0		34.0	34.0	26.0	34.0	34.0	
Total Split (%)	20.0%	27.7%	26.2%	20.0%	27.7%		26.2%	26.2%	20.0%	26.2%	26.2%	
Maximum Green (s)	20.0	30.0	28.0	20.0	30.0		28.0	28.0	20.0	28.0	28.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	12.5	30.3	55.6	18.9	36.7		19.3	19.3	38.1	12.4	12.4	
Actuated g/C Ratio	0.12	0.29	0.53	0.18	0.35		0.18	0.18	0.36	0.12	0.12	
v/c Ratio	0.65	0.54	0.45	0.79	0.42		0.63	0.65	0.47	0.34	0.69	
Control Delay	53.1	38.1	9.8	52.3	28.7		50.2	45.2	3.2	49.2	43.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	53.1	38.1	9.8	52.3	28.7		50.2	45.2	3.2	49.2	43.0	
LOS	D	D	A	D	C		D	D	A	D	D	
Approach Delay		29.9			40.2			29.2			44.0	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	86	162	83	159	131		134	137	0	42	84	
Queue Length 95th (ft)	140	291	170	#272	230		225	200	33	92	143	
Internal Link Dist (ft)		514			1323			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	649	533	1050	662	1225		446	899	854	447	963	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.40	0.54	0.39	0.73	0.42		0.43	0.44	0.46	0.15	0.33	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 105.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 68.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	460	273	462	521	101
Future Volume (vph)	48	460	273	462	521	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1599	1778	1891	1783	1583
Flt Permitted	0.950		0.239			
Satd. Flow (perm)	1805	1599	447	1891	1783	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		437				103
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1403	534	
Travel Time (s)	16.5			21.3	8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	1%	2%	1%
Adj. Flow (vph)	49	469	279	471	532	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	469	279	471	532	103
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	8.5	8.5	35.3	35.3	22.1	22.1
Actuated g/C Ratio	0.16	0.16	0.65	0.65	0.41	0.41
v/c Ratio	0.17	0.76	0.56	0.38	0.73	0.15
Control Delay	19.9	11.9	9.6	6.4	24.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	11.9	9.6	6.4	24.2	4.5
LOS	B	B	A	A	C	A
Approach Delay	12.6			7.6	21.0	
Approach LOS	B			A	C	
Queue Length 50th (ft)	14	9	23	43	121	0
Queue Length 95th (ft)	35	75	88	156	#370	28
Internal Link Dist (ft)	648			1323	454	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	675	871	541	1238	731	710
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.54	0.52	0.38	0.73	0.15

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 53.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 64.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	59	0	0	0	54	456	0	1	563	12
Future Volume (vph)	10	0	59	0	0	0	54	456	0	1	563	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.997	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1841	1517	0	1720	0	1617	1938	0	0	1837	0
Flt Permitted		0.757					0.273				0.999	
Satd. Flow (perm)	0	1467	1517	0	1720	0	465	1938	0	0	1836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151								2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	11	0	63	0	0	0	57	485	0	1	599	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	63	0	0	0	57	485	0	0	613	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0		15.0	45.0		30.0	30.0	
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%		23.1%	69.2%		46.2%	46.2%	
Maximum Green (s)	14.0	14.0	14.0	14.0	14.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	Min	Min	Min	None	None		Max	Max		Max	Max	
Act Effct Green (s)		6.2	6.2				39.0	39.0			24.0	
Actuated g/C Ratio		0.11	0.11				0.68	0.68			0.42	
v/c Ratio		0.07	0.21				0.11	0.37			0.79	
Control Delay		23.8	1.6				3.7	4.9			24.6	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		23.8	1.6				3.7	4.9			24.6	
LOS		C	A				A	A			C	
Approach Delay		4.9						4.8			24.6	
Approach LOS		A						A			C	
Queue Length 50th (ft)		4	0				5	54			172	
Queue Length 95th (ft)		16	0				14	99			#349	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)			355									
Base Capacity (vph)		359	485				498	1322			772	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.03	0.13				0.11	0.37			0.79	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 57.2
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 14.7 Intersection LOS: B
Intersection Capacity Utilization 57.9% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	665	186	2	3	133	131	5	24	21	219	12	726
Future Volume (vph)	665	186	2	3	133	131	5	24	21	219	12	726
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (prot)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (perm)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						182		23				519
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			636	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	731	204	2	3	146	144	5	26	23	241	13	798
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	461	476	0	3	146	144	0	54	0	0	254	798
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

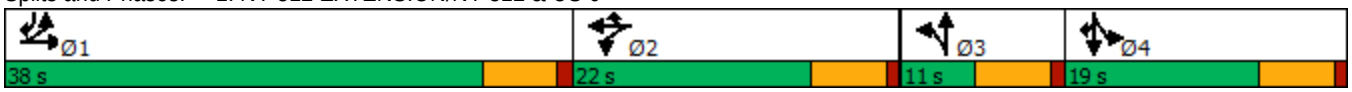
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		22.0	22.0	22.0	11.0	11.0		19.0	19.0	
Total Split (%)	42.2%	42.2%		24.4%	24.4%	24.4%	12.2%	12.2%		21.1%	21.1%	
Maximum Green (s)	32.0	32.0		16.0	16.0	16.0	5.0	5.0		13.0	13.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	29.7	29.7		12.0	12.0	12.0		5.1			13.3	49.2
Actuated g/C Ratio	0.36	0.36		0.15	0.15	0.15		0.06			0.16	0.60
v/c Ratio	0.80	0.83		0.01	0.57	0.39		0.46			0.99	0.70
Control Delay	37.1	39.1		31.0	43.2	5.8		40.1			93.9	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	37.1	39.1		31.0	43.2	5.8		40.1			93.9	8.0
LOS	D	D		C	D	A		D			F	A
Approach Delay		38.1			24.7			40.1			28.7	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	231	241		1	75	0		17			~155	74
Queue Length 95th (ft)	#422	#443		9	134	30		#62			#316	232
Internal Link Dist (ft)		683			685			259			556	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	633	634		353	353	442		118			257	1180
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.73	0.75		0.01	0.41	0.33		0.46			0.99	0.68

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 81.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 32.3 Intersection LOS: C
Intersection Capacity Utilization 71.1% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	762	58	218	918
Future Volume (vph)	39	141	762	58	218	918
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.990			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1733	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1733	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	941	72	269	1133
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1013	0	269	1133
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	68.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	762	58	218	918
Future Vol, veh/h	39	141	762	58	218	918
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	941	72	269	1133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2648	977	0	0	1013	0
Stage 1	977	-	-	-	-	-
Stage 2	1671	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 40	329	-	-	692	-
Stage 1	433	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 24	329	-	-	692	-
Mov Cap-2 Maneuver	~ 24	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	224	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 794.4	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	88	692	-
HCM Lane V/C Ratio	-	-	2.525	0.389	-
HCM Control Delay (s)	-	-	$ 794.4	13.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.8	1.8	-

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	897	1115	23	64	21
Future Volume (vph)	6	897	1115	23	64	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	1834	1836	1546	1906	1706
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1694	1834	1836	1546	1906	1706
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	726		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	6%	8%	2%	2%	2%
Adj. Flow (vph)	7	1107	1377	28	79	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	1107	1377	28	79	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	19.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	897	1115	23	64	21
Future Vol, veh/h	6	897	1115	23	64	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	6	8	2	2	2
Mvmt Flow	7	1107	1377	28	79	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1405	0	-	0	2498	1377
Stage 1	-	-	-	-	1377	-
Stage 2	-	-	-	-	1121	-
Critical Hdwy	4.12	-	-	-	6.02	6.02
Critical Hdwy Stg 1	-	-	-	-	5.02	-
Critical Hdwy Stg 2	-	-	-	-	5.02	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	486	-	-	-	~ 42	192
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	353	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	486	-	-	-	~ 41	192
Mov Cap-2 Maneuver	-	-	-	-	~ 41	-
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	353	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 494
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	486	-	-	-	41	192
HCM Lane V/C Ratio	0.015	-	-	-	1.927	0.135
HCM Control Delay (s)	12.5	-	-	-	-$ 647.3	26.7
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0	-	-	-	8.3	0.5

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	922	39	99	1123	15	4
Future Volume (vph)	922	39	99	1123	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1813	0	1796	3224	1850	1655
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1813	0	1796	3224	1850	1655
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	566	
Travel Time (s)	2.5			9.2	12.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1060	45	114	1291	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1105	0	114	1291	17	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	922	39	99	1123	15	4
Future Vol, veh/h	922	39	99	1123	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1060	45	114	1291	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1105	0	1957	1083
Stage 1	-	-	-	-	1083	-
Stage 2	-	-	-	-	874	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	639	-	110	310
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	639	-	90	310
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	46.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	90	310	-	-	639	-
HCM Lane V/C Ratio	0.192	0.015	-	-	0.178	-
HCM Control Delay (s)	54.2	16.8	-	-	11.8	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	472	224	182	623	99	202	109	79	230	178	387
Future Volume (vph)	275	472	224	182	623	99	202	109	79	230	178	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.979				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3246	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3246	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					23							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			836			539			757	
Travel Time (s)		9.2			12.7			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	309	530	252	204	700	111	227	122	89	258	200	435
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	530	252	204	811	0	227	122	89	258	200	435
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	2	1	6		4	4	1	3	3	5
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	20.0	12.0	20.0		13.0	13.0	12.0	12.0	12.0	8.0
Total Split (s)	16.0	47.0	47.0	16.0	47.0		16.0	16.0	16.0	17.0	17.0	16.0
Total Split (%)	16.7%	49.0%	49.0%	16.7%	49.0%		16.7%	16.7%	16.7%	17.7%	17.7%	16.7%
Maximum Green (s)	12.0	42.0	42.0	12.0	42.0		11.0	11.0	12.0	13.0	13.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	21.6	34.5	34.5	16.6	29.5		10.1	10.1	27.7	16.8	16.8	42.4
Actuated g/C Ratio	0.22	0.36	0.36	0.17	0.31		0.11	0.11	0.29	0.18	0.18	0.44
v/c Ratio	0.42	0.84	0.45	0.36	0.80		0.64	0.64	0.21	0.90	0.62	0.62
Control Delay	34.0	40.8	25.1	40.5	39.6		50.0	57.1	16.3	75.5	48.9	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	40.8	25.1	40.5	39.6		50.0	57.1	16.3	75.5	48.9	27.1
LOS	C	D	C	D	D		D	E	B	E	D	C
Approach Delay		35.2			39.8			45.1			46.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	79	292	115	58	255		69	72	25	~187	120	200
Queue Length 95th (ft)	127	369	160	m101	163		105	128	58	#336	#231	342
Internal Link Dist (ft)		525			756			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	740	765	689	573	1433		385	207	431	288	320	699
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.69	0.37	0.36	0.57		0.59	0.59	0.21	0.90	0.63	0.62

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 40.6 Intersection LOS: D
Intersection Capacity Utilization 65.9% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

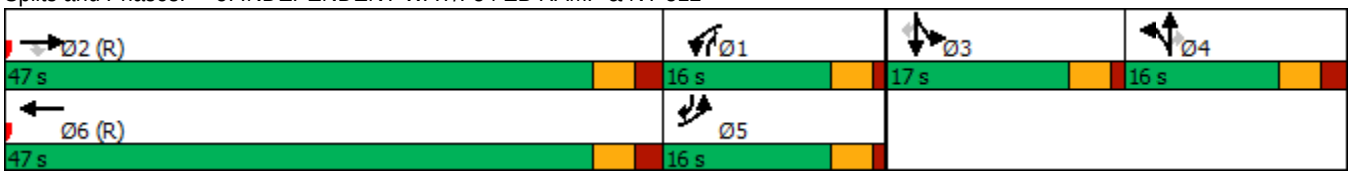
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



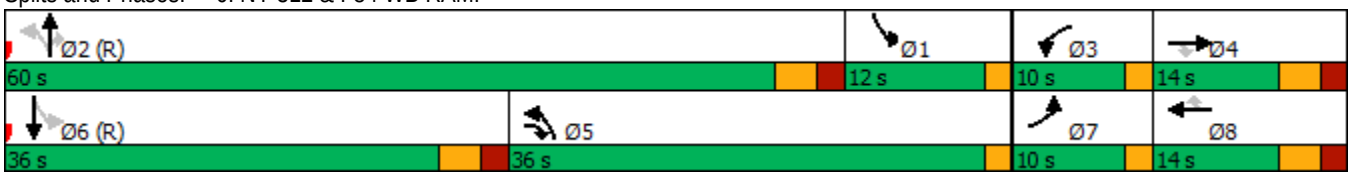
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	18	396	28	12	0	196	504	81	0	482	18
Future Volume (vph)	94	18	396	28	12	0	196	504	81	0	482	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.995	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1703	1900	1599	3502	1900	1900	1728	1854	1623	1881	3329	0
Flt Permitted	0.950			0.950			0.376					
Satd. Flow (perm)	1703	1900	1599	3502	1900	1900	684	1854	1623	1881	3329	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									93			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			358			570			537	
Travel Time (s)		16.5			8.1			8.6			8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	1%	0%	0%	0%	5%	3%	0%	0%	3%	10%
Adj. Flow (vph)	108	21	455	32	14	0	225	579	93	0	554	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	21	455	32	14	0	225	579	93	0	575	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	14.0	14.0	9.0	14.0	14.0	14.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	16.7	12.1	37.9	6.5	7.7		71.5	68.5	68.5		44.5	
Actuated g/C Ratio	0.17	0.13	0.39	0.07	0.08		0.74	0.71	0.71		0.46	
v/c Ratio	0.37	0.09	0.72	0.14	0.09		0.30	0.44	0.08		0.37	
Control Delay	37.4	33.7	26.0	43.0	40.1		14.2	15.1	6.0		15.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	37.4	33.7	26.0	43.0	40.1		14.2	15.1	6.0		15.1	
LOS	D	C	C	D	D		B	B	A		B	
Approach Delay		28.4			42.1			13.9			15.1	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	54	12	194	9	8		71	237	13		124	
Queue Length 95th (ft)	108	29	204	23	24		m107	m298	m21		188	
Internal Link Dist (ft)		648			278			490			457	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	295	264	652	291	198		964	1323	1185		1543	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.37	0.08	0.70	0.11	0.07		0.23	0.44	0.08		0.37	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 53.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



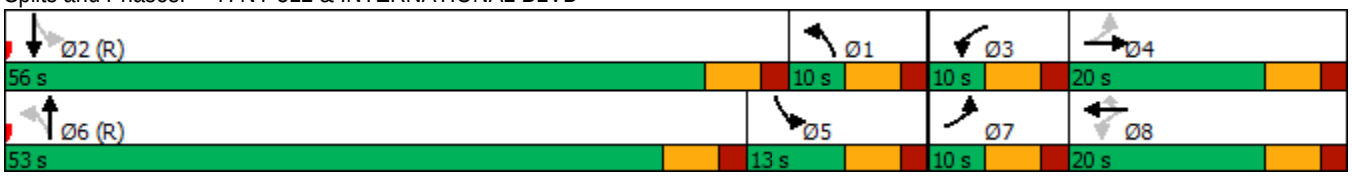
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	25	0	16	217	393	1	25	392	32
Future Volume (vph)	17	0	83	25	0	16	217	393	1	25	392	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1359	1168	0	1571	1720	1462	1771	1829	0	1751	1727	0
Flt Permitted	0.889			0.889			0.457			0.489		
Satd. Flow (perm)	1271	1168	0	1470	1720	1462	852	1829	0	901	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		484				465					6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	4%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	26	0	17	226	409	1	26	408	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	86	0	26	0	17	226	410	0	26	441	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	5.6		6.9		5.6	73.1	72.7		72.8	66.7	
Actuated g/C Ratio	0.07	0.06		0.07		0.06	0.76	0.76		0.76	0.69	
v/c Ratio	0.19	0.16		0.24		0.03	0.33	0.30		0.04	0.37	
Control Delay	41.1	0.7		42.2		0.1	3.0	4.5		3.8	8.4	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	0.7		42.2		0.1	3.0	4.5		3.8	8.4	
LOS	D	A		D		A	A	A		A	A	
Approach Delay		7.7			25.6			4.0			8.1	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	11	0		16		0	6	10		2	88	
Queue Length 95th (ft)	30	0		37		0	34	128		11	193	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	94	583		109		610	687	1385		753	1202	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.19	0.15		0.24		0.03	0.33	0.30		0.03	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	853	171	7	0	223	234	7	15	2	154	18	988
Future Volume (vph)	853	171	7	0	223	234	7	15	2	154	18	988
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.991				0.850
Flt Protected	0.950	0.968						0.985			0.957	
Satd. Flow (prot)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Flt Permitted	0.950	0.968						0.985			0.957	
Satd. Flow (perm)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				289		2				546
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			631	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	1053	211	9	0	275	289	9	19	2	190	22	1220
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	632	641	0	0	275	289	0	30	0	0	212	1220
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
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)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	32.0	32.0		27.0	27.0	27.0	20.0	20.0		11.0	11.0	
Total Split (%)	35.6%	35.6%		30.0%	30.0%	30.0%	22.2%	22.2%		12.2%	12.2%	
Maximum Green (s)	26.0	26.0		21.0	21.0	21.0	14.0	14.0		5.0	5.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	26.4	26.4			18.1	18.1		6.8			5.1	37.6
Actuated g/C Ratio	0.36	0.36			0.25	0.25		0.09			0.07	0.52
v/c Ratio	1.06	1.07			0.60	0.46		0.17			1.74	1.11
Control Delay	82.0	83.8			31.4	6.2		34.2			387.9	77.4
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	82.0	83.8			31.4	6.2		34.2			387.9	77.4
LOS	F	F			C	A		C			F	E
Approach Delay		82.9			18.5			34.3			123.4	
Approach LOS		F			B			C			F	
Queue Length 50th (ft)	~282	~291			97	0		11			~133	~474
Queue Length 95th (ft)	#565	#580			184	40		35			#276	#708
Internal Link Dist (ft)		683			685			259			551	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	595	600			540	683		367			122	1098
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.06	1.07			0.51	0.42		0.08			1.74	1.11

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.74
Intersection Signal Delay: 89.0 Intersection LOS: F
Intersection Capacity Utilization 92.1% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	1065	37	144	1098
Future Volume (vph)	62	209	1065	37	144	1098
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	1098	38	148	1132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1136	0	148	1132
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 92.6%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	84

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	1065	37	144	1098
Future Vol, veh/h	62	209	1065	37	144	1098
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	1098	38	148	1132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2545	1117	0	0	1136	0
Stage 1	1117	-	-	-	-	-
Stage 2	1428	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 46	279	-	-	622	-
Stage 1	380	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 35	279	-	-	622	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	283	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 803.2	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	108	622	-
HCM Lane V/C Ratio	-	-	2.587	0.239	-
HCM Control Delay (s)	-	-	$ 803.2	12.6	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	25.5	0.9	-

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)	22	1252	1228	78	43	14
Future Volume (vph)	22	1252	1228	78	43	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	1906	1983	1546	1906	1706
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1694	1906	1983	1546	1906	1706
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	727		392	
Travel Time (s)		19.9	11.0		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	0%	2%	2%	2%
Adj. Flow (vph)	26	1456	1428	91	50	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	1456	1428	91	50	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1252	1228	78	43	14
Future Vol, veh/h	22	1252	1228	78	43	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	210	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	0	2	2	2
Mvmt Flow	26	1456	1428	91	50	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1519	0	-	0	2936	1428
Stage 1	-	-	-	-	1428	-
Stage 2	-	-	-	-	1508	-
Critical Hdwy	4.12	-	-	-	6.02	6.02
Critical Hdwy Stg 1	-	-	-	-	5.02	-
Critical Hdwy Stg 2	-	-	-	-	5.02	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	439	-	-	-	~ 23	179
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	239	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	439	-	-	-	~ 22	179
Mov Cap-2 Maneuver	-	-	-	-	~ 22	-
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	239	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 726.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	439	-	-	-	22	179
HCM Lane V/C Ratio	0.058	-	-	-	2.273	0.091
HCM Control Delay (s)	13.7	-	-	-	-$ 954.4	27.1
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.2	-	-	-	6.4	0.3

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1270	25	24	1249	57	88
Future Volume (vph)	1270	25	24	1249	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.997					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1865	0	1744	3319	1850	1623
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1865	0	1744	3319	1850	1623
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	459	
Travel Time (s)	2.5			9.2	10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1337	26	25	1315	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1363	0	25	1315	60	93
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1270	25	24	1249	57	88
Future Vol, veh/h	1270	25	24	1249	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1337	26	25	1315	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1363	0	2058	1350
Stage 1	-	-	-	-	1350	-
Stage 2	-	-	-	-	708	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	498	-	97	221
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	554	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	498	-	92	221
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	554	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	58.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	92	221	-	-	498	-
HCM Lane V/C Ratio	0.652	0.419	-	-	0.051	-
HCM Control Delay (s)	98.6	32.6	-	-	12.6	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	3.1	1.9	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	743	331	253	698	128	330	102	347	130	105	161
Future Volume (vph)	253	743	331	253	698	128	330	102	347	130	105	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					30							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			861			539			757	
Travel Time (s)		9.2			13.0			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	258	758	338	258	712	131	337	104	354	133	107	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	758	338	258	843	0	337	104	354	133	107	164
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	2	1	6		4	4	1	3	3	5
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	20.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	16.0	50.0	50.0	17.0	51.0		16.0	16.0	17.0	13.0	13.0	16.0
Total Split (%)	16.7%	52.1%	52.1%	17.7%	53.1%		16.7%	16.7%	17.7%	13.5%	13.5%	16.7%
Maximum Green (s)	12.0	45.0	45.0	13.0	46.0		11.0	11.0	13.0	8.0	8.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	12.0	45.1	45.1	13.0	46.1		10.9	10.9	24.9	8.0	8.0	25.0
Actuated g/C Ratio	0.12	0.47	0.47	0.14	0.48		0.11	0.11	0.26	0.08	0.08	0.26
v/c Ratio	0.59	0.86	0.45	0.55	0.50		0.86	0.48	0.86	0.94	0.69	0.40
Control Delay	45.9	34.8	19.6	46.9	17.9		63.4	47.9	45.3	106.4	66.0	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	34.8	19.6	46.9	17.9		63.4	47.9	45.3	106.4	66.0	32.8
LOS	D	C	B	D	B		E	D	D	F	E	C
Approach Delay		33.1			24.7			53.3			65.8	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	77	398	134	80	188		105	60	152	82	65	83
Queue Length 95th (ft)	118	#631	209	m119	99		#178	113	#228	#195	#143	143
Internal Link Dist (ft)		528			781			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	435	879	747	467	1684		397	219	414	142	156	412
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.86	0.45	0.55	0.50		0.85	0.47	0.86	0.94	0.69	0.40

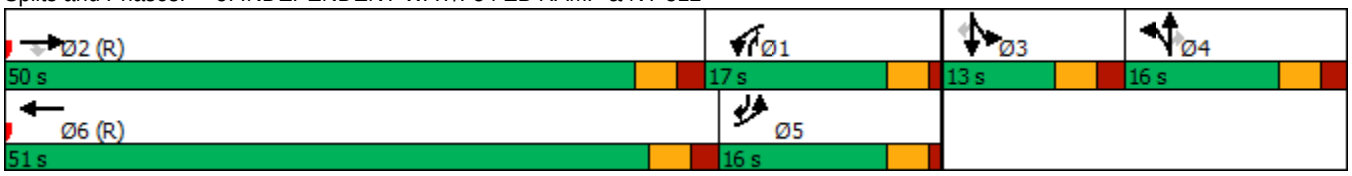
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 38.6 Intersection LOS: D
Intersection Capacity Utilization 79.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	73	471	121	80	0	544	491	185	0	499	66
Future Volume (vph)	86	73	471	121	80	0	544	491	185	0	499	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.982	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	1900	1615	3502	1900	1900	1814	1909	1623	1881	3332	0
Flt Permitted	0.950			0.950			0.323					
Satd. Flow (perm)	1736	1900	1615	3502	1900	1900	617	1909	1623	1881	3332	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									201			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			396			542			536	
Travel Time (s)		16.5			9.0			8.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	79	512	132	87	0	591	534	201	0	542	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	79	512	132	87	0	591	534	201	0	614	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	8.9	9.9	42.9	8.5	11.1		68.6	65.6	65.6		33.5	
Actuated g/C Ratio	0.09	0.10	0.45	0.09	0.12		0.71	0.68	0.68		0.35	
v/c Ratio	0.58	0.40	0.71	0.42	0.40		0.73	0.41	0.17		0.53	
Control Delay	56.7	46.5	19.1	45.6	46.1		23.7	10.0	2.7		22.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	56.7	46.5	19.1	45.6	46.1		23.7	10.0	2.7		22.8	
LOS	E	D	B	D	D		C	B	A		C	
Approach Delay		27.4			45.8			15.0			22.8	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	55	45	169	39	51		210	199	16		111	
Queue Length 95th (ft)	#117	93	226	69	100		m191	m180	m18		239	
Internal Link Dist (ft)		648			316			462			456	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	168	202	727	320	220		899	1303	1172		1222	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.55	0.39	0.70	0.41	0.40		0.66	0.41	0.17		0.50	

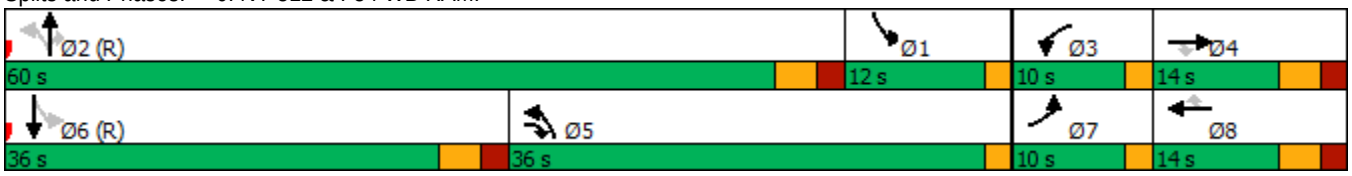
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 69.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	80	0	122	80	541	0	116	354	12
Future Volume (vph)	29	0	124	80	0	122	80	541	0	116	354	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1663	1599	0	1634	1720	1448	1675	1919	0	1751	1789	0
Flt Permitted	0.757			0.526			0.477			0.326		
Satd. Flow (perm)	1325	1599	0	905	1720	1448	841	1919	0	601	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		462				328					3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	1%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	89	0	136	89	601	0	129	393	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	138	0	89	0	136	89	601	0	129	406	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	11.0		10.0	11.0	11.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	8.8	5.6		10.0		7.6	61.7	57.7		68.0	62.4	
Actuated g/C Ratio	0.09	0.06		0.10		0.08	0.64	0.60		0.71	0.65	
v/c Ratio	0.24	0.26		0.71		0.33	0.15	0.52		0.25	0.35	
Control Delay	39.0	1.2		68.3		2.1	4.0	9.0		6.6	9.7	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.2		0.0	0.0	
Total Delay	39.0	1.2		68.3		2.1	4.0	9.2		6.6	9.7	
LOS	D	A		E		A	A	A		A	A	
Approach Delay		8.3			28.3			8.5			9.0	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	17	0		49		0	10	110		21	114	
Queue Length 95th (ft)	43	0		#101		0	m23	225		38	173	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	136	627		126		495	575	1153		511	1163	
Starvation Cap Reductn	0	0		0		0	0	110		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.24	0.22		0.71		0.27	0.15	0.58		0.25	0.35	

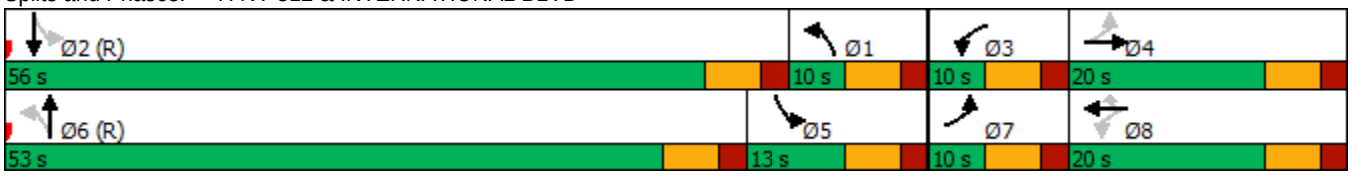
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 67.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	930	183	5	6	128	232	25	35	2	228	7	928
Future Volume (vph)	930	183	5	6	128	232	25	35	2	228	7	928
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.996				0.850
Flt Protected	0.950	0.968		0.950				0.980			0.954	
Satd. Flow (prot)	1625	1649	0	1762	1900	1669	0	1784	0	0	1736	1615
Flt Permitted	0.950	0.968		0.950				0.980			0.954	
Satd. Flow (perm)	1625	1649	0	1762	1900	1669	0	1784	0	0	1736	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				242		1				386
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			635	
Travel Time (s)		9.5			9.5			7.7			9.6	
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 (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	969	191	5	6	133	242	26	36	2	238	7	967
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	581	584	0	6	133	242	0	64	0	0	245	967
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

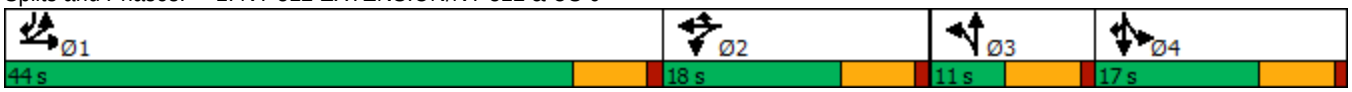
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	44.0	44.0		18.0	18.0	18.0	11.0	11.0		17.0	17.0	
Total Split (%)	48.9%	48.9%		20.0%	20.0%	20.0%	12.2%	12.2%		18.9%	18.9%	
Maximum Green (s)	38.0	38.0		12.0	12.0	12.0	5.0	5.0		11.0	11.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	35.8	35.8		11.6	11.6	11.6		5.1			11.2	53.0
Actuated g/C Ratio	0.42	0.42		0.14	0.14	0.14		0.06			0.13	0.62
v/c Ratio	0.85	0.84		0.03	0.51	0.55		0.60			1.08	0.84
Control Delay	36.9	36.0		34.3	43.8	10.5		65.3			121.6	16.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	36.9	36.0		34.3	43.8	10.5		65.3			121.6	16.4
LOS	D	D		C	D	B		E			F	B
Approach Delay		36.5			22.5			65.3			37.6	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	304	303		3	72	0		36			~166	252
Queue Length 95th (ft)	#510	#509		14	130	66		#98			#312	#557
Internal Link Dist (ft)		683			685			259			555	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	736	747		251	271	446		107			227	1192
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.79	0.78		0.02	0.49	0.54		0.60			1.08	0.81

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 85.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 35.7 Intersection LOS: D
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	169	1160	37	146	1123
Future Volume (vph)	40	169	1160	37	146	1123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.996			
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1607	0	1771	0	1728	1956
Flt Permitted	0.991				0.950	
Satd. Flow (perm)	1607	0	1771	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	41	174	1196	38	151	1158
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	1234	0	151	1158
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	50.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	169	1160	37	146	1123
Future Vol, veh/h	40	169	1160	37	146	1123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	41	174	1196	38	151	1158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2675	1215	0	0	1234	0
Stage 1	1215	-	-	-	-	-
Stage 2	1460	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	~ 39	243	-	-	554	-
Stage 1	347	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 28	243	-	-	554	-
Mov Cap-2 Maneuver	~ 28	-	-	-	-	-
Stage 1	252	-	-	-	-	-
Stage 2	275	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 641.7	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	98	554	-
HCM Lane V/C Ratio	-	-	2.199	0.272	-
HCM Control Delay (s)	-	-	$ 641.7	13.9	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	18.9	1.1	-

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)	18	1311	1254	58	53	15
Future Volume (vph)	18	1311	1254	58	53	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	1906	1963	1546	1906	1706
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1694	1906	1963	1546	1906	1706
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	728		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	1%	2%	2%	2%
Adj. Flow (vph)	19	1366	1306	60	55	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	1366	1306	60	55	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	13.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	1311	1254	58	53	15
Future Vol, veh/h	18	1311	1254	58	53	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	210	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	19	1366	1306	60	55	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1366	0	-	0	2710	1306
Stage 1	-	-	-	-	1306	-
Stage 2	-	-	-	-	1404	-
Critical Hdwy	4.12	-	-	-	6.02	6.02
Critical Hdwy Stg 1	-	-	-	-	5.02	-
Critical Hdwy Stg 2	-	-	-	-	5.02	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	503	-	-	-	~ 31	210
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	266	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	503	-	-	-	~ 30	210
Mov Cap-2 Maneuver	-	-	-	-	~ 30	-
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	266	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 536.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	503	-	-	-	30	210
HCM Lane V/C Ratio	0.037	-	-	-	1.84	0.074
HCM Control Delay (s)	12.4	-	-	-$ 681.6		23.5
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	6.4	0.2

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1348	16	11	1284	28	34
Future Volume (vph)	1348	16	11	1284	28	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1869	0	1796	3319	1912	1711
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1869	0	1796	3319	1912	1711
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	477	
Travel Time (s)	2.7			9.0	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1465	17	12	1396	30	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1482	0	12	1396	30	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1348	16	11	1284	28	34
Future Vol, veh/h	1348	16	11	1284	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1465	17	12	1396	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1482	0	2196	1474
Stage 1	-	-	-	-	1474	-
Stage 2	-	-	-	-	722	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	460	-	82	193
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	460	-	80	193
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	547	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	49.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	80	193	-	-	460	-
HCM Lane V/C Ratio	0.38	0.191	-	-	0.026	-
HCM Control Delay (s)	75.3	28	-	-	13	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.7	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	524	510	430	672	140	445	225	359	139	215	164
Future Volume (vph)	314	524	510	430	672	140	445	225	359	139	215	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.974				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3470	0	3537	1845	1615	1662	1881	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3470	0	3537	1845	1615	1662	1881	1599
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					32							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			848			539			757	
Travel Time (s)		9.0			12.8			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	320	535	520	439	686	143	454	230	366	142	219	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	320	535	520	439	829	0	454	230	366	142	219	167
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	2	1	6		4	4	1	3	3	5
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	10.0	21.0	21.0	14.0	21.0		14.0	14.0	14.0	14.0	14.0	10.0
Total Split (s)	17.0	43.0	43.0	20.0	46.0		17.0	17.0	20.0	16.0	16.0	17.0
Total Split (%)	17.7%	44.8%	44.8%	20.8%	47.9%		17.7%	17.7%	20.8%	16.7%	16.7%	17.7%
Maximum Green (s)	13.0	38.0	38.0	16.0	41.0		12.0	12.0	16.0	11.0	11.0	13.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	12.3	38.0	38.0	15.3	41.0		12.0	12.0	28.3	11.7	11.7	29.0
Actuated g/C Ratio	0.13	0.40	0.40	0.16	0.43		0.12	0.12	0.29	0.12	0.12	0.30
v/c Ratio	0.74	0.73	0.83	0.80	0.55		1.03	1.00	0.77	0.70	0.96	0.35
Control Delay	51.1	31.7	39.2	49.0	20.5		92.5	103.5	31.0	61.1	94.3	28.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	31.7	39.2	49.0	20.5		92.5	103.5	31.0	61.1	94.3	28.6
LOS	D	C	D	D	C		F	F	C	E	F	C
Approach Delay		39.0			30.4			73.5			64.6	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	97	272	279	128	124		~153	142	135	85	~139	79
Queue Length 95th (ft)	143	398	#460	m185	154		#251	#294	#221	#180	#285	136
Internal Link Dist (ft)		514			768			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	458	733	629	575	1500		442	230	487	202	228	481
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.73	0.83	0.76	0.55		1.03	1.00	0.75	0.70	0.96	0.35

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 79.7% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

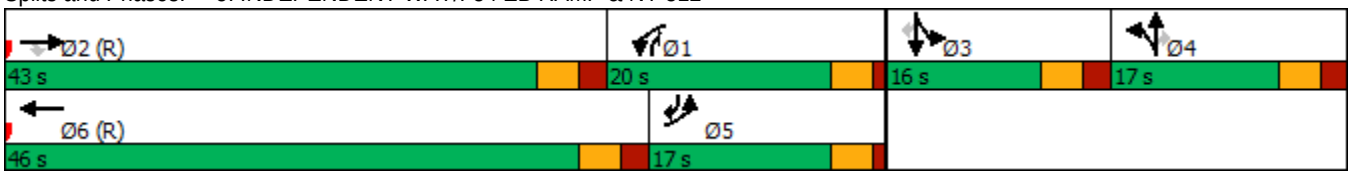
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



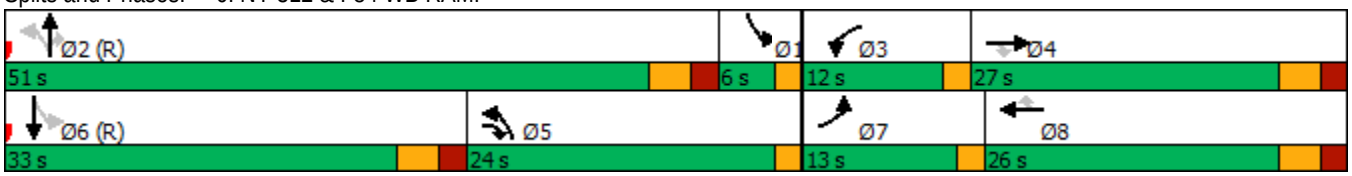
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	117	506	162	108	0	336	319	352	0	584	84
Future Volume (vph)	31	117	506	162	108	0	336	319	352	0	584	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.981	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	1900	1599	3502	1900	1900	1778	1891	1623	1881	3327	0
Flt Permitted	0.950			0.950			0.300					
Satd. Flow (perm)	1805	1900	1599	3502	1900	1900	562	1891	1623	1881	3327	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									359			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			341			557			534	
Travel Time (s)		16.5			7.8			8.4			8.1	
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 (%)	0%	0%	1%	0%	0%	0%	2%	1%	0%	0%	2%	1%
Adj. Flow (vph)	32	119	516	165	110	0	343	326	359	0	596	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	119	516	165	110	0	343	326	359	0	682	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	6.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	13.0	27.0	24.0	12.0	26.0	26.0	24.0	51.0	51.0	6.0	33.0	
Total Split (%)	13.5%	28.1%	25.0%	12.5%	27.1%	27.1%	25.0%	53.1%	53.1%	6.3%	34.4%	
Maximum Green (s)	11.0	22.0	22.0	10.0	21.0	21.0	22.0	46.0	46.0	4.0	28.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	6.4	10.5	38.3	9.2	16.1		67.3	64.3	64.3		37.6	
Actuated g/C Ratio	0.07	0.11	0.40	0.10	0.17		0.70	0.67	0.67		0.39	
v/c Ratio	0.27	0.57	0.81	0.49	0.35		0.48	0.26	0.30		0.52	
Control Delay	47.6	51.1	28.0	46.3	39.0		10.8	5.6	1.3		27.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	47.6	51.1	28.0	46.3	39.0		10.8	5.6	1.3		27.9	
LOS	D	D	C	D	D		B	A	A		C	
Approach Delay		33.1			43.4			5.8			27.9	
Approach LOS		C			D			A			C	
Queue Length 50th (ft)	19	70	183	49	62		61	62	12		197	
Queue Length 95th (ft)	47	121	284	81	111		m101	m109	m17		230	
Internal Link Dist (ft)		648			261			477			454	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	206	435	641	364	415		713	1267	1206		1301	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.16	0.27	0.80	0.45	0.27		0.48	0.26	0.30		0.52	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 65.6% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



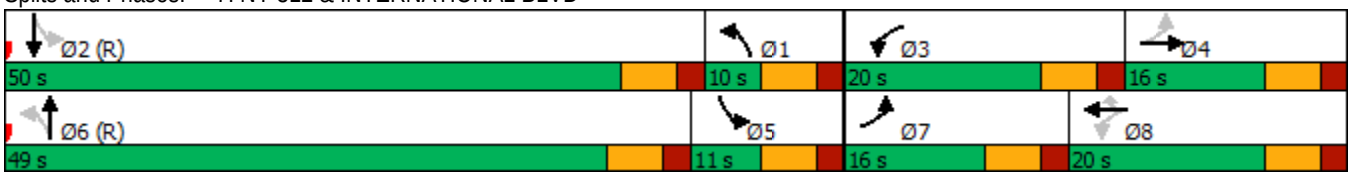
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	63	162	0	109	57	377	0	118	453	13
Future Volume (vph)	11	0	63	162	0	109	57	377	0	118	453	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1780	1569	0	1634	1720	1462	1617	1938	0	1751	1836	0
Flt Permitted	0.757			0.452			0.336			0.422		
Satd. Flow (perm)	1418	1569	0	778	1720	1462	572	1938	0	778	1836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		354				511					2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	12	0	67	172	0	116	61	401	0	126	482	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	67	0	172	0	116	61	401	0	126	496	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	16.0	16.0		20.0	20.0	20.0	10.0	49.0		11.0	50.0	
Total Split (%)	16.7%	16.7%		20.8%	20.8%	20.8%	10.4%	51.0%		11.5%	52.1%	
Maximum Green (s)	10.0	10.0		14.0	14.0	14.0	4.0	43.0		5.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	2.0	
Recall Mode	None	Min		None	None	None	Max	C-Max		None	C-Max	
Act Effct Green (s)	11.8	5.6		24.1		21.5	52.9	48.9		54.9	49.9	
Actuated g/C Ratio	0.12	0.06		0.25		0.22	0.55	0.51		0.57	0.52	
v/c Ratio	0.06	0.16		0.56		0.16	0.17	0.41		0.25	0.52	
Control Delay	27.8	0.8		37.3		0.5	14.2	19.0		10.4	18.0	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	27.8	0.8		37.3		0.5	14.2	19.0		10.4	18.0	
LOS	C	A		D		A	B	B		B	B	
Approach Delay		4.9			22.5			18.3			16.4	
Approach LOS		A			C			B			B	
Queue Length 50th (ft)	5	0		86		0	11	192		30	195	
Queue Length 95th (ft)	19	0		147		0	45	278		54	289	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	268	480		320		727	358	986		495	954	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.04	0.14		0.54		0.16	0.17	0.41		0.25	0.52	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 41 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



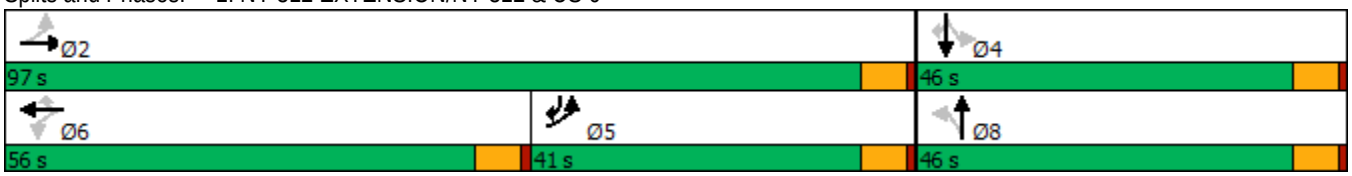
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	639	186	2	3	133	126	5	24	21	216	12	709
Future Volume (vph)	639	186	2	3	133	126	5	24	21	216	12	709
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.995			0.955	
Satd. Flow (prot)	1661	1668	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.646			0.629				0.969			0.698	
Satd. Flow (perm)	1129	1668	0	1167	1761	1479	0	1507	0	0	1153	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				138		23				639
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	702	204	2	3	146	138	5	26	23	237	13	779
Shared Lane Traffic (%)												
Lane Group Flow (vph)	702	206	0	3	146	138	0	54	0	0	250	779
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	51.4	51.4		13.6	13.6	13.6		24.2			24.2	62.0
Actuated g/C Ratio	0.58	0.58		0.15	0.15	0.15		0.27			0.27	0.70
v/c Ratio	0.83	0.21		0.02	0.54	0.40		0.13			0.79	0.61
Control Delay	28.7	10.4		36.0	45.2	10.6		17.2			49.5	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	28.7	10.4		36.0	45.2	10.6		17.2			49.5	3.3
LOS	C	B		D	D	B		B			D	A
Approach Delay		24.5			28.5			17.2			14.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	256	49		2	79	0		13			135	21
Queue Length 95th (ft)	#605	111		10	156	53		44			242	68
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	941	1588		689	1040	930		724			545	1274
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.75	0.13		0.00	0.14	0.15		0.07			0.46	0.61

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 88.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 76.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	731	58	218	898
Future Volume (vph)	39	141	731	58	218	898
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.990			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1733	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1733	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	902	72	269	1109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	974	0	269	1109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	60.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	731	58	218	898
Future Vol, veh/h	39	141	731	58	218	898
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	902	72	269	1109

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2585	938	0	0	974	0
Stage 1	938	-	-	-	-	-
Stage 2	1647	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 44	345	-	-	716	-
Stage 1	449	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 27	345	-	-	716	-
Mov Cap-2 Maneuver	~ 27	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	230	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 682.8	0	2.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	97	716	-
HCM Lane V/C Ratio	-	-	2.291	0.376	-
HCM Control Delay (s)	-	-	$ 682.8	13	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	19.9	1.8	-

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	866	1095	23	64	21
Future Volume (vph)	6	866	1095	23	64	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	1834	1836	1546	1906	1706
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1694	1834	1836	1546	1906	1706
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	726		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	6%	8%	2%	2%	2%
Adj. Flow (vph)	7	1069	1352	28	79	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	1069	1352	28	79	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	866	1095	23	64	21
Future Vol, veh/h	6	866	1095	23	64	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	6	8	2	2	2
Mvmt Flow	7	1069	1352	28	79	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1380	0	-	0	2435	1352
Stage 1	-	-	-	-	1352	-
Stage 2	-	-	-	-	1083	-
Critical Hdwy	4.12	-	-	-	6.02	6.02
Critical Hdwy Stg 1	-	-	-	-	5.02	-
Critical Hdwy Stg 2	-	-	-	-	5.02	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	497	-	-	-	~ 46	198
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	366	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	497	-	-	-	~ 45	198
Mov Cap-2 Maneuver	-	-	-	-	~ 45	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	366	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 427
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	497	-	-	-	45	198
HCM Lane V/C Ratio	0.015	-	-	-	1.756	0.131
HCM Control Delay (s)	12.4	-	-	-	-$ 558.6	25.9
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0	-	-	-	8	0.4

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	891	39	99	1103	15	4
Future Volume (vph)	891	39	99	1103	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.994				0.969	
Flt Protected			0.950		0.963	
Satd. Flow (prot)	1811	0	1796	3224	1878	0
Flt Permitted			0.950		0.963	
Satd. Flow (perm)	1811	0	1796	3224	1878	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	562	
Travel Time (s)	2.5			9.2	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1024	45	114	1268	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1069	0	114	1268	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.1%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	891	39	99	1103	15	4
Future Vol, veh/h	891	39	99	1103	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1024	45	114	1268	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1069	0	1909	1047
Stage 1	-	-	-	-	1047	-
Stage 2	-	-	-	-	862	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	660	-	116	323
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	660	-	96	323
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	44.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	113	-	-	660	-
HCM Lane V/C Ratio	0.193	-	-	0.172	-
HCM Control Delay (s)	44.3	-	-	11.6	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.6	-

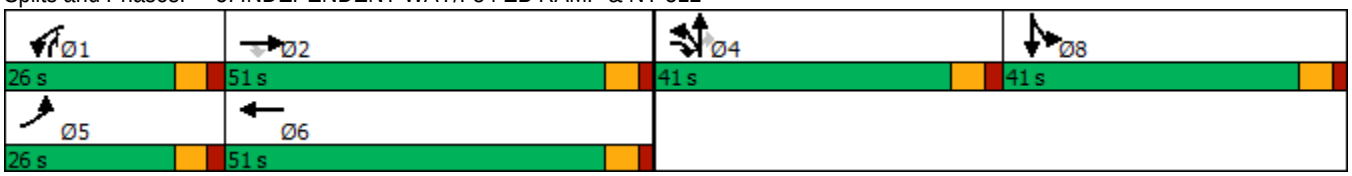
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	441	224	182	603	76	202	109	79	194	178	387
Future Volume (vph)	275	441	224	182	603	76	202	109	79	194	178	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.983				0.850		0.897	
Flt Protected	0.950			0.950			0.950	0.976		0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3262	0	1580	3231	1496	1646	3155	0
Flt Permitted	0.950			0.950			0.950	0.976		0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3262	0	1580	3231	1496	1646	3155	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			252		8				89		316	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			1401			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	309	496	252	204	678	85	227	122	89	218	200	435
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	309	496	252	204	763	0	113	236	89	218	635	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	51.0	41.0	26.0	51.0		41.0	41.0	26.0	41.0	41.0	
Total Split (%)	16.4%	32.1%	25.8%	16.4%	32.1%		25.8%	25.8%	16.4%	25.8%	25.8%	
Maximum Green (s)	20.0	45.0	35.0	20.0	45.0		35.0	35.0	20.0	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	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	15.7	49.2	69.8	12.2	45.7		14.6	14.6	26.8	22.2	22.2	
Actuated g/C Ratio	0.13	0.40	0.57	0.10	0.37		0.12	0.12	0.22	0.18	0.18	
v/c Ratio	0.73	0.71	0.25	0.62	0.62		0.60	0.61	0.22	0.73	0.77	
Control Delay	63.9	40.2	2.5	63.2	36.4		67.1	59.8	5.4	63.0	30.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	63.9	40.2	2.5	63.2	36.4		67.1	59.8	5.4	63.0	30.2	
LOS	E	D	A	E	D		E	E	A	E	C	
Approach Delay		38.1			42.0			50.6			38.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	121	320	0	80	253		94	98	0	162	126	
Queue Length 95th (ft)	196	#618	41	137	411		179	159	23	271	209	
Internal Link Dist (ft)		525			1321			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	545	702	1232	550	1221		458	937	489	477	1139	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.57	0.71	0.20	0.37	0.62		0.25	0.25	0.18	0.46	0.56	

Intersection Summary

Area Type: Other
Cycle Length: 159
Actuated Cycle Length: 122.5
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 71.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	399	196	518	462	18
Future Volume (vph)	94	399	196	518	462	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1599	1728	1854	1765	1454
Flt Permitted	0.950		0.246			
Satd. Flow (perm)	1703	1599	447	1854	1765	1454
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		438				21
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1401	537	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	1%	5%	3%	3%	10%
Adj. Flow (vph)	108	459	225	595	531	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	459	225	595	531	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	9.2	9.2	35.2	35.2	22.9	22.9
Actuated g/C Ratio	0.17	0.17	0.65	0.65	0.42	0.42
v/c Ratio	0.38	0.73	0.49	0.50	0.72	0.03
Control Delay	23.2	10.3	8.7	7.9	23.5	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	10.3	8.7	7.9	23.5	6.9
LOS	C	B	A	A	C	A
Approach Delay	12.8			8.1	22.9	
Approach LOS	B			A	C	
Queue Length 50th (ft)	31	6	21	72	126	0
Queue Length 95th (ft)	63	59	69	206	#354	13
Internal Link Dist (ft)	648			1321	457	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	629	866	525	1199	741	623
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.53	0.43	0.50	0.72	0.03

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 54.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	1	0	0	217	393	1	0	396	32
Future Volume (vph)	17	0	83	1	0	0	217	393	1	0	396	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950					
Satd. Flow (prot)	0	1405	1129	0	817	0	1771	1829	0	0	1729	0
Flt Permitted		0.757			0.746		0.391					
Satd. Flow (perm)	0	1120	1129	0	642	0	729	1829	0	0	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116								6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	100%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	1	0	0	226	409	1	0	413	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	86	0	1	0	226	410	0	0	446	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	60.0		45.0	45.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%		17.6%	70.6%		52.9%	52.9%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	Max		Max	Max	
Act Effct Green (s)		6.9	6.9		6.9		54.0	54.0			40.8	
Actuated g/C Ratio		0.09	0.09		0.09		0.74	0.74			0.56	
v/c Ratio		0.17	0.41		0.02		0.35	0.30			0.46	
Control Delay		33.9	9.7		30.0		4.6	4.0			11.9	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		33.9	9.7		30.0		4.6	4.0			11.9	
LOS		C	A		C		A	A			B	
Approach Delay		13.9			30.0			4.2			11.9	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		8	0		0		23	47			107	
Queue Length 95th (ft)		26	25		5		47	88			198	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)			355									
Base Capacity (vph)		291	379		167		668	1354			969	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.06	0.23		0.01		0.34	0.30			0.46	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 72.9
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 62.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	768	171	7	0	223	220	7	15	2	139	18	896
Future Volume (vph)	768	171	7	0	223	220	7	15	2	139	18	896
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.991				0.850
Flt Protected	0.950							0.985			0.958	
Satd. Flow (prot)	1727	1757	0	1855	1845	1636	0	1873	0	0	1762	1615
Flt Permitted	0.430							0.896			0.729	
Satd. Flow (perm)	782	1757	0	1855	1845	1636	0	1704	0	0	1340	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				272		2				395
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	948	211	9	0	275	272	9	19	2	172	22	1106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	948	220	0	0	275	272	0	30	0	0	194	1106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

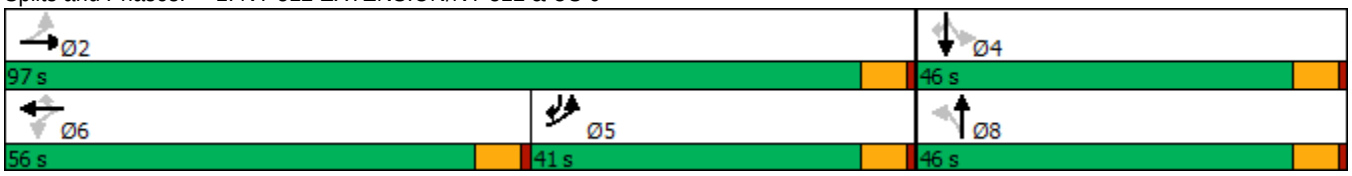
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	61.6	61.6			20.0	20.0		18.9			18.9	60.6
Actuated g/C Ratio	0.66	0.66			0.22	0.22		0.20			0.20	0.65
v/c Ratio	1.07	0.19			0.69	0.48		0.09			0.71	0.93
Control Delay	76.1	7.1			43.9	7.0		29.8			50.2	24.8
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	76.1	7.1			43.9	7.0		29.8			50.2	24.8
LOS	E	A			D	A		C			D	C
Approach Delay		63.1			25.6			29.8			28.6	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	~477	42			147	0		13			105	347
Queue Length 95th (ft)	#716	83			226	40		36			174	594
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	882	1662			1011	1019		748			587	1192
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.07	0.13			0.27	0.27		0.04			0.33	0.93

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 92.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 41.3 Intersection LOS: D
Intersection Capacity Utilization 86.4% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	966	37	144	991
Future Volume (vph)	62	209	966	37	144	991
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	996	38	148	1022
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1034	0	148	1022
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.4%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	60.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	966	37	144	991
Future Vol, veh/h	62	209	966	37	144	991
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	996	38	148	1022

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2333	1015	0	0	1034	0
Stage 1	1015	-	-	-	-	-
Stage 2	1318	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 61	318	-	-	680	-
Stage 1	418	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 48	318	-	-	680	-
Mov Cap-2 Maneuver	~ 48	-	-	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	315	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 532.1	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	139	680	-
HCM Lane V/C Ratio	-	-	2.01	0.218	-
HCM Control Delay (s)	-	-	$ 532.1	11.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	22.3	0.8	-

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)	22	1153	1121	78	43	14
Future Volume (vph)	22	1153	1121	78	43	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	1906	1983	1546	1906	1706
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1694	1906	1983	1546	1906	1706
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	727		392	
Travel Time (s)		19.9	11.0		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	0%	2%	2%	2%
Adj. Flow (vph)	26	1341	1303	91	50	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	1341	1303	91	50	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 70.7%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1153	1121	78	43	14
Future Vol, veh/h	22	1153	1121	78	43	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	0	2	2	2
Mvmt Flow	26	1341	1303	91	50	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1394	0	-	0	2696	1303
Stage 1	-	-	-	-	1303	-
Stage 2	-	-	-	-	1393	-
Critical Hdwy	4.12	-	-	-	6.02	6.02
Critical Hdwy Stg 1	-	-	-	-	5.02	-
Critical Hdwy Stg 2	-	-	-	-	5.02	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	491	-	-	-	~ 32	211
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	269	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	491	-	-	-	~ 30	211
Mov Cap-2 Maneuver	-	-	-	-	~ 30	-
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	269	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	$ 466.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	491	-	-	-	30	211
HCM Lane V/C Ratio	0.052	-	-	-	1.667	0.077
HCM Control Delay (s)	12.7	-	-	-	-$ 610.4	23.5
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	5.8	0.2

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1171	25	24	1142	57	88
Future Volume (vph)	1171	25	24	1142	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.997				0.918	
Flt Protected			0.950		0.981	
Satd. Flow (prot)	1865	0	1744	3319	1791	0
Flt Permitted			0.950		0.981	
Satd. Flow (perm)	1865	0	1744	3319	1791	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	400	
Travel Time (s)	2.5			9.2	9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1233	26	25	1202	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1259	0	25	1202	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1171	25	24	1142	57	88
Future Vol, veh/h	1171	25	24	1142	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1233	26	25	1202	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1259	0	1897	1246
Stage 1	-	-	-	-	1246	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	546	-	118	251
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	546	-	113	251
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	98.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	170	-	-	546	-
HCM Lane V/C Ratio	0.898	-	-	0.046	-
HCM Control Delay (s)	98.5	-	-	11.9	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	6.6	-	-	0.1	-

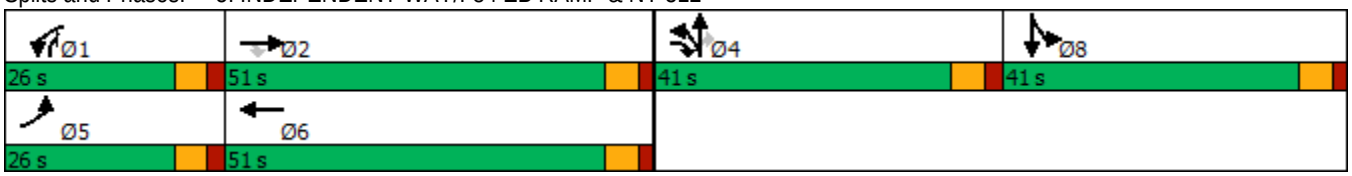
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	644	331	253	591	82	330	102	347	88	105	161
Future Volume (vph)	253	644	331	253	591	82	330	102	347	88	105	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.982				0.850		0.909	
Flt Protected	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3493	0	1626	3346	1599	1711	3230	0
Flt Permitted	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3493	0	1626	3346	1599	1711	3230	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			269		10				310		164	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			1402			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	258	657	338	258	603	84	337	104	354	90	107	164
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	258	657	338	258	687	0	168	273	354	90	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	51.0	41.0	26.0	51.0		41.0	41.0	26.0	41.0	41.0	
Total Split (%)	16.4%	32.1%	25.8%	16.4%	32.1%		25.8%	25.8%	16.4%	25.8%	25.8%	
Maximum Green (s)	20.0	45.0	35.0	20.0	45.0		35.0	35.0	20.0	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	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	12.9	45.6	69.0	13.4	46.1		17.4	17.4	30.8	10.6	10.6	
Actuated g/C Ratio	0.12	0.41	0.62	0.12	0.41		0.16	0.16	0.28	0.10	0.10	
v/c Ratio	0.64	0.86	0.31	0.62	0.47		0.66	0.52	0.53	0.55	0.59	
Control Delay	56.1	44.8	3.3	54.7	26.6		58.1	47.3	6.2	63.3	25.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	56.1	44.8	3.3	54.7	26.6		58.1	47.3	6.2	63.3	25.8	
LOS	E	D	A	D	C		E	D	A	E	C	
Approach Delay		35.9			34.3			31.3			35.2	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	90	411	18	90	178		123	97	16	61	37	
Queue Length 95th (ft)	152	#829	65	150	306		224	158	60	129	89	
Internal Link Dist (ft)		528			1322			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	634	767	1303	628	1453		517	1065	745	545	1140	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.41	0.86	0.26	0.41	0.47		0.32	0.26	0.48	0.17	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 159
Actuated Cycle Length: 111.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 34.3 Intersection LOS: C
Intersection Capacity Utilization 78.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	86	488	544	535	438	66
Future Volume (vph)	86	488	544	535	438	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1814	1909	1800	1480
Flt Permitted	0.950		0.244			
Satd. Flow (perm)	1736	1615	466	1909	1800	1480
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		458				72
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1402	536	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	530	591	582	476	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	530	591	582	476	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

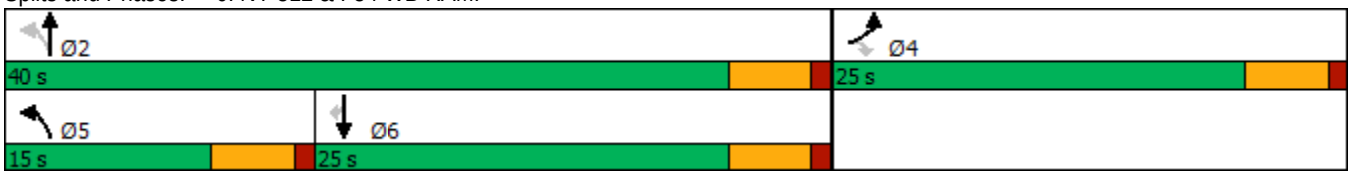
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	10.1	10.1	35.3	35.3	20.2	20.2
Actuated g/C Ratio	0.18	0.18	0.64	0.64	0.36	0.36
v/c Ratio	0.29	0.79	1.09	0.48	0.73	0.12
Control Delay	21.0	13.6	82.3	8.3	25.9	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	13.6	82.3	8.3	25.9	5.3
LOS	C	B	F	A	C	A
Approach Delay	14.7			45.6	23.2	
Approach LOS	B			D	C	
Queue Length 50th (ft)	27	20	~137	74	125	0
Queue Length 95th (ft)	58	100	#412	224	#332	25
Internal Link Dist (ft)	648			1322	456	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	631	878	541	1214	654	584
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.60	1.09	0.48	0.73	0.12

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 55.5
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 32.1 Intersection LOS: C
Intersection Capacity Utilization 70.5% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	0	0	1	80	541	0	5	380	12
Future Volume (vph)	29	0	124	0	0	1	80	541	0	5	380	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865						0.996	
Flt Protected		0.950					0.950				0.999	
Satd. Flow (prot)	0	1721	1546	0	744	0	1675	1919	0	0	1790	0
Flt Permitted		0.757					0.445				0.993	
Satd. Flow (perm)	0	1371	1546	0	744	0	785	1919	0	0	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		320						2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	100%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	0	0	1	89	601	0	6	422	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	138	0	1	0	89	601	0	0	441	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	60.0		45.0	45.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%		17.6%	70.6%		52.9%	52.9%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	Max		Max	Max	
Act Effct Green (s)		7.5	7.5		7.5		54.0	54.0			44.6	
Actuated g/C Ratio		0.10	0.10		0.10		0.73	0.73			0.61	
v/c Ratio		0.23	0.49		0.00		0.14	0.43			0.41	
Control Delay		34.1	12.5		0.0		3.6	5.1			10.3	
Queue Delay		0.0	0.0		0.0		0.0	0.4			0.0	
Total Delay		34.1	12.5		0.0		3.6	5.5			10.3	
LOS		C	B		A		A	A			B	
Approach Delay		16.5						5.2			10.3	
Approach LOS		B						A			B	
Queue Length 50th (ft)		14	0		0		9	80			100	
Queue Length 95th (ft)		38	47		0		23	155			191	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)			355									
Base Capacity (vph)		354	501		429		685	1409			1078	
Starvation Cap Reductn		0	0		0		0	339			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.09	0.28		0.00		0.13	0.56			0.41	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 73.6
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 72.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

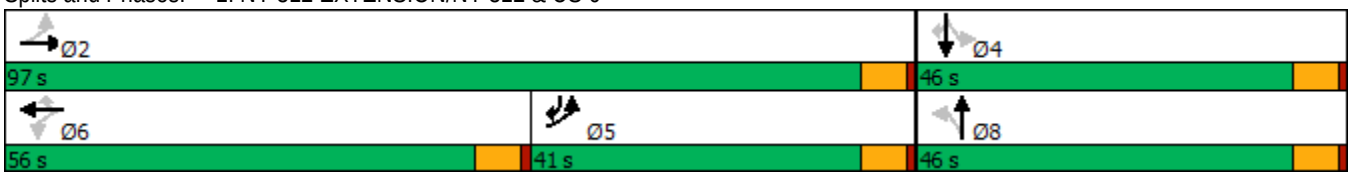
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	796	183	5	6	128	187	25	35	2	7	187	804
Future Volume (vph)	796	183	5	6	128	187	25	35	2	7	187	804
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.996				0.850
Flt Protected	0.950			0.950				0.980			0.998	
Satd. Flow (prot)	1710	1776	0	1762	1900	1669	0	1784	0	0	1850	1615
Flt Permitted	0.672			0.634				0.791			0.989	
Satd. Flow (perm)	1210	1776	0	1176	1900	1669	0	1440	0	0	1833	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				195		1				671
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	829	191	5	6	133	195	26	36	2	7	195	838
Shared Lane Traffic (%)												
Lane Group Flow (vph)	829	196	0	6	133	195	0	64	0	0	202	838
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	50.8	50.8		11.2	11.2	11.2		13.9			13.9	53.6
Actuated g/C Ratio	0.66	0.66		0.15	0.15	0.15		0.18			0.18	0.70
v/c Ratio	0.82	0.17		0.04	0.48	0.48		0.25			0.61	0.63
Control Delay	20.6	5.7		30.3	37.8	9.4		30.2			38.3	3.6
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	20.6	5.7		30.3	37.8	9.4		30.2			38.3	3.6
LOS	C	A		C	D	A		C			D	A
Approach Delay		17.7			21.1			30.2			10.3	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	223	30		3	61	0		27			92	22
Queue Length 95th (ft)	#494	65		14	120	56		63			166	71
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	1058	1776		774	1250	1165		758			965	1328
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.78	0.11		0.01	0.11	0.17		0.08			0.21	0.63

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 76.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 85.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	169	981	37	146	958
Future Volume (vph)	40	169	981	37	146	958
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.995			
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1607	0	1768	0	1728	1956
Flt Permitted	0.991				0.950	
Satd. Flow (perm)	1607	0	1768	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	41	174	1011	38	151	988
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	1049	0	151	988
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	26

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	169	981	37	146	958
Future Vol, veh/h	40	169	981	37	146	958
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	41	174	1011	38	151	988

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2320	1030	0	0	1049	0
Stage 1	1030	-	-	-	-	-
Stage 2	1290	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	62	307	-	-	652	-
Stage 1	412	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	48	307	-	-	652	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	281.5	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	151	652	-
HCM Lane V/C Ratio	-	-	1.427	0.231	-
HCM Control Delay (s)	-	-	281.5	12.2	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	13.9	0.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	1132	1089	58	53	15
Future Volume (vph)	18	1132	1089	58	53	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1694	1906	1963	1546	1906	1706
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1694	1906	1963	1546	1906	1706
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	728		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	1%	2%	2%	2%
Adj. Flow (vph)	19	1179	1134	60	55	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	1179	1134	60	55	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	1132	1089	58	53	15
Future Vol, veh/h	18	1132	1089	58	53	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	1	2	2	2
Mvmt Flow	19	1179	1134	60	55	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1194	0	-	0	2351	1134
Stage 1	-	-	-	-	1134	-
Stage 2	-	-	-	-	1217	-
Critical Hdwy	4.12	-	-	-	6.02	6.02
Critical Hdwy Stg 1	-	-	-	-	5.02	-
Critical Hdwy Stg 2	-	-	-	-	5.02	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	585	-	-	-	~ 51	263
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	321	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	585	-	-	-	~ 49	263
Mov Cap-2 Maneuver	-	-	-	-	~ 49	-
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	321	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	239.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	585	-	-	-	49	263
HCM Lane V/C Ratio	0.032	-	-	-	1.127	0.059
HCM Control Delay (s)	11.4	-	-	-	$ 302.1	19.6
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	5	0.2

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1169	16	11	1119	28	34
Future Volume (vph)	1169	16	11	1119	28	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.925	
Flt Protected			0.950		0.978	
Satd. Flow (prot)	1869	0	1796	3319	1821	0
Flt Permitted			0.950		0.978	
Satd. Flow (perm)	1869	0	1796	3319	1821	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	380	
Travel Time (s)	2.7			9.0	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1271	17	12	1216	30	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1288	0	12	1216	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1169	16	11	1119	28	34
Future Vol, veh/h	1169	16	11	1119	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1271	17	12	1216	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1288	0	1912	1280
Stage 1	-	-	-	-	1280	-
Stage 2	-	-	-	-	632	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	545	-	116	244
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	545	-	113	244
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	43
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	160	-	-	545	-
HCM Lane V/C Ratio	0.421	-	-	0.022	-
HCM Control Delay (s)	43	-	-	11.8	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

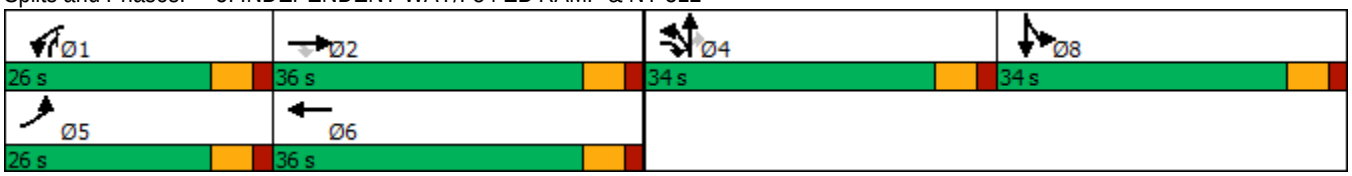
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	345	510	430	507	57	445	225	359	50	215	164
Future Volume (vph)	314	345	510	430	507	57	445	225	359	50	215	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.985				0.850		0.935	
Flt Protected	0.950			0.950			0.950	0.976		0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3507	0	1659	3341	1615	1662	3342	0
Flt Permitted	0.950			0.950			0.950	0.976		0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3507	0	1659	3341	1615	1662	3342	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179		9				366		137	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			1403			539			757	
Travel Time (s)		9.0			21.3			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	320	352	520	439	517	58	454	230	366	51	219	167
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	320	352	520	439	575	0	227	457	366	51	386	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	36.0	34.0	26.0	36.0		34.0	34.0	26.0	34.0	34.0	
Total Split (%)	20.0%	27.7%	26.2%	20.0%	27.7%		26.2%	26.2%	20.0%	26.2%	26.2%	
Maximum Green (s)	20.0	30.0	28.0	20.0	30.0		28.0	28.0	20.0	28.0	28.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	14.6	30.4	58.0	17.8	33.6		21.6	21.6	39.4	12.9	12.9	
Actuated g/C Ratio	0.14	0.28	0.54	0.17	0.31		0.20	0.20	0.37	0.12	0.12	
v/c Ratio	0.69	0.67	0.55	0.76	0.52		0.68	0.68	0.44	0.26	0.74	
Control Delay	53.5	43.7	13.1	53.2	33.9		51.3	45.5	3.0	47.8	38.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	53.5	43.7	13.1	53.2	33.9		51.3	45.5	3.0	47.8	38.6	
LOS	D	D	B	D	C		D	D	A	D	D	
Approach Delay		33.0			42.2			31.9			39.7	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	111	219	146	148	166		162	163	0	33	88	
Queue Length 95th (ft)	168	#387	271	228	272		268	234	32	74	149	
Internal Link Dist (ft)		514			1323			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	640	525	1033	652	1108		439	885	853	440	985	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.50	0.67	0.50	0.67	0.52		0.52	0.52	0.43	0.12	0.39	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 107
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 36.0 Intersection LOS: D
Intersection Capacity Utilization 74.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	534	336	403	460	84
Future Volume (vph)	31	534	336	403	460	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1599	1778	1891	1783	1583
Flt Permitted	0.950		0.264			
Satd. Flow (perm)	1805	1599	494	1891	1783	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		461				86
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1403	534	
Travel Time (s)	16.5			21.3	8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	1%	2%	1%
Adj. Flow (vph)	32	545	343	411	469	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	545	343	411	469	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	9.9	9.9	35.4	35.4	21.0	21.0
Actuated g/C Ratio	0.18	0.18	0.64	0.64	0.38	0.38
v/c Ratio	0.10	0.82	0.64	0.34	0.70	0.13
Control Delay	18.0	15.4	13.6	6.9	24.5	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	15.4	13.6	6.9	24.5	5.0
LOS	B	B	B	A	C	A
Approach Delay	15.6			9.9	21.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	9	24	36	45	121	0
Queue Length 95th (ft)	26	110	#154	144	#328	27
Internal Link Dist (ft)	648			1323	454	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	658	876	550	1208	674	652
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.62	0.62	0.34	0.70	0.13

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 55.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 65.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	63	0	0	0	57	377	0	1	481	13
Future Volume (vph)	11	0	63	0	0	0	57	377	0	1	481	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.996	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1841	1517	0	1720	0	1617	1938	0	0	1836	0
Flt Permitted		0.757					0.317				0.999	
Satd. Flow (perm)	0	1467	1517	0	1720	0	539	1938	0	0	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151								2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	12	0	67	0	0	0	61	401	0	1	512	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	67	0	0	0	61	401	0	0	527	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0		15.0	45.0		30.0	30.0	
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%		23.1%	69.2%		46.2%	46.2%	
Maximum Green (s)	14.0	14.0	14.0	14.0	14.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	Min	Min	Min	None	None		Max	Max		Max	Max	
Act Effct Green (s)		6.2	6.2				39.0	39.0			24.0	
Actuated g/C Ratio		0.11	0.11				0.68	0.68			0.42	
v/c Ratio		0.08	0.22				0.11	0.30			0.68	
Control Delay		24.0	1.7				3.6	4.5			19.2	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		24.0	1.7				3.6	4.5			19.2	
LOS		C	A				A	A			B	
Approach Delay		5.1						4.4			19.2	
Approach LOS		A						A			B	
Queue Length 50th (ft)		4	0				5	42			138	
Queue Length 95th (ft)		17	2				15	79			244	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)			355									
Base Capacity (vph)		359	485				537	1322			770	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.03	0.14				0.11	0.30			0.68	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 57.2
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 60.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	682	186	2	3	133	135	5	24	21	213	12	720
Future Volume (vph)	682	186	2	3	133	135	5	24	21	213	12	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (prot)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (perm)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						182		23				519
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			636	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	749	204	2	3	146	148	5	26	23	234	13	791
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	472	483	0	3	146	148	0	54	0	0	247	791
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

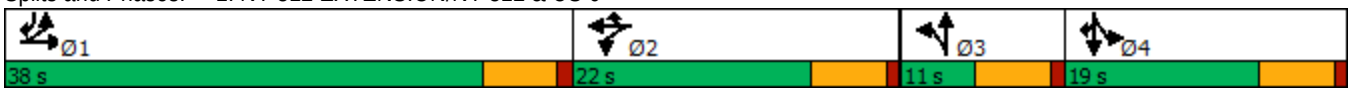
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		22.0	22.0	22.0	11.0	11.0		19.0	19.0	
Total Split (%)	42.2%	42.2%		24.4%	24.4%	24.4%	12.2%	12.2%		21.1%	21.1%	
Maximum Green (s)	32.0	32.0		16.0	16.0	16.0	5.0	5.0		13.0	13.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	29.9	29.9		12.0	12.0	12.0		5.1			13.3	49.3
Actuated g/C Ratio	0.37	0.37		0.15	0.15	0.15		0.06			0.16	0.60
v/c Ratio	0.82	0.84		0.01	0.57	0.40		0.46			0.96	0.69
Control Delay	38.4	39.9		31.0	43.2	6.4		40.2			87.8	7.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	38.4	39.9		31.0	43.2	6.4		40.2			87.8	7.8
LOS	D	D		C	D	A		D			F	A
Approach Delay		39.1			24.7			40.2			26.8	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	238	246		1	75	0		17			~147	70
Queue Length 95th (ft)	#436	#452		9	134	33		#62			#306	224
Internal Link Dist (ft)		683			685			259			556	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	631	633		352	352	441		118			256	1178
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.75	0.76		0.01	0.41	0.34		0.46			0.96	0.67

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 81.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	783	58	218	906
Future Volume (vph)	39	141	783	58	218	906
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1735	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1735	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	967	72	269	1119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1039	0	269	1119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	69.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	783	58	218	906
Future Vol, veh/h	39	141	783	58	218	906
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	967	72	269	1119

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2660	1003	0	0	1039	0
Stage 1	1003	-	-	-	-	-
Stage 2	1657	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 40	318	-	-	677	-
Stage 1	423	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 24	318	-	-	677	-
Mov Cap-2 Maneuver	~ 24	-	-	-	-	-
Stage 1	255	-	-	-	-	-
Stage 2	227	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 808.2	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	87	677	-
HCM Lane V/C Ratio	-	-	2.554	0.398	-
HCM Control Delay (s)	-	-	$ 808.2	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.9	1.9	-

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)	27	897	1115	241	67	9
Future Volume (vph)	27	897	1115	241	67	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1834	1836	1516	1768	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1834	1836	1516	1768	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	726		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	4%	10%	0%
Adj. Flow (vph)	33	1107	1377	298	83	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	1107	1377	298	83	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	25.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	897	1115	241	67	9
Future Vol, veh/h	27	897	1115	241	67	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	210	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	6	8	4	10	0
Mvmt Flow	33	1107	1377	298	83	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1675	0	-	0	2550	1377
Stage 1	-	-	-	-	1377	-
Stage 2	-	-	-	-	1173	-
Critical Hdwy	4.1	-	-	-	6.1	6
Critical Hdwy Stg 1	-	-	-	-	5.1	-
Critical Hdwy Stg 2	-	-	-	-	5.1	-
Follow-up Hdwy	2.2	-	-	-	3.59	3.3
Pot Cap-1 Maneuver	388	-	-	-	~ 37	194
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	323	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	388	-	-	-	~ 34	194
Mov Cap-2 Maneuver	-	-	-	-	~ 34	-
Stage 1	-	-	-	-	240	-
Stage 2	-	-	-	-	323	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	$ 798.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	388	-	-	-	34	194
HCM Lane V/C Ratio	0.086	-	-	-	2.433	0.057
HCM Control Delay (s)	15.1	-	-	-	-$ 902.1	24.7
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	9.4	0.2

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	925	39	99	1341	15	4
Future Volume (vph)	925	39	99	1341	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1813	0	1796	3224	1850	1655
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1813	0	1796	3224	1850	1655
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	566	
Travel Time (s)	2.5			9.2	12.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1063	45	114	1541	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1108	0	114	1541	17	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	925	39	99	1341	15	4
Future Vol, veh/h	925	39	99	1341	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1063	45	114	1541	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1108	0	2085	1086
Stage 1	-	-	-	-	1086	-
Stage 2	-	-	-	-	999	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	638	-	94	309
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	638	-	77	309
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	424	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	54.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	77	309	-	-	638	-
HCM Lane V/C Ratio	0.224	0.015	-	-	0.178	-
HCM Control Delay (s)	64.8	16.8	-	-	11.9	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	0.8	0	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	472	220	182	745	99	200	109	79	230	178	485
Future Volume (vph)	282	472	220	182	745	99	200	109	79	230	178	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3258	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3258	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					19							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			836			539			757	
Travel Time (s)		9.2			12.7			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	317	530	247	204	837	111	225	122	89	258	200	545
Shared Lane Traffic (%)												
Lane Group Flow (vph)	317	530	247	204	948	0	225	122	89	258	200	545
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	2	1	6		4	4	1	3	3	5
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	20.0	12.0	20.0		13.0	13.0	12.0	12.0	12.0	8.0
Total Split (s)	16.0	47.0	47.0	16.0	47.0		16.0	16.0	16.0	17.0	17.0	16.0
Total Split (%)	16.7%	49.0%	49.0%	16.7%	49.0%		16.7%	16.7%	16.7%	17.7%	17.7%	16.7%
Maximum Green (s)	12.0	42.0	42.0	12.0	42.0		11.0	11.0	12.0	13.0	13.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	21.4	34.6	34.6	20.3	33.6		10.1	10.1	31.4	13.0	13.0	38.4
Actuated g/C Ratio	0.22	0.36	0.36	0.21	0.35		0.11	0.11	0.33	0.14	0.14	0.40
v/c Ratio	0.43	0.84	0.43	0.29	0.82		0.64	0.64	0.18	1.16	0.81	0.86
Control Delay	35.9	40.4	24.8	39.0	36.4		49.7	57.1	15.8	150.1	65.9	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	40.4	24.8	39.0	36.4		49.7	57.1	15.8	150.1	65.9	44.0
LOS	D	D	C	D	D		D	E	B	F	E	D
Approach Delay		35.6			36.9			44.9			75.7	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	87	292	113	58	266		68	72	25	~187	120	301
Queue Length 95th (ft)	138	369	156	m93	255		105	128	58	#336	#231	#556
Internal Link Dist (ft)		525			756			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	731	765	689	702	1436		385	207	488	222	247	632
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.69	0.36	0.29	0.66		0.58	0.59	0.18	1.16	0.81	0.86

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 48.0 Intersection LOS: D
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

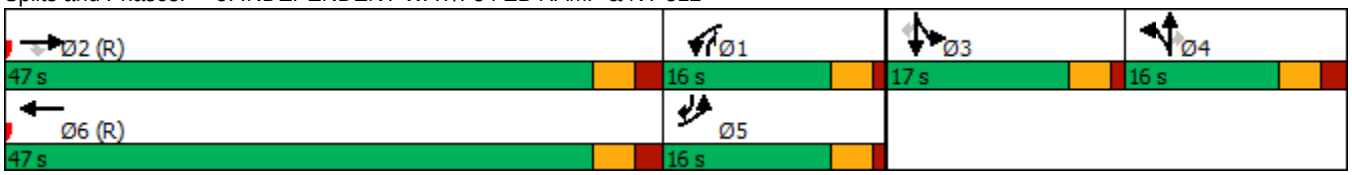
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



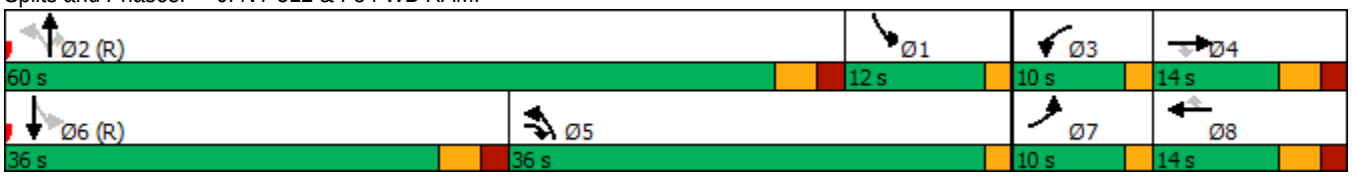
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	18	508	28	12	0	199	501	81	0	492	18
Future Volume (vph)	94	18	508	28	12	0	199	501	81	0	492	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.995	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1703	1900	1599	3502	1900	1900	1728	1854	1623	1881	3329	0
Flt Permitted	0.950			0.950			0.350					
Satd. Flow (perm)	1703	1900	1599	3502	1900	1900	636	1854	1623	1881	3329	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									93			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			358			570			537	
Travel Time (s)		16.5			8.1			8.6			8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	1%	0%	0%	0%	5%	3%	0%	0%	3%	10%
Adj. Flow (vph)	108	21	584	32	14	0	229	576	93	0	566	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	21	584	32	14	0	229	576	93	0	587	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	14.0	14.0	9.0	14.0	14.0	14.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	21.8	17.2	43.0	6.5	7.7		66.4	63.4	63.4		39.4	
Actuated g/C Ratio	0.23	0.18	0.45	0.07	0.08		0.69	0.66	0.66		0.41	
v/c Ratio	0.28	0.06	0.82	0.14	0.09		0.33	0.47	0.08		0.43	
Control Delay	32.0	29.9	28.8	43.0	40.1		17.8	18.1	7.0		18.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	32.0	29.9	28.8	43.0	40.1		17.8	18.1	7.0		18.9	
LOS	C	C	C	D	D		B	B	A		B	
Approach Delay		29.3			42.1			16.9			18.9	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	45	10	205	9	8		84	242	13		156	
Queue Length 95th (ft)	108	29	290	23	24		m103	m279	m19		191	
Internal Link Dist (ft)		648			278			490			457	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	386	352	725	291	198		906	1224	1103		1365	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.28	0.06	0.81	0.11	0.07		0.25	0.47	0.08		0.43	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 59.8% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



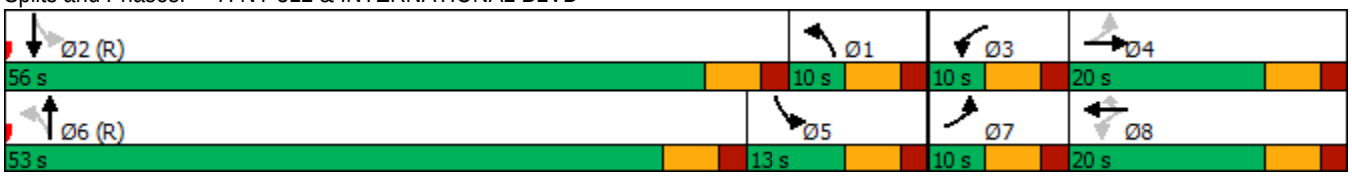
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	25	0	16	217	390	1	25	402	32
Future Volume (vph)	17	0	83	25	0	16	217	390	1	25	402	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1359	1168	0	1571	1720	1462	1771	1829	0	1751	1727	0
Flt Permitted	0.889			0.889			0.449			0.491		
Satd. Flow (perm)	1271	1168	0	1470	1720	1462	837	1829	0	905	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		475				468					6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	4%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	26	0	17	226	406	1	26	419	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	86	0	26	0	17	226	407	0	26	452	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	5.6		6.9		5.6	73.1	72.7		72.8	66.7	
Actuated g/C Ratio	0.07	0.06		0.07		0.06	0.76	0.76		0.76	0.69	
v/c Ratio	0.19	0.17		0.24		0.03	0.33	0.29		0.04	0.38	
Control Delay	41.1	0.7		42.2		0.1	3.1	4.4		3.8	8.5	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	0.7		42.2		0.1	3.1	4.4		3.8	8.5	
LOS	D	A		D		A	A	A		A	A	
Approach Delay		7.7			25.6			3.9			8.2	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	11	0		16		0	6	10		2	90	
Queue Length 95th (ft)	30	0		37		0	35	125		11	199	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	94	576		109		612	676	1385		756	1202	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.19	0.15		0.24		0.03	0.33	0.29		0.03	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	846	171	7	0	223	228	7	15	2	154	18	1002
Future Volume (vph)	846	171	7	0	223	228	7	15	2	154	18	1002
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.991				0.850
Flt Protected	0.950	0.968						0.985			0.957	
Satd. Flow (prot)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Flt Permitted	0.950	0.968						0.985			0.957	
Satd. Flow (perm)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				281		2				546
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			631	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	1044	211	9	0	275	281	9	19	2	190	22	1237
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	626	638	0	0	275	281	0	30	0	0	212	1237
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
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)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	32.0	32.0		27.0	27.0	27.0	20.0	20.0		11.0	11.0	
Total Split (%)	35.6%	35.6%		30.0%	30.0%	30.0%	22.2%	22.2%		12.2%	12.2%	
Maximum Green (s)	26.0	26.0		21.0	21.0	21.0	14.0	14.0		5.0	5.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	26.4	26.4			18.1	18.1		6.8			5.1	37.6
Actuated g/C Ratio	0.36	0.36			0.25	0.25		0.09			0.07	0.52
v/c Ratio	1.05	1.06			0.60	0.45		0.17			1.74	1.13
Control Delay	78.9	82.2			31.4	6.2		34.2			387.9	83.6
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	78.9	82.2			31.4	6.2		34.2			387.9	83.6
LOS	E	F			C	A		C			F	F
Approach Delay		80.6			18.6			34.3			128.1	
Approach LOS		F			B			C			F	
Queue Length 50th (ft)	~273	~287			97	0		11			~133	~490
Queue Length 95th (ft)	#557	#575			184	39		35			#276	#725
Internal Link Dist (ft)		683			685			259			551	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	595	600			540	678		367			122	1098
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.05	1.06			0.51	0.41		0.08			1.74	1.13

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.74
Intersection Signal Delay: 90.6 Intersection LOS: F
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	1052	37	144	1112
Future Volume (vph)	62	209	1052	37	144	1112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	1085	38	148	1146
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1123	0	148	1146
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	83.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	1052	37	144	1112
Future Vol, veh/h	62	209	1052	37	144	1112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	1085	38	148	1146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2546	1104	0	0	1123	0
Stage 1	1104	-	-	-	-	-
Stage 2	1442	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 46	284	-	-	629	-
Stage 1	385	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 35	284	-	-	629	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 803.2	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	108	629	-
HCM Lane V/C Ratio	-	-	2.587	0.236	-
HCM Control Delay (s)	-	-	$ 803.2	12.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	25.5	0.9	-

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)	9	1252	1228	92	246	28
Future Volume (vph)	9	1252	1228	92	246	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1906	1983	1421	1870	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1906	1983	1421	1870	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	727		392	
Travel Time (s)		19.9	11.0		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	11%	4%	0%
Adj. Flow (vph)	10	1456	1428	107	286	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1456	1428	107	286	33
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.2%	ICU Level of Service E
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	471.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1252	1228	92	246	28
Future Vol, veh/h	9	1252	1228	92	246	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	210	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	11	4	0
Mvmt Flow	10	1456	1428	107	286	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1535	0	-	0	2904	1428
Stage 1	-	-	-	-	1428	-
Stage 2	-	-	-	-	1476	-
Critical Hdwy	4.1	-	-	-	6.04	6
Critical Hdwy Stg 1	-	-	-	-	5.04	-
Critical Hdwy Stg 2	-	-	-	-	5.04	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	439	-	-	-	~ 24	181
Stage 1	-	-	-	-	~ 257	-
Stage 2	-	-	-	-	~ 244	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	439	-	-	-	~ 23	181
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	~ 251	-
Stage 2	-	-	-	-	~ 244	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 4916.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	439	-	-	-	23	181
HCM Lane V/C Ratio	0.024	-	-	-	12.437	0.18
HCM Control Delay (s)	13.4	-	-	-	$ 5473	29.2
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.1	-	-	-	35.9	0.6

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1473	25	24	1263	57	88
Future Volume (vph)	1473	25	24	1263	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1867	0	1744	3319	1850	1623
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1867	0	1744	3319	1850	1623
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	459	
Travel Time (s)	2.5			9.2	10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1551	26	25	1329	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1577	0	25	1329	60	93
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.2%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1473	25	24	1263	57	88
Future Vol, veh/h	1473	25	24	1263	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1551	26	25	1329	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1577	0	2279	1564
Stage 1	-	-	-	-	1564	-
Stage 2	-	-	-	-	715	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	412	-	74	170
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	412	-	69	170
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	98
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	170	-	-	412	-
HCM Lane V/C Ratio	0.87	0.545	-	-	0.061	-
HCM Control Delay (s)	173.7	49	-	-	14.3	-
HCM Lane LOS	F	E	-	-	B	-
HCM 95th %tile Q(veh)	4.2	2.8	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	358	844	328	253	708	128	325	102	347	130	105	170
Future Volume (vph)	358	844	328	253	708	128	325	102	347	130	105	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					30							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			861			539			757	
Travel Time (s)		9.2			13.0			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	365	861	335	258	722	131	332	104	354	133	107	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	365	861	335	258	853	0	332	104	354	133	107	173
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

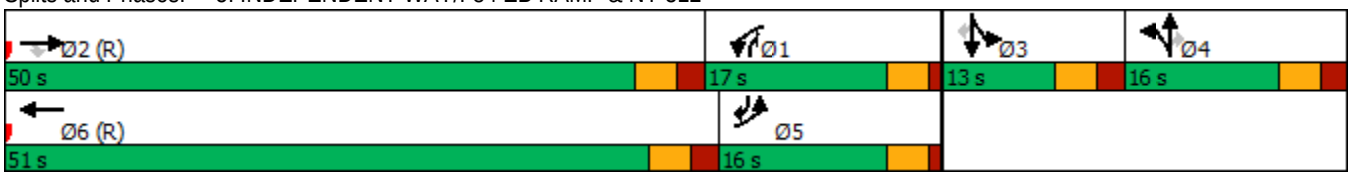
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	2	1	6		4	4	1	3	3	5
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	20.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	16.0	50.0	50.0	17.0	51.0		16.0	16.0	17.0	13.0	13.0	16.0
Total Split (%)	16.7%	52.1%	52.1%	17.7%	53.1%		16.7%	16.7%	17.7%	13.5%	13.5%	16.7%
Maximum Green (s)	12.0	45.0	45.0	13.0	46.0		11.0	11.0	13.0	8.0	8.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	12.0	45.1	45.1	13.0	46.1		10.9	10.9	24.9	8.0	8.0	25.0
Actuated g/C Ratio	0.12	0.47	0.47	0.14	0.48		0.11	0.11	0.26	0.08	0.08	0.26
v/c Ratio	0.84	0.98	0.45	0.55	0.51		0.85	0.48	0.86	0.94	0.69	0.42
Control Delay	59.3	52.1	19.5	46.6	17.9		62.4	47.9	45.5	106.4	66.0	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	52.1	19.5	46.6	17.9		62.4	47.9	45.5	106.4	66.0	33.3
LOS	E	D	B	D	B		E	D	D	F	E	C
Approach Delay		46.8			24.5			52.9			65.3	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	113	499	133	78	204		104	60	152	82	65	88
Queue Length 95th (ft)	#186	#770	207	122	105		#174	113	#228	#195	#143	150
Internal Link Dist (ft)		528			781			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	435	880	747	467	1685		397	219	414	142	156	412
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.98	0.45	0.55	0.51		0.84	0.47	0.86	0.94	0.69	0.42

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 43.6 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	73	484	121	80	0	636	500	185	0	496	66
Future Volume (vph)	86	73	484	121	80	0	636	500	185	0	496	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.982	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	1900	1615	3502	1900	1900	1814	1909	1623	1881	3332	0
Flt Permitted	0.950			0.950			0.305					
Satd. Flow (perm)	1736	1900	1615	3502	1900	1900	582	1909	1623	1881	3332	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									201			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			396			542			536	
Travel Time (s)		16.5			9.0			8.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	79	526	132	87	0	691	543	201	0	539	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	79	526	132	87	0	691	543	201	0	611	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	8.7	9.5	46.8	8.4	10.8		69.1	66.1	66.1		29.8	
Actuated g/C Ratio	0.09	0.10	0.49	0.09	0.11		0.72	0.69	0.69		0.31	
v/c Ratio	0.59	0.42	0.67	0.43	0.41		0.81	0.41	0.17		0.59	
Control Delay	58.2	47.7	16.0	46.1	47.2		26.8	10.2	2.6		26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	58.2	47.7	16.0	46.1	47.2		26.8	10.2	2.6		26.0	
LOS	E	D	B	D	D		C	B	A		C	
Approach Delay		25.2			46.5			17.1			26.0	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	55	45	149	39	51		262	208	14		175	
Queue Length 95th (ft)	#126	93	233	70	100		m223	m172	m16		238	
Internal Link Dist (ft)		648			316			462			456	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	165	194	792	314	213		883	1314	1180		1136	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.56	0.41	0.66	0.42	0.41		0.78	0.41	0.17		0.54	

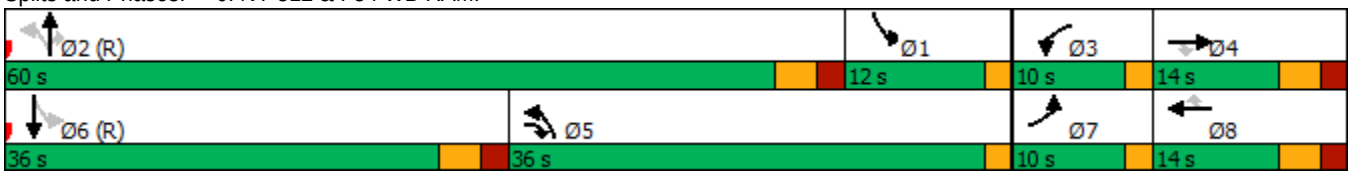
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 23.0 Intersection LOS: C
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	80	0	122	80	550	0	116	351	12
Future Volume (vph)	29	0	124	80	0	122	80	550	0	116	351	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1663	1599	0	1634	1720	1448	1675	1919	0	1751	1789	0
Flt Permitted	0.757			0.526			0.479			0.319		
Satd. Flow (perm)	1325	1599	0	905	1720	1448	845	1919	0	588	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		465				323					3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	1%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	89	0	136	89	611	0	129	390	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	138	0	89	0	136	89	611	0	129	403	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	11.0		10.0	11.0	11.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	8.8	5.6		10.0		7.6	61.7	57.7		68.0	62.4	
Actuated g/C Ratio	0.09	0.06		0.10		0.08	0.64	0.60		0.71	0.65	
v/c Ratio	0.24	0.26		0.71		0.33	0.15	0.53		0.26	0.35	
Control Delay	39.0	1.2		68.3		2.1	4.0	8.8		6.7	9.7	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.2		0.0	0.0	
Total Delay	39.0	1.2		68.3		2.1	4.0	9.0		6.7	9.7	
LOS	D	A		E		A	A	A		A	A	
Approach Delay		8.3			28.3			8.3			8.9	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	17	0		49		0	12	127		21	113	
Queue Length 95th (ft)	43	0		#101		0	m24	231		38	171	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	136	630		126		491	577	1153		503	1163	
Starvation Cap Reductn	0	0		0		0	0	104		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.24	0.22		0.71		0.28	0.15	0.58		0.26	0.35	

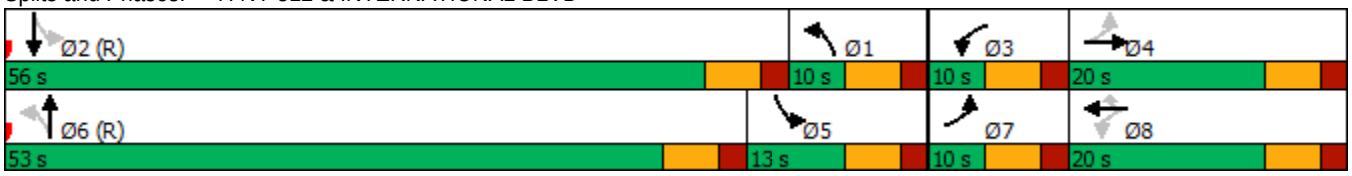
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	926	183	5	6	128	227	25	35	2	223	7	923
Future Volume (vph)	926	183	5	6	128	227	25	35	2	223	7	923
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.996				0.850
Flt Protected	0.950	0.968		0.950				0.980			0.954	
Satd. Flow (prot)	1625	1649	0	1762	1900	1669	0	1784	0	0	1736	1615
Flt Permitted	0.950	0.968		0.950				0.980			0.954	
Satd. Flow (perm)	1625	1649	0	1762	1900	1669	0	1784	0	0	1736	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				236		1				386
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			635	
Travel Time (s)		9.5			9.5			7.7			9.6	
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 (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	965	191	5	6	133	236	26	36	2	232	7	961
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	579	582	0	6	133	236	0	64	0	0	239	961
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

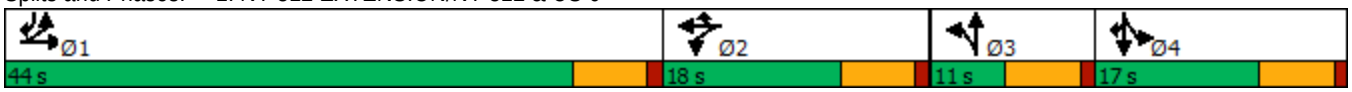
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	44.0	44.0		18.0	18.0	18.0	11.0	11.0		17.0	17.0	
Total Split (%)	48.9%	48.9%		20.0%	20.0%	20.0%	12.2%	12.2%		18.9%	18.9%	
Maximum Green (s)	38.0	38.0		12.0	12.0	12.0	5.0	5.0		11.0	11.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	35.7	35.7		11.7	11.7	11.7		5.1			11.2	53.0
Actuated g/C Ratio	0.42	0.42		0.14	0.14	0.14		0.06			0.13	0.62
v/c Ratio	0.85	0.84		0.03	0.51	0.55		0.60			1.05	0.83
Control Delay	36.7	35.8		34.3	43.8	10.4		65.3			114.0	16.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	36.7	35.8		34.3	43.8	10.4		65.3			114.0	16.0
LOS	D	D		C	D	B		E			F	B
Approach Delay		36.3			22.6			65.3			35.5	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	302	302		3	72	0		36			~159	247
Queue Length 95th (ft)	#507	#506		14	130	65		#98			#304	#533
Internal Link Dist (ft)		683			685			259			555	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	736	747		251	272	441		107			228	1192
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.79	0.78		0.02	0.49	0.54		0.60			1.05	0.81

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 85.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 83.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	169	1151	37	146	1113
Future Volume (vph)	40	169	1151	37	146	1113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.996			
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1607	0	1771	0	1728	1956
Flt Permitted	0.991				0.950	
Satd. Flow (perm)	1607	0	1771	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	41	174	1187	38	151	1147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	1225	0	151	1147
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	48.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	169	1151	37	146	1113
Future Vol, veh/h	40	169	1151	37	146	1113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	41	174	1187	38	151	1147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2655	1206	0	0	1225	0
Stage 1	1206	-	-	-	-	-
Stage 2	1449	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	~ 40	246	-	-	559	-
Stage 1	350	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 29	246	-	-	559	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 610.7	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	101	559	-
HCM Lane V/C Ratio	-	-	2.133	0.269	-
HCM Control Delay (s)	-	-	$ 610.7	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	18.6	1.1	-

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)	9	1311	1254	88	54	5
Future Volume (vph)	9	1311	1254	88	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1906	1963	1421	1634	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1906	1963	1421	1634	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	728		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	1%	11%	19%	0%
Adj. Flow (vph)	9	1366	1306	92	56	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	1366	1306	92	56	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1311	1254	88	54	5
Future Vol, veh/h	9	1311	1254	88	54	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	210	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	1	11	19	0
Mvmt Flow	9	1366	1306	92	56	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1398	0	-	0	2690	1306
Stage 1	-	-	-	-	1306	-
Stage 2	-	-	-	-	1384	-
Critical Hdwy	4.1	-	-	-	6.19	6
Critical Hdwy Stg 1	-	-	-	-	5.19	-
Critical Hdwy Stg 2	-	-	-	-	5.19	-
Follow-up Hdwy	2.2	-	-	-	3.671	3.3
Pot Cap-1 Maneuver	495	-	-	-	~ 28	212
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	249	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	495	-	-	-	~ 27	212
Mov Cap-2 Maneuver	-	-	-	-	~ 27	-
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	249	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 744.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	495	-	-	-	27	212
HCM Lane V/C Ratio	0.019	-	-	-	2.083	0.025
HCM Control Delay (s)	12.4	-	-	-	-$ 811.5	22.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	6.8	0.1

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1349	16	11	1314	28	34
Future Volume (vph)	1349	16	11	1314	28	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1869	0	1796	3319	1912	1711
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1869	0	1796	3319	1912	1711
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	478	
Travel Time (s)	2.7			9.0	10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1466	17	12	1428	30	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1483	0	12	1428	30	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1349	16	11	1314	28	34
Future Vol, veh/h	1349	16	11	1314	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1466	17	12	1428	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1483	0	2213	1475
Stage 1	-	-	-	-	1475	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	460	-	80	193
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	460	-	78	193
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	50.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	78	193	-	-	460	-
HCM Lane V/C Ratio	0.39	0.191	-	-	0.026	-
HCM Control Delay (s)	78	28	-	-	13	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.7	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	523	507	430	691	140	437	225	359	139	215	179
Future Volume (vph)	319	523	507	430	691	140	437	225	359	139	215	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3474	0	3537	1845	1615	1662	1881	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3474	0	3537	1845	1615	1662	1881	1599
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					31							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			848			539			757	
Travel Time (s)		9.0			12.8			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	326	534	517	439	705	143	446	230	366	142	219	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	326	534	517	439	848	0	446	230	366	142	219	183
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	2	1	6		4	4	1	3	3	5
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	10.0	21.0	21.0	14.0	21.0		14.0	14.0	14.0	14.0	14.0	10.0
Total Split (s)	17.0	43.0	43.0	20.0	46.0		17.0	17.0	20.0	16.0	16.0	17.0
Total Split (%)	17.7%	44.8%	44.8%	20.8%	47.9%		17.7%	17.7%	20.8%	16.7%	16.7%	17.7%
Maximum Green (s)	13.0	38.0	38.0	16.0	41.0		12.0	12.0	16.0	11.0	11.0	13.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	12.3	38.0	38.0	15.3	41.0		12.0	12.0	28.3	11.7	11.7	29.0
Actuated g/C Ratio	0.13	0.40	0.40	0.16	0.43		0.12	0.12	0.29	0.12	0.12	0.30
v/c Ratio	0.75	0.73	0.82	0.80	0.56		1.01	1.00	0.77	0.71	0.96	0.38
Control Delay	51.8	31.6	38.8	48.8	20.6		88.2	103.5	31.0	61.2	94.8	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	31.6	38.8	48.8	20.6		88.2	103.5	31.0	61.2	94.8	29.2
LOS	D	C	D	D	C		F	F	C	E	F	C
Approach Delay		39.1			30.2			71.5			64.0	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	99	271	277	128	130		~144	142	135	85	~139	88
Queue Length 95th (ft)	145	397	#455	m181	m160		#245	#294	#221	#180	#285	148
Internal Link Dist (ft)		514			768			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	458	733	629	575	1501		442	230	487	201	228	481
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.73	0.82	0.76	0.56		1.01	1.00	0.75	0.71	0.96	0.38

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 47.5 Intersection LOS: D
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

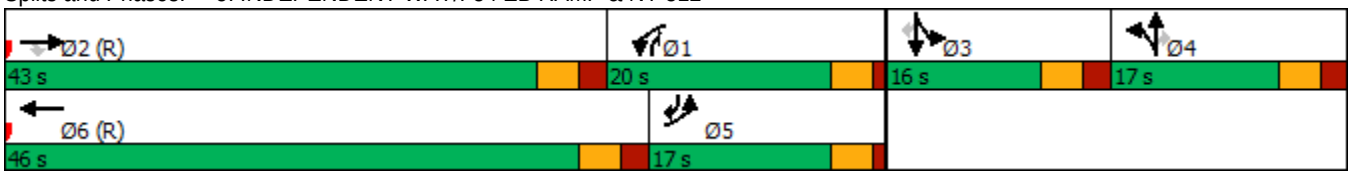
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	117	526	162	108	0	338	316	352	0	583	84
Future Volume (vph)	31	117	526	162	108	0	338	316	352	0	583	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.981	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	1900	1599	3502	1900	1900	1778	1891	1623	1881	3327	0
Flt Permitted	0.950			0.950			0.298					
Satd. Flow (perm)	1805	1900	1599	3502	1900	1900	558	1891	1623	1881	3327	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									359			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			341			557			534	
Travel Time (s)		16.5			7.8			8.4			8.1	
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 (%)	0%	0%	1%	0%	0%	0%	2%	1%	0%	0%	2%	1%
Adj. Flow (vph)	32	119	537	165	110	0	345	322	359	0	595	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	119	537	165	110	0	345	322	359	0	681	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	6.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	13.0	27.0	24.0	12.0	26.0	26.0	24.0	51.0	51.0	6.0	33.0	
Total Split (%)	13.5%	28.1%	25.0%	12.5%	27.1%	27.1%	25.0%	53.1%	53.1%	6.3%	34.4%	
Maximum Green (s)	11.0	22.0	22.0	10.0	21.0	21.0	22.0	46.0	46.0	4.0	28.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	6.4	10.5	38.8	9.2	16.1		67.3	64.3	64.3		37.0	
Actuated g/C Ratio	0.07	0.11	0.40	0.10	0.17		0.70	0.67	0.67		0.39	
v/c Ratio	0.27	0.57	0.83	0.49	0.35		0.48	0.25	0.30		0.53	
Control Delay	47.6	51.1	29.4	46.3	39.0		11.0	5.6	1.3		28.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	47.6	51.1	29.4	46.3	39.0		11.0	5.6	1.3		28.4	
LOS	D	D	C	D	D		B	A	A		C	
Approach Delay		34.0			43.4			5.9			28.4	
Approach LOS		C			D			A			C	
Queue Length 50th (ft)	19	70	188	49	62		60	60	12		198	
Queue Length 95th (ft)	47	121	#315	81	111		m93	m107	m17		230	
Internal Link Dist (ft)		648			261			477			454	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	206	435	648	364	415		715	1267	1206		1281	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.16	0.27	0.83	0.45	0.27		0.48	0.25	0.30		0.53	

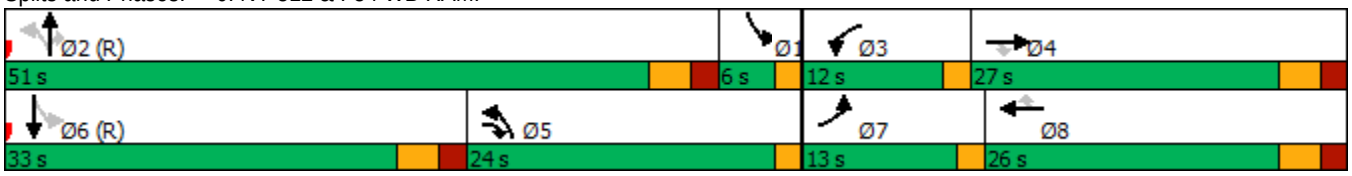
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 22.7 Intersection LOS: C
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



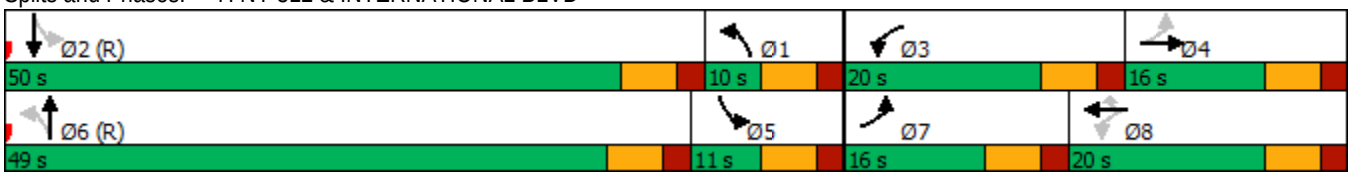
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	63	162	0	109	57	374	0	118	452	13
Future Volume (vph)	11	0	63	162	0	109	57	374	0	118	452	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1780	1569	0	1634	1720	1462	1617	1938	0	1751	1836	0
Flt Permitted	0.757			0.452			0.337			0.425		
Satd. Flow (perm)	1418	1569	0	778	1720	1462	573	1938	0	783	1836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		355				513					2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	12	0	67	172	0	116	61	398	0	126	481	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	67	0	172	0	116	61	398	0	126	495	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	16.0	16.0		20.0	20.0	20.0	10.0	49.0		11.0	50.0	
Total Split (%)	16.7%	16.7%		20.8%	20.8%	20.8%	10.4%	51.0%		11.5%	52.1%	
Maximum Green (s)	10.0	10.0		14.0	14.0	14.0	4.0	43.0		5.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	2.0	
Recall Mode	None	Min		None	None	None	Max	C-Max		None	C-Max	
Act Effct Green (s)	11.8	5.6		24.1		21.5	52.9	48.9		54.9	49.9	
Actuated g/C Ratio	0.12	0.06		0.25		0.22	0.55	0.51		0.57	0.52	
v/c Ratio	0.06	0.16		0.56		0.16	0.17	0.40		0.25	0.52	
Control Delay	27.8	0.8		37.3		0.5	14.6	19.3		10.3	17.9	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	27.8	0.8		37.3		0.5	14.6	19.3		10.3	17.9	
LOS	C	A		D		A	B	B		B	B	
Approach Delay		4.9			22.5			18.7			16.4	
Approach LOS		A			C			B			B	
Queue Length 50th (ft)	5	0		86		0	13	188		30	194	
Queue Length 95th (ft)	19	0		147		0	45	275		54	288	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	268	481		320		728	358	986		497	954	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.04	0.14		0.54		0.16	0.17	0.40		0.25	0.52	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 41 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 17.7 Intersection LOS: B
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	682	186	2	3	133	135	5	24	21	213	12	720
Future Volume (vph)	682	186	2	3	133	135	5	24	21	213	12	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (prot)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (perm)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						182		23				519
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			636	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	749	204	2	3	146	148	5	26	23	234	13	791
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	472	483	0	3	146	148	0	54	0	0	247	791
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

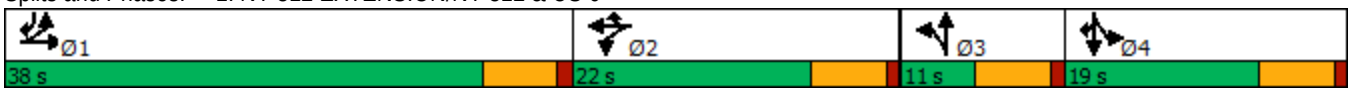
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		22.0	22.0	22.0	11.0	11.0		19.0	19.0	
Total Split (%)	42.2%	42.2%		24.4%	24.4%	24.4%	12.2%	12.2%		21.1%	21.1%	
Maximum Green (s)	32.0	32.0		16.0	16.0	16.0	5.0	5.0		13.0	13.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	29.9	29.9		12.0	12.0	12.0		5.1			13.3	49.3
Actuated g/C Ratio	0.37	0.37		0.15	0.15	0.15		0.06			0.16	0.60
v/c Ratio	0.82	0.84		0.01	0.57	0.40		0.46			0.96	0.69
Control Delay	38.4	39.9		31.0	43.2	6.4		40.2			87.8	7.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	38.4	39.9		31.0	43.2	6.4		40.2			87.8	7.8
LOS	D	D		C	D	A		D			F	A
Approach Delay		39.1			24.7			40.2			26.8	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	238	246		1	75	0		17			~147	70
Queue Length 95th (ft)	#436	#452		9	134	33		#62			#306	224
Internal Link Dist (ft)		683			685			259			556	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	631	633		352	352	441		118			256	1178
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.75	0.76		0.01	0.41	0.34		0.46			0.96	0.67

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 81.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	783	58	218	906
Future Volume (vph)	39	141	783	58	218	906
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1735	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1735	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	967	72	269	1119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1039	0	269	1119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	69.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	783	58	218	906
Future Vol, veh/h	39	141	783	58	218	906
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	967	72	269	1119

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2660	1003	0	0	1039	0
Stage 1	1003	-	-	-	-	-
Stage 2	1657	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 40	318	-	-	677	-
Stage 1	423	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 24	318	-	-	677	-
Mov Cap-2 Maneuver	~ 24	-	-	-	-	-
Stage 1	255	-	-	-	-	-
Stage 2	227	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 808.2	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	87	677	-
HCM Lane V/C Ratio	-	-	2.554	0.398	-
HCM Control Delay (s)	-	-	$ 808.2	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.9	1.9	-

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)	27	897	1115	241	67	9
Future Volume (vph)	27	897	1115	241	67	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.982	
Flt Protected	0.950				0.958	
Satd. Flow (prot)	1727	1834	1836	1516	3433	0
Flt Permitted	0.039				0.958	
Satd. Flow (perm)	71	1834	1836	1516	3433	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				298		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	432		392	
Travel Time (s)		19.8	6.5		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	4%	10%	0%
Adj. Flow (vph)	33	1107	1377	298	83	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	1107	1377	298	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	125.0	114.0	15.0	15.0	
Total Split (%)	7.9%	89.3%	81.4%	10.7%	10.7%	
Maximum Green (s)	5.0	119.0	108.0	9.0	9.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	104.7	102.1	96.3	114.0	8.4	
Actuated g/C Ratio	0.85	0.83	0.78	0.93	0.07	
v/c Ratio	0.25	0.73	0.96	0.21	0.40	
Control Delay	14.3	7.5	29.4	0.5	65.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.3	7.5	29.4	0.5	65.7	
LOS	B	A	C	A	E	
Approach Delay		7.7	24.3		65.7	
Approach LOS		A	C		E	
Queue Length 50th (ft)	4	292	996	0	43	
Queue Length 95th (ft)	7	301	966	5	66	
Internal Link Dist (ft)		1227	352		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	130	1668	1576	1406	261	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.25	0.66	0.87	0.21	0.36	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 123	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	925	39	99	1341	15	4
Future Volume (vph)	925	39	99	1341	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1813	0	1796	3224	1850	1655
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1813	0	1796	3224	1850	1655
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	566	
Travel Time (s)	2.5			9.2	12.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1063	45	114	1541	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1108	0	114	1541	17	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	925	39	99	1341	15	4
Future Vol, veh/h	925	39	99	1341	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1063	45	114	1541	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1108	0	2085	1086
Stage 1	-	-	-	-	1086	-
Stage 2	-	-	-	-	999	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	638	-	94	309
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	638	-	77	309
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	424	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	54.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	77	309	-	-	638	-
HCM Lane V/C Ratio	0.224	0.015	-	-	0.178	-
HCM Control Delay (s)	64.8	16.8	-	-	11.9	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	0.8	0	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	472	220	182	745	99	200	109	79	230	178	485
Future Volume (vph)	282	472	220	182	745	99	200	109	79	230	178	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3258	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3258	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					19							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			836			539			757	
Travel Time (s)		9.2			12.7			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	317	530	247	204	837	111	225	122	89	258	200	545
Shared Lane Traffic (%)												
Lane Group Flow (vph)	317	530	247	204	948	0	225	122	89	258	200	545
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	12.0	12.0	8.0
Total Split (s)	16.0	47.0	16.0	16.0	47.0		16.0	16.0	16.0	17.0	17.0	16.0
Total Split (%)	16.7%	49.0%	16.7%	16.7%	49.0%		16.7%	16.7%	16.7%	17.7%	17.7%	16.7%
Maximum Green (s)	12.0	42.0	11.0	12.0	42.0		11.0	11.0	12.0	13.0	13.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	13.1	34.1	49.7	12.1	33.0		10.7	10.7	23.8	21.2	21.2	38.3
Actuated g/C Ratio	0.14	0.36	0.52	0.13	0.34		0.11	0.11	0.25	0.22	0.22	0.40
v/c Ratio	0.71	0.85	0.30	0.49	0.84		0.60	0.61	0.24	0.71	0.50	0.86
Control Delay	48.4	42.1	13.3	45.1	37.4		47.8	54.1	17.6	50.5	41.1	44.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	42.1	13.3	45.1	37.4		47.8	54.1	17.6	50.5	41.1	44.1
LOS	D	D	B	D	D		D	D	B	D	D	D
Approach Delay		37.4			38.8			43.4			45.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	95	292	80	59	266		68	72	25	149	109	301
Queue Length 95th (ft)	138	369	104	m93	255		105	128	58	#336	#231	#556
Internal Link Dist (ft)		525			756			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	464	765	804	425	1436		385	207	373	363	402	631
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.69	0.31	0.48	0.66		0.58	0.59	0.24	0.71	0.50	0.86

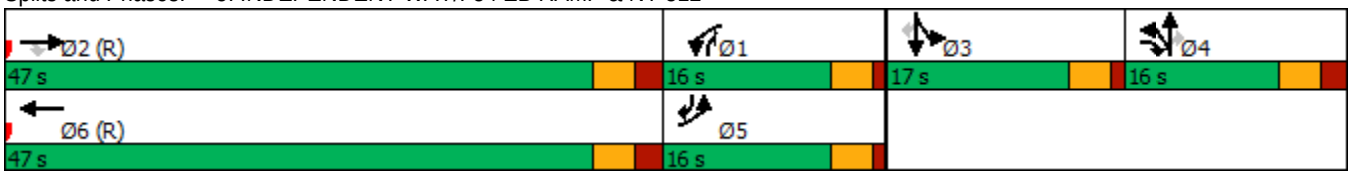
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 40.7 Intersection LOS: D
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



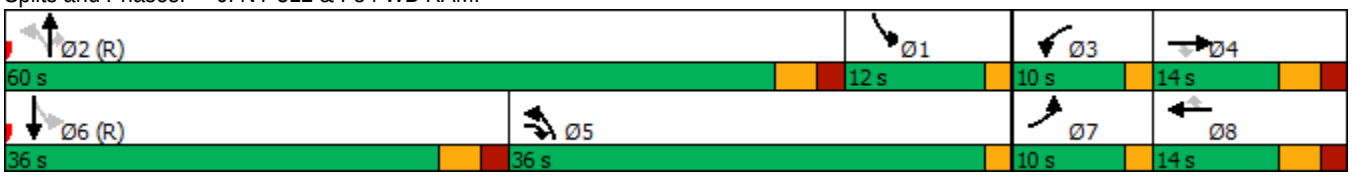
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	18	508	28	12	0	199	501	81	0	492	18
Future Volume (vph)	94	18	508	28	12	0	199	501	81	0	492	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.995	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1703	1900	1599	3502	1900	1900	1728	1854	1623	1881	3329	0
Flt Permitted	0.950			0.950			0.350					
Satd. Flow (perm)	1703	1900	1599	3502	1900	1900	636	1854	1623	1881	3329	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									93			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			358			570			537	
Travel Time (s)		16.5			8.1			8.6			8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	1%	0%	0%	0%	5%	3%	0%	0%	3%	10%
Adj. Flow (vph)	108	21	584	32	14	0	229	576	93	0	566	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	21	584	32	14	0	229	576	93	0	587	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	14.0	14.0	9.0	14.0	14.0	14.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	21.8	17.2	43.0	6.5	7.7		66.4	63.4	63.4		39.4	
Actuated g/C Ratio	0.23	0.18	0.45	0.07	0.08		0.69	0.66	0.66		0.41	
v/c Ratio	0.28	0.06	0.82	0.14	0.09		0.33	0.47	0.08		0.43	
Control Delay	32.0	29.9	28.8	43.0	40.1		18.5	18.7	7.0		18.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	32.0	29.9	28.8	43.0	40.1		18.5	18.7	7.0		18.9	
LOS	C	C	C	D	D		B	B	A		B	
Approach Delay		29.3			42.1			17.4			18.9	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	45	10	205	9	8		84	241	13		156	
Queue Length 95th (ft)	108	29	290	23	24		m116	307	m24		191	
Internal Link Dist (ft)		648			278			490			457	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	386	352	725	291	198		906	1224	1103		1365	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.28	0.06	0.81	0.11	0.07		0.25	0.47	0.08		0.43	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 59.8% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



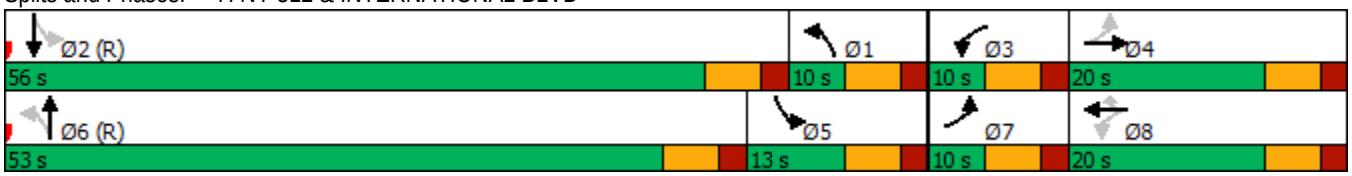
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	25	0	16	217	390	1	25	402	32
Future Volume (vph)	17	0	83	25	0	16	217	390	1	25	402	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1359	1168	0	1571	1720	1462	1771	1829	0	1751	1727	0
Flt Permitted	0.889			0.889			0.449			0.491		
Satd. Flow (perm)	1271	1168	0	1470	1720	1462	837	1829	0	905	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		475				468					6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	4%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	26	0	17	226	406	1	26	419	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	86	0	26	0	17	226	407	0	26	452	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	5.6		6.9		5.6	73.1	72.7		72.8	66.7	
Actuated g/C Ratio	0.07	0.06		0.07		0.06	0.76	0.76		0.76	0.69	
v/c Ratio	0.19	0.17		0.24		0.03	0.33	0.29		0.04	0.38	
Control Delay	41.1	0.7		42.2		0.1	3.0	4.2		3.8	8.5	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	0.7		42.2		0.1	3.0	4.2		3.8	8.5	
LOS	D	A		D		A	A	A		A	A	
Approach Delay		7.7			25.6			3.8			8.2	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	11	0		16		0	5	10		2	90	
Queue Length 95th (ft)	30	0		37		0	35	125		11	199	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	94	576		109		612	676	1385		756	1202	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.19	0.15		0.24		0.03	0.33	0.29		0.03	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	846	171	7	0	223	228	7	15	2	154	18	1002
Future Volume (vph)	846	171	7	0	223	228	7	15	2	154	18	1002
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.991				0.850
Flt Protected	0.950	0.968						0.985			0.957	
Satd. Flow (prot)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Flt Permitted	0.950	0.968						0.985			0.957	
Satd. Flow (perm)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				281		2				546
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			631	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	1044	211	9	0	275	281	9	19	2	190	22	1237
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	626	638	0	0	275	281	0	30	0	0	212	1237
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
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)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	32.0	32.0		27.0	27.0	27.0	20.0	20.0		11.0	11.0	
Total Split (%)	35.6%	35.6%		30.0%	30.0%	30.0%	22.2%	22.2%		12.2%	12.2%	
Maximum Green (s)	26.0	26.0		21.0	21.0	21.0	14.0	14.0		5.0	5.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	26.4	26.4			18.1	18.1		6.8			5.1	37.6
Actuated g/C Ratio	0.36	0.36			0.25	0.25		0.09			0.07	0.52
v/c Ratio	1.05	1.06			0.60	0.45		0.17			1.74	1.13
Control Delay	78.9	82.2			31.4	6.2		34.2			387.9	83.6
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	78.9	82.2			31.4	6.2		34.2			387.9	83.6
LOS	E	F			C	A		C			F	F
Approach Delay		80.6			18.6			34.3			128.1	
Approach LOS		F			B			C			F	
Queue Length 50th (ft)	~273	~287			97	0		11			~133	~490
Queue Length 95th (ft)	#557	#575			184	39		35			#276	#725
Internal Link Dist (ft)		683			685			259			551	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	595	600			540	678		367			122	1098
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.05	1.06			0.51	0.41		0.08			1.74	1.13

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.74
Intersection Signal Delay: 90.6 Intersection LOS: F
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	1052	37	144	1112
Future Volume (vph)	62	209	1052	37	144	1112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	1085	38	148	1146
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1123	0	148	1146
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 91.9%	ICU Level of Service F
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	83.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	1052	37	144	1112
Future Vol, veh/h	62	209	1052	37	144	1112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	1085	38	148	1146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2546	1104	0	0	1123	0
Stage 1	1104	-	-	-	-	-
Stage 2	1442	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 46	284	-	-	629	-
Stage 1	385	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 35	284	-	-	629	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 803.2	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	108	629	-
HCM Lane V/C Ratio	-	-	2.587	0.236	-
HCM Control Delay (s)	-	-	$ 803.2	12.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	25.5	0.9	-

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)	9	1252	1228	92	246	28
Future Volume (vph)	9	1252	1228	92	246	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.984	
Flt Protected	0.950				0.957	
Satd. Flow (prot)	1727	1906	1983	1421	3610	0
Flt Permitted	0.036				0.957	
Satd. Flow (perm)	65	1906	1983	1421	3610	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				107		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	440		392	
Travel Time (s)		19.9	6.7		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	11%	4%	0%
Adj. Flow (vph)	10	1456	1428	107	286	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1456	1428	107	319	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	115.0	104.0	25.0	25.0	
Total Split (%)	7.9%	82.1%	74.3%	17.9%	17.9%	
Maximum Green (s)	5.0	109.0	98.0	19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	107.9	106.8	104.7	132.3	16.7	
Actuated g/C Ratio	0.80	0.79	0.77	0.98	0.12	
v/c Ratio	0.09	0.97	0.93	0.08	0.72	
Control Delay	7.0	31.4	26.3	0.2	67.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	7.0	31.4	26.3	0.2	67.2	
LOS	A	C	C	A	E	
Approach Delay		31.3	24.5		67.2	
Approach LOS		C	C		E	
Queue Length 50th (ft)	2	1009	835	0	144	
Queue Length 95th (ft)	6	#1482	#1521	5	186	
Internal Link Dist (ft)		1232	360		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	113	1535	1531	1375	507	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.95	0.93	0.08	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 135.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 31.6 Intersection LOS: C
Intersection Capacity Utilization 83.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1473	25	24	1263	57	88
Future Volume (vph)	1473	25	24	1263	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1867	0	1744	3319	1850	1623
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1867	0	1744	3319	1850	1623
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	459	
Travel Time (s)	2.5			9.2	10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1551	26	25	1329	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1577	0	25	1329	60	93
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.2%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1473	25	24	1263	57	88
Future Vol, veh/h	1473	25	24	1263	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1551	26	25	1329	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1577	0	2279	1564
Stage 1	-	-	-	-	1564	-
Stage 2	-	-	-	-	715	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	412	-	74	170
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	412	-	69	170
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	98
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	170	-	-	412	-
HCM Lane V/C Ratio	0.87	0.545	-	-	0.061	-
HCM Control Delay (s)	173.7	49	-	-	14.3	-
HCM Lane LOS	F	E	-	-	B	-
HCM 95th %tile Q(veh)	4.2	2.8	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	358	844	328	253	708	128	325	102	347	130	105	170
Future Volume (vph)	358	844	328	253	708	128	325	102	347	130	105	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					27							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			861			539			757	
Travel Time (s)		9.2			13.0			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	365	861	335	258	722	131	332	104	354	133	107	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	365	861	335	258	853	0	332	104	354	133	107	173
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

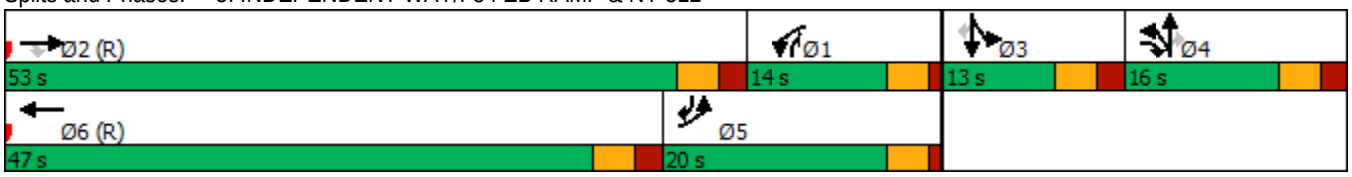
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	20.0	53.0	16.0	14.0	47.0		16.0	16.0	14.0	13.0	13.0	20.0
Total Split (%)	20.8%	55.2%	16.7%	14.6%	49.0%		16.7%	16.7%	14.6%	13.5%	13.5%	20.8%
Maximum Green (s)	16.0	48.0	11.0	10.0	42.0		11.0	11.0	10.0	8.0	8.0	16.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	16.0	48.1	64.0	10.0	42.1		10.9	10.9	21.9	8.0	8.0	29.0
Actuated g/C Ratio	0.17	0.50	0.67	0.10	0.44		0.11	0.11	0.23	0.08	0.08	0.30
v/c Ratio	0.63	0.92	0.32	0.72	0.55		0.85	0.48	0.97	0.94	0.69	0.36
Control Delay	42.7	38.6	7.7	55.5	20.3		62.4	47.9	71.8	106.4	66.0	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	38.6	7.7	55.5	20.3		62.4	47.9	71.8	106.4	66.0	29.0
LOS	D	D	A	E	C		E	D	E	F	E	C
Approach Delay		32.9			28.4			64.7			63.5	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	108	466	77	85	209		104	60	161	82	65	82
Queue Length 95th (ft)	155	#733	120	#132	138		#174	113	#357	#195	#143	141
Internal Link Dist (ft)		528			781			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	580	939	1046	359	1540		397	219	364	142	156	478
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.92	0.32	0.72	0.55		0.84	0.47	0.97	0.94	0.69	0.36

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 41.4 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	73	484	121	80	0	636	500	185	0	496	66
Future Volume (vph)	86	73	484	121	80	0	636	500	185	0	496	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.982	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	1900	1615	3502	1900	1900	1814	1909	1623	1881	3332	0
Flt Permitted	0.950			0.950			0.305					
Satd. Flow (perm)	1736	1900	1615	3502	1900	1900	582	1909	1623	1881	3332	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									201			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			396			542			536	
Travel Time (s)		16.5			9.0			8.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	79	526	132	87	0	691	543	201	0	539	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	79	526	132	87	0	691	543	201	0	611	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	8.7	9.5	46.8	8.4	10.8		69.1	66.1	66.1		29.8	
Actuated g/C Ratio	0.09	0.10	0.49	0.09	0.11		0.72	0.69	0.69		0.31	
v/c Ratio	0.59	0.42	0.67	0.43	0.41		0.81	0.41	0.17		0.59	
Control Delay	58.2	47.7	16.0	46.1	47.2		26.1	9.9	2.3		26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	58.2	47.7	16.0	46.1	47.2		26.1	9.9	2.3		26.0	
LOS	E	D	B	D	D		C	A	A		C	
Approach Delay		25.2			46.5			16.6			26.0	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	55	45	149	39	51		227	201	14		175	
Queue Length 95th (ft)	#126	93	233	70	100		m230	m177	m13		238	
Internal Link Dist (ft)		648			316			462			456	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	165	194	792	314	213		883	1314	1180		1136	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.56	0.41	0.66	0.42	0.41		0.78	0.41	0.17		0.54	

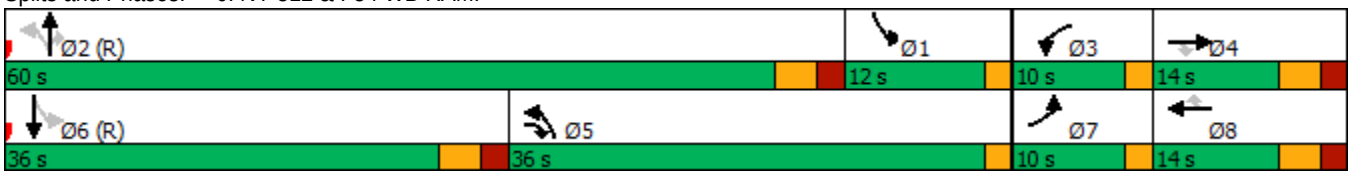
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	80	0	122	80	550	0	116	351	12
Future Volume (vph)	29	0	124	80	0	122	80	550	0	116	351	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1663	1599	0	1634	1720	1448	1675	1919	0	1751	1789	0
Flt Permitted	0.757			0.526			0.479			0.319		
Satd. Flow (perm)	1325	1599	0	905	1720	1448	845	1919	0	588	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		465				323					3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	1%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	89	0	136	89	611	0	129	390	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	138	0	89	0	136	89	611	0	129	403	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	11.0		10.0	11.0	11.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	8.8	5.6		10.0		7.6	61.7	57.7		68.0	62.4	
Actuated g/C Ratio	0.09	0.06		0.10		0.08	0.64	0.60		0.71	0.65	
v/c Ratio	0.24	0.26		0.71		0.33	0.15	0.53		0.26	0.35	
Control Delay	39.0	1.2		68.3		2.1	4.2	9.3		6.7	9.7	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.2		0.0	0.0	
Total Delay	39.0	1.2		68.3		2.1	4.2	9.5		6.7	9.7	
LOS	D	A		E		A	A	A		A	A	
Approach Delay		8.3			28.3			8.8			8.9	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	17	0		49		0	14	138		21	113	
Queue Length 95th (ft)	43	0		#101		0	m24	233		38	171	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	136	630		126		491	577	1153		503	1163	
Starvation Cap Reductn	0	0		0		0	0	104		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.24	0.22		0.71		0.28	0.15	0.58		0.26	0.35	

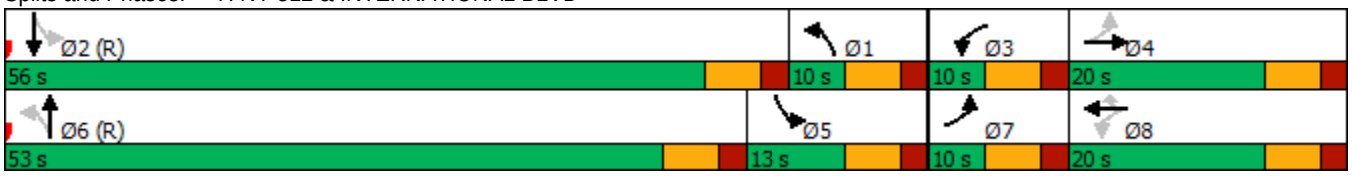
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	926	183	5	6	128	227	25	35	2	223	7	923
Future Volume (vph)	926	183	5	6	128	227	25	35	2	223	7	923
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.996				0.850
Flt Protected	0.950	0.968		0.950				0.980			0.954	
Satd. Flow (prot)	1625	1649	0	1762	1900	1669	0	1784	0	0	1736	1615
Flt Permitted	0.950	0.968		0.950				0.980			0.954	
Satd. Flow (perm)	1625	1649	0	1762	1900	1669	0	1784	0	0	1736	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				236		1				386
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			635	
Travel Time (s)		9.5			9.5			7.7			9.6	
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 (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	965	191	5	6	133	236	26	36	2	232	7	961
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	579	582	0	6	133	236	0	64	0	0	239	961
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

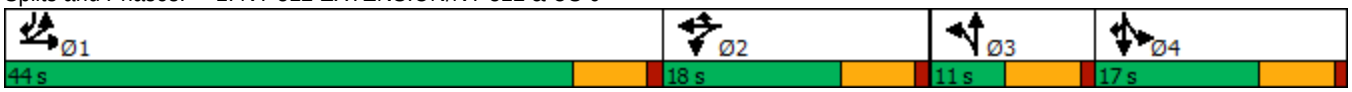
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	44.0	44.0		18.0	18.0	18.0	11.0	11.0		17.0	17.0	
Total Split (%)	48.9%	48.9%		20.0%	20.0%	20.0%	12.2%	12.2%		18.9%	18.9%	
Maximum Green (s)	38.0	38.0		12.0	12.0	12.0	5.0	5.0		11.0	11.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	35.7	35.7		11.7	11.7	11.7		5.1			11.2	53.0
Actuated g/C Ratio	0.42	0.42		0.14	0.14	0.14		0.06			0.13	0.62
v/c Ratio	0.85	0.84		0.03	0.51	0.55		0.60			1.05	0.83
Control Delay	36.7	35.8		34.3	43.8	10.4		65.3			114.0	16.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	36.7	35.8		34.3	43.8	10.4		65.3			114.0	16.0
LOS	D	D		C	D	B		E			F	B
Approach Delay		36.3			22.6			65.3			35.5	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	302	302		3	72	0		36			~159	247
Queue Length 95th (ft)	#507	#506		14	130	65		#98			#304	#533
Internal Link Dist (ft)		683			685			259			555	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	736	747		251	272	441		107			228	1192
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.79	0.78		0.02	0.49	0.54		0.60			1.05	0.81

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 85.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 83.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	169	1151	37	146	1113
Future Volume (vph)	40	169	1151	37	146	1113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.996			
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1607	0	1771	0	1728	1956
Flt Permitted	0.991				0.950	
Satd. Flow (perm)	1607	0	1771	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	41	174	1187	38	151	1147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	1225	0	151	1147
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	48.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	169	1151	37	146	1113
Future Vol, veh/h	40	169	1151	37	146	1113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	41	174	1187	38	151	1147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2655	1206	0	0	1225	0
Stage 1	1206	-	-	-	-	-
Stage 2	1449	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	~ 40	246	-	-	559	-
Stage 1	350	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 29	246	-	-	559	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 610.7	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	101	559	-
HCM Lane V/C Ratio	-	-	2.133	0.269	-
HCM Control Delay (s)	-	-	$ 610.7	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	18.6	1.1	-

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)	9	1311	1254	88	54	5
Future Volume (vph)	9	1311	1254	88	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.988	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	1727	1906	1963	1421	3194	0
Flt Permitted	0.050				0.956	
Satd. Flow (perm)	91	1906	1963	1421	3194	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				92		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	437		392	
Travel Time (s)		19.8	6.6		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	1%	11%	19%	0%
Adj. Flow (vph)	9	1366	1306	92	56	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	1366	1306	92	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	125.0	114.0	15.0	15.0	
Total Split (%)	7.9%	89.3%	81.4%	10.7%	10.7%	
Maximum Green (s)	5.0	119.0	108.0	9.0	9.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	None	None	None	
Act Effct Green (s)	78.0	75.8	74.3	94.0	7.7	
Actuated g/C Ratio	0.81	0.79	0.77	0.98	0.08	
v/c Ratio	0.05	0.91	0.86	0.07	0.24	
Control Delay	3.0	17.7	15.4	0.2	51.9	
Queue Delay	0.0	0.0	0.8	0.0	0.0	
Total Delay	3.0	17.7	16.2	0.2	51.9	
LOS	A	B	B	A	D	
Approach Delay		17.6	15.1		51.9	
Approach LOS		B	B		D	
Queue Length 50th (ft)	1	450	364	0	16	
Queue Length 95th (ft)	3	754	994	5	52	
Internal Link Dist (ft)		1227	357		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	164	1849	1866	1337	318	
Starvation Cap Reductn	0	0	266	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.74	0.82	0.07	0.19	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 96.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1349	16	11	1314	28	34
Future Volume (vph)	1349	16	11	1314	28	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		360	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1869	0	1796	3319	1912	1711
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1869	0	1796	3319	1912	1711
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	483	
Travel Time (s)	2.7			9.0	11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1466	17	12	1428	30	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1483	0	12	1428	30	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1349	16	11	1314	28	34
Future Vol, veh/h	1349	16	11	1314	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	360	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1466	17	12	1428	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1483	0	2213	1475
Stage 1	-	-	-	-	1475	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	460	-	80	193
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	460	-	78	193
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	50.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	78	193	-	-	460	-
HCM Lane V/C Ratio	0.39	0.191	-	-	0.026	-
HCM Control Delay (s)	78	28	-	-	13	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.7	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	523	507	430	691	140	437	225	359	139	215	179
Future Volume (vph)	319	523	507	430	691	140	437	225	359	139	215	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3474	0	3537	1845	1615	1662	1881	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3474	0	3537	1845	1615	1662	1881	1599
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					30							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			848			539			757	
Travel Time (s)		9.0			12.8			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	326	534	517	439	705	143	446	230	366	142	219	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	326	534	517	439	848	0	446	230	366	142	219	183
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	10.0	21.0	14.0	14.0	21.0		14.0	14.0	14.0	14.0	14.0	10.0
Total Split (s)	17.0	43.0	18.0	19.0	45.0		18.0	18.0	19.0	16.0	16.0	17.0
Total Split (%)	17.7%	44.8%	18.8%	19.8%	46.9%		18.8%	18.8%	19.8%	16.7%	16.7%	17.7%
Maximum Green (s)	13.0	38.0	13.0	15.0	40.0		13.0	13.0	15.0	11.0	11.0	13.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	12.5	38.0	56.0	14.5	40.0		13.0	13.0	28.5	11.5	11.5	29.0
Actuated g/C Ratio	0.13	0.40	0.58	0.15	0.42		0.14	0.14	0.30	0.12	0.12	0.30
v/c Ratio	0.74	0.73	0.56	0.84	0.58		0.93	0.92	0.76	0.71	0.97	0.38
Control Delay	51.1	31.6	15.2	52.7	23.2		69.7	83.2	31.1	62.2	98.4	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	31.6	15.2	52.7	23.2		69.7	83.2	31.1	62.2	98.4	29.2
LOS	D	C	B	D	C		E	F	C	E	F	C
Approach Delay		30.1			33.3			59.1			65.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	99	271	181	130	156		140	141	135	85	~139	88
Queue Length 95th (ft)	145	397	274	#208	218		#232	#281	#221	#180	#285	148
Internal Link Dist (ft)		514			768			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	458	733	928	539	1465		478	249	487	199	225	483
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.73	0.56	0.81	0.58		0.93	0.92	0.75	0.71	0.97	0.38

Intersection Summary

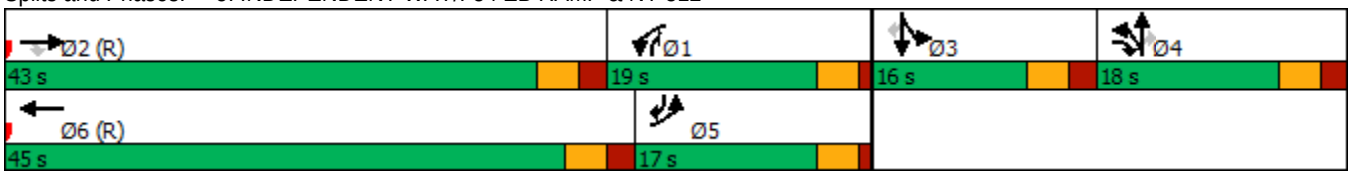
Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 42.7 Intersection LOS: D
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



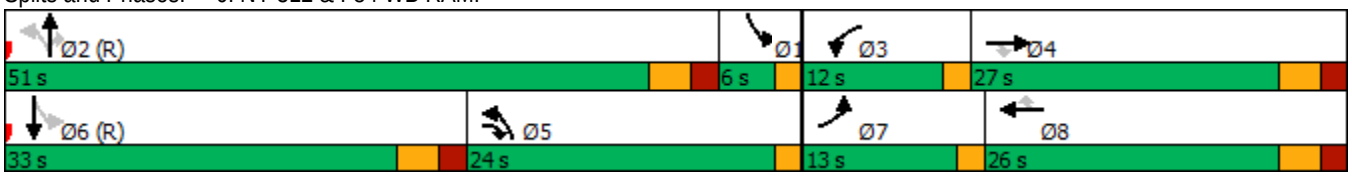
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	117	526	162	108	0	338	316	352	0	583	84
Future Volume (vph)	31	117	526	162	108	0	338	316	352	0	583	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.981	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	1900	1599	3502	1900	1900	1778	1891	1623	1881	3327	0
Flt Permitted	0.950			0.950			0.295					
Satd. Flow (perm)	1805	1900	1599	3502	1900	1900	552	1891	1623	1881	3327	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									359			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			341			557			534	
Travel Time (s)		16.5			7.8			8.4			8.1	
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 (%)	0%	0%	1%	0%	0%	0%	2%	1%	0%	0%	2%	1%
Adj. Flow (vph)	32	119	537	165	110	0	345	322	359	0	595	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	119	537	165	110	0	345	322	359	0	681	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	6.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	13.0	27.0	24.0	12.0	26.0	26.0	24.0	51.0	51.0	6.0	33.0	
Total Split (%)	13.5%	28.1%	25.0%	12.5%	27.1%	27.1%	25.0%	53.1%	53.1%	6.3%	34.4%	
Maximum Green (s)	11.0	22.0	22.0	10.0	21.0	21.0	22.0	46.0	46.0	4.0	28.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	6.4	17.6	39.3	9.4	23.4		60.0	57.0	57.0		36.4	
Actuated g/C Ratio	0.07	0.18	0.41	0.10	0.24		0.62	0.59	0.59		0.38	
v/c Ratio	0.27	0.34	0.82	0.48	0.24		0.59	0.29	0.32		0.54	
Control Delay	47.6	35.9	27.8	45.7	30.7		16.8	9.9	1.8		30.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	47.6	35.9	27.8	45.7	30.7		16.8	9.9	1.8		30.3	
LOS	D	D	C	D	C		B	A	A		C	
Approach Delay		30.1			39.7			9.4			30.3	
Approach LOS		C			D			A			C	
Queue Length 50th (ft)	19	62	189	49	54		78	85	12		206	
Queue Length 95th (ft)	47	109	247	81	100		m114	m119	m17		230	
Internal Link Dist (ft)		648			261			477			454	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	206	435	727	371	463		646	1123	1109		1260	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.16	0.27	0.74	0.44	0.24		0.53	0.29	0.32		0.54	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



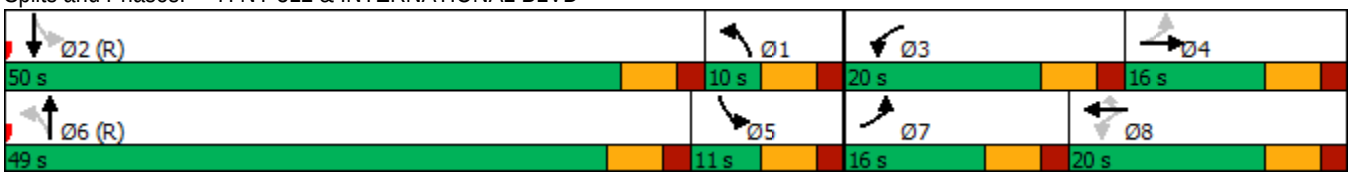
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	63	162	0	109	57	374	0	118	452	13
Future Volume (vph)	11	0	63	162	0	109	57	374	0	118	452	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1780	1569	0	1634	1720	1462	1617	1938	0	1751	1836	0
Flt Permitted	0.757			0.452			0.337			0.425		
Satd. Flow (perm)	1418	1569	0	778	1720	1462	573	1938	0	783	1836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		355				513					2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	12	0	67	172	0	116	61	398	0	126	481	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	67	0	172	0	116	61	398	0	126	495	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	16.0	16.0		20.0	20.0	20.0	10.0	49.0		11.0	50.0	
Total Split (%)	16.7%	16.7%		20.8%	20.8%	20.8%	10.4%	51.0%		11.5%	52.1%	
Maximum Green (s)	10.0	10.0		14.0	14.0	14.0	4.0	43.0		5.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	2.0	
Recall Mode	None	Min		None	None	None	Max	C-Max		None	C-Max	
Act Effct Green (s)	11.8	5.6		24.1		21.5	52.9	48.9		54.9	49.9	
Actuated g/C Ratio	0.12	0.06		0.25		0.22	0.55	0.51		0.57	0.52	
v/c Ratio	0.06	0.16		0.56		0.16	0.17	0.40		0.25	0.52	
Control Delay	27.8	0.8		37.3		0.5	14.1	19.1		10.3	17.9	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	27.8	0.8		37.3		0.5	14.1	19.1		10.3	17.9	
LOS	C	A		D		A	B	B		B	B	
Approach Delay		4.9			22.5			18.5			16.4	
Approach LOS		A			C			B			B	
Queue Length 50th (ft)	5	0		86		0	13	221		30	194	
Queue Length 95th (ft)	19	0		147		0	45	274		54	288	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	268	481		320		728	358	986		497	954	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.04	0.14		0.54		0.16	0.17	0.40		0.25	0.52	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 41 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	682	186	2	3	133	135	5	24	21	213	12	720
Future Volume (vph)	682	186	2	3	133	135	5	24	21	213	12	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (prot)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (perm)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						182		23				519
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			636	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	749	204	2	3	146	148	5	26	23	234	13	791
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	472	483	0	3	146	148	0	54	0	0	247	791
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

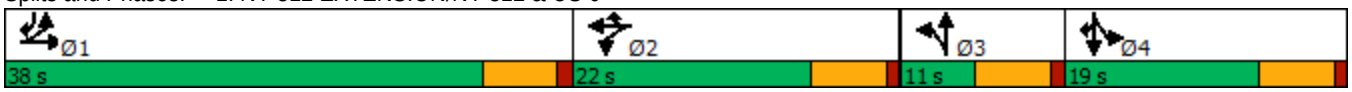
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		22.0	22.0	22.0	11.0	11.0		19.0	19.0	
Total Split (%)	42.2%	42.2%		24.4%	24.4%	24.4%	12.2%	12.2%		21.1%	21.1%	
Maximum Green (s)	32.0	32.0		16.0	16.0	16.0	5.0	5.0		13.0	13.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	29.9	29.9		12.0	12.0	12.0		5.1			13.3	49.3
Actuated g/C Ratio	0.37	0.37		0.15	0.15	0.15		0.06			0.16	0.60
v/c Ratio	0.82	0.84		0.01	0.57	0.40		0.46			0.96	0.69
Control Delay	38.4	39.9		31.0	43.2	6.4		40.2			87.8	7.8
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	38.4	39.9		31.0	43.2	6.4		40.2			87.8	7.8
LOS	D	D		C	D	A		D			F	A
Approach Delay		39.1			24.7			40.2			26.8	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	238	246		1	75	0		17			~147	70
Queue Length 95th (ft)	#436	#452		9	134	33		#62			#306	224
Internal Link Dist (ft)		683			685			259			556	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	631	633		352	352	441		118			256	1178
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.75	0.76		0.01	0.41	0.34		0.46			0.96	0.67

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 81.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 70.7% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	783	58	218	906
Future Volume (vph)	39	141	783	58	218	906
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1735	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1735	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			997
Travel Time (s)	18.1		16.6			15.1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	967	72	269	1119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1039	0	269	1119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.7%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	69.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	783	58	218	906
Future Vol, veh/h	39	141	783	58	218	906
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	967	72	269	1119

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2660	1003	0	0	1039	0
Stage 1	1003	-	-	-	-	-
Stage 2	1657	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 40	318	-	-	677	-
Stage 1	423	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 24	318	-	-	677	-
Mov Cap-2 Maneuver	~ 24	-	-	-	-	-
Stage 1	255	-	-	-	-	-
Stage 2	227	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 808.2	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	87	677	-
HCM Lane V/C Ratio	-	-	2.554	0.398	-
HCM Control Delay (s)	-	-	$ 808.2	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.9	1.9	-

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)	27	897	1115	241	67	9
Future Volume (vph)	27	897	1115	241	67	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.973		0.982	
Flt Protected		0.999			0.958	
Satd. Flow (prot)	0	3711	3637	0	3540	0
Flt Permitted		0.999			0.958	
Satd. Flow (perm)	0	3711	3637	0	3540	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		302	434		392	
Travel Time (s)		4.6	6.6		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	4%	10%	0%
Adj. Flow (vph)	33	1107	1377	298	83	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1140	1675	0	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1140	1675	94
Demand Flow Rate, veh/h	1206	1797	102
Vehicles Circulating, veh/h	91	33	1487
Vehicles Exiting, veh/h	1498	1264	33
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.0	8.4	13.0
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.529	0.471
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	310	4.645	4.328
Entry Flow, veh/h	567	639	699	788	1334	54	48
Cap Entry Lane, veh/h	1241	1314	1309	1381	0.962	344	401
Entry HV Adj Factor	0.945	0.945	0.926	0.926	298	0.923	0.920
Flow Entry, veh/h	536	604	647	730	1283	50	44
Cap Entry, veh/h	1173	1242	1212	1279	0.232	317	369
V/C Ratio	0.457	0.486	0.534	0.571	4.8	0.157	0.120
Control Delay, s/veh	7.9	8.0	9.0	9.3	A	14.2	11.7
LOS	A	A	A	A	1	B	B
95th %tile Queue, veh	2	3	3	4		1	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	925	39	99	1341	15	4
Future Volume (vph)	925	39	99	1341	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1813	0	1796	3224	1850	1655
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1813	0	1796	3224	1850	1655
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	566	
Travel Time (s)	2.5			9.2	12.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1063	45	114	1541	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1108	0	114	1541	17	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	925	39	99	1341	15	4
Future Vol, veh/h	925	39	99	1341	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1063	45	114	1541	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1108	0	2085	1086
Stage 1	-	-	-	-	1086	-
Stage 2	-	-	-	-	999	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	638	-	94	309
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	424	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	638	-	77	309
Mov Cap-2 Maneuver	-	-	-	-	77	-
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	424	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	54.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	77	309	-	-	638	-
HCM Lane V/C Ratio	0.224	0.015	-	-	0.178	-
HCM Control Delay (s)	64.8	16.8	-	-	11.9	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	0.8	0	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	472	220	182	745	99	200	109	79	230	178	485
Future Volume (vph)	282	472	220	182	745	99	200	109	79	230	178	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3258	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3258	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					19							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			836			539			757	
Travel Time (s)		9.2			12.7			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	317	530	247	204	837	111	225	122	89	258	200	545
Shared Lane Traffic (%)												
Lane Group Flow (vph)	317	530	247	204	948	0	225	122	89	258	200	545
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	12.0	12.0	8.0
Total Split (s)	16.0	47.0	16.0	16.0	47.0		16.0	16.0	16.0	17.0	17.0	16.0
Total Split (%)	16.7%	49.0%	16.7%	16.7%	49.0%		16.7%	16.7%	16.7%	17.7%	17.7%	16.7%
Maximum Green (s)	12.0	42.0	11.0	12.0	42.0		11.0	11.0	12.0	13.0	13.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	13.1	34.1	49.7	12.1	33.0		10.7	10.7	23.8	21.2	21.2	38.3
Actuated g/C Ratio	0.14	0.36	0.52	0.13	0.34		0.11	0.11	0.25	0.22	0.22	0.40
v/c Ratio	0.71	0.85	0.30	0.49	0.84		0.60	0.61	0.24	0.71	0.50	0.86
Control Delay	48.4	42.1	13.3	45.1	37.4		47.8	54.1	17.6	50.5	41.1	44.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	42.1	13.3	45.1	37.4		47.8	54.1	17.6	50.5	41.1	44.1
LOS	D	D	B	D	D		D	D	B	D	D	D
Approach Delay		37.4			38.8			43.4			45.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	95	292	80	59	266		68	72	25	149	109	301
Queue Length 95th (ft)	138	369	104	m93	255		105	128	58	#336	#231	#556
Internal Link Dist (ft)		525			756			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	464	765	804	425	1436		385	207	373	363	402	631
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.69	0.31	0.48	0.66		0.58	0.59	0.24	0.71	0.50	0.86

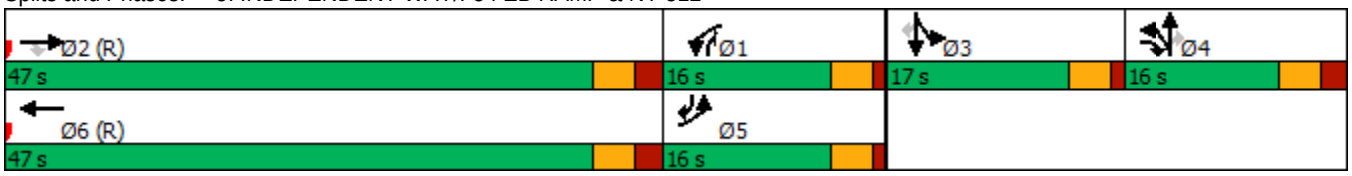
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 40.7 Intersection LOS: D
Intersection Capacity Utilization 72.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



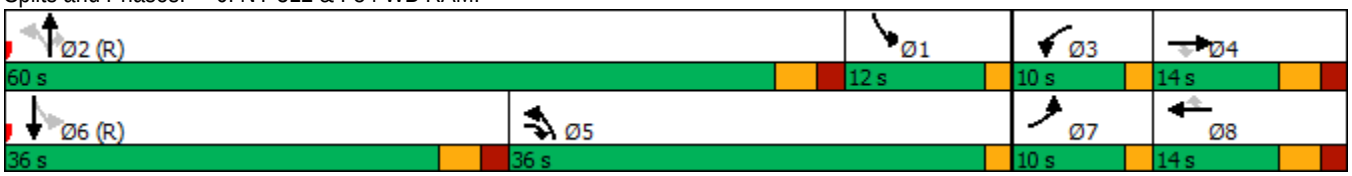
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	18	508	28	12	0	199	501	81	0	492	18
Future Volume (vph)	94	18	508	28	12	0	199	501	81	0	492	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.995	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1703	1900	1599	3502	1900	1900	1728	1854	1623	1881	3329	0
Flt Permitted	0.950			0.950			0.350					
Satd. Flow (perm)	1703	1900	1599	3502	1900	1900	636	1854	1623	1881	3329	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									93			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			358			570			537	
Travel Time (s)		16.5			8.1			8.6			8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	1%	0%	0%	0%	5%	3%	0%	0%	3%	10%
Adj. Flow (vph)	108	21	584	32	14	0	229	576	93	0	566	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	21	584	32	14	0	229	576	93	0	587	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	14.0	14.0	9.0	14.0	14.0	14.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	21.8	17.2	43.0	6.5	7.7		66.4	63.4	63.4		39.4	
Actuated g/C Ratio	0.23	0.18	0.45	0.07	0.08		0.69	0.66	0.66		0.41	
v/c Ratio	0.28	0.06	0.82	0.14	0.09		0.33	0.47	0.08		0.43	
Control Delay	32.0	29.9	28.8	43.0	40.1		18.5	18.7	7.0		18.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	32.0	29.9	28.8	43.0	40.1		18.5	18.7	7.0		18.9	
LOS	C	C	C	D	D		B	B	A		B	
Approach Delay		29.3			42.1			17.4			18.9	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	45	10	205	9	8		84	241	13		156	
Queue Length 95th (ft)	108	29	290	23	24		m116	307	m24		191	
Internal Link Dist (ft)		648			278			490			457	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	386	352	725	291	198		906	1224	1103		1365	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.28	0.06	0.81	0.11	0.07		0.25	0.47	0.08		0.43	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 59.8% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



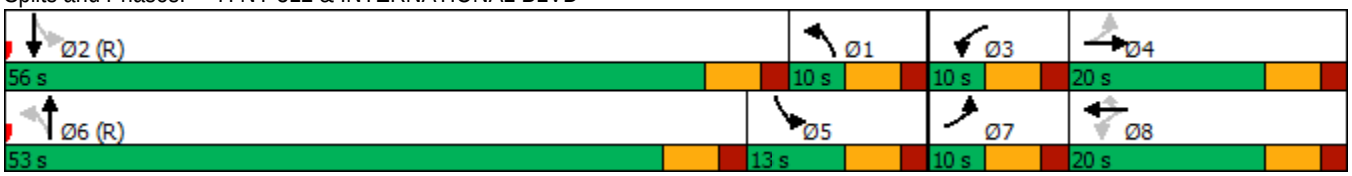
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	25	0	16	217	390	1	25	402	32
Future Volume (vph)	17	0	83	25	0	16	217	390	1	25	402	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1359	1168	0	1571	1720	1462	1771	1829	0	1751	1727	0
Flt Permitted	0.889			0.889			0.449			0.491		
Satd. Flow (perm)	1271	1168	0	1470	1720	1462	837	1829	0	905	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		475				468					6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	4%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	26	0	17	226	406	1	26	419	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	86	0	26	0	17	226	407	0	26	452	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	5.6		6.9		5.6	73.1	72.7		72.8	66.7	
Actuated g/C Ratio	0.07	0.06		0.07		0.06	0.76	0.76		0.76	0.69	
v/c Ratio	0.19	0.17		0.24		0.03	0.33	0.29		0.04	0.38	
Control Delay	41.1	0.7		42.2		0.1	3.0	4.2		3.8	8.5	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	0.7		42.2		0.1	3.0	4.2		3.8	8.5	
LOS	D	A		D		A	A	A		A	A	
Approach Delay		7.7			25.6			3.8			8.2	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	11	0		16		0	5	10		2	90	
Queue Length 95th (ft)	30	0		37		0	35	125		11	199	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	94	576		109		612	676	1385		756	1202	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.19	0.15		0.24		0.03	0.33	0.29		0.03	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	846	171	7	0	223	228	7	15	2	154	18	1002
Future Volume (vph)	846	171	7	0	223	228	7	15	2	154	18	1002
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.991				0.850
Flt Protected	0.950	0.968						0.985			0.957	
Satd. Flow (prot)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Flt Permitted	0.950	0.968						0.985			0.957	
Satd. Flow (perm)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				281		2				546
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			631	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	1044	211	9	0	275	281	9	19	2	190	22	1237
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	626	638	0	0	275	281	0	30	0	0	212	1237
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
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)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	32.0	32.0		27.0	27.0	27.0	20.0	20.0		11.0	11.0	
Total Split (%)	35.6%	35.6%		30.0%	30.0%	30.0%	22.2%	22.2%		12.2%	12.2%	
Maximum Green (s)	26.0	26.0		21.0	21.0	21.0	14.0	14.0		5.0	5.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	26.4	26.4			18.1	18.1		6.8			5.1	37.6
Actuated g/C Ratio	0.36	0.36			0.25	0.25		0.09			0.07	0.52
v/c Ratio	1.05	1.06			0.60	0.45		0.17			1.74	1.13
Control Delay	78.9	82.2			31.4	6.2		34.2			387.9	83.6
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	78.9	82.2			31.4	6.2		34.2			387.9	83.6
LOS	E	F			C	A		C			F	F
Approach Delay		80.6			18.6			34.3			128.1	
Approach LOS		F			B			C			F	
Queue Length 50th (ft)	~273	~287			97	0		11			~133	~490
Queue Length 95th (ft)	#557	#575			184	39		35			#276	#725
Internal Link Dist (ft)		683			685			259			551	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	595	600			540	678		367			122	1098
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.05	1.06			0.51	0.41		0.08			1.74	1.13

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.74
Intersection Signal Delay: 90.6 Intersection LOS: F
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	1052	37	144	1112
Future Volume (vph)	62	209	1052	37	144	1112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			984
Travel Time (s)	18.1		16.6			14.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	1085	38	148	1146
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1123	0	148	1146
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	83.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	1052	37	144	1112
Future Vol, veh/h	62	209	1052	37	144	1112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	1085	38	148	1146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2546	1104	0	0	1123	0
Stage 1	1104	-	-	-	-	-
Stage 2	1442	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 46	284	-	-	629	-
Stage 1	385	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 35	284	-	-	629	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 803.2	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	108	629	-
HCM Lane V/C Ratio	-	-	2.587	0.236	-
HCM Control Delay (s)	-	-	$ 803.2	12.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	25.5	0.9	-

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)	9	1252	1228	92	246	28
Future Volume (vph)	9	1252	1228	92	246	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.990		0.984	
Flt Protected					0.957	
Satd. Flow (prot)	0	3855	3940	0	3723	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	3855	3940	0	3723	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		322	440		392	
Travel Time (s)		4.9	6.7		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	11%	4%	0%
Adj. Flow (vph)	10	1456	1428	107	286	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1466	1535	0	319	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1466	1535	319
Demand Flow Rate, veh/h	1495	1547	330
Vehicles Circulating, veh/h	297	10	1428
Vehicles Exiting, veh/h	1461	1782	10
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	14.6	7.7	19.0
Approach LOS	B	A	C

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.530	0.470
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	119	4.645	4.328
Entry Flow, veh/h	703	792	671	757	1366	175	155
Cap Entry Lane, veh/h	1027	1103	1337	1408	0.901	363	422
Entry HV Adj Factor	0.980	0.981	1.000	1.000	107	0.966	0.967
Flow Entry, veh/h	689	777	671	757	1230	169	150
Cap Entry, veh/h	1007	1082	1338	1408	0.087	351	408
V/C Ratio	0.684	0.718	0.502	0.538	3.6	0.482	0.367
Control Delay, s/veh	14.4	14.9	7.9	8.2	A	21.9	15.7
LOS	B	B	A	A	0	C	C
95th %tile Queue, veh	6	7	3	3		3	2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1473	25	24	1263	57	88
Future Volume (vph)	1473	25	24	1263	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1867	0	1744	3319	1850	1623
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1867	0	1744	3319	1850	1623
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	459	
Travel Time (s)	2.5			9.2	10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1551	26	25	1329	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1577	0	25	1329	60	93
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.2%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1473	25	24	1263	57	88
Future Vol, veh/h	1473	25	24	1263	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1551	26	25	1329	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1577	0	2279	1564
Stage 1	-	-	-	-	1564	-
Stage 2	-	-	-	-	715	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	412	-	74	170
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	550	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	412	-	69	170
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	550	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	98
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	170	-	-	412	-
HCM Lane V/C Ratio	0.87	0.545	-	-	0.061	-
HCM Control Delay (s)	173.7	49	-	-	14.3	-
HCM Lane LOS	F	E	-	-	B	-
HCM 95th %tile Q(veh)	4.2	2.8	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	358	844	328	253	708	128	325	102	347	130	105	170
Future Volume (vph)	358	844	328	253	708	128	325	102	347	130	105	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					27							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			861			539			757	
Travel Time (s)		9.2			13.0			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	365	861	335	258	722	131	332	104	354	133	107	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	365	861	335	258	853	0	332	104	354	133	107	173
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

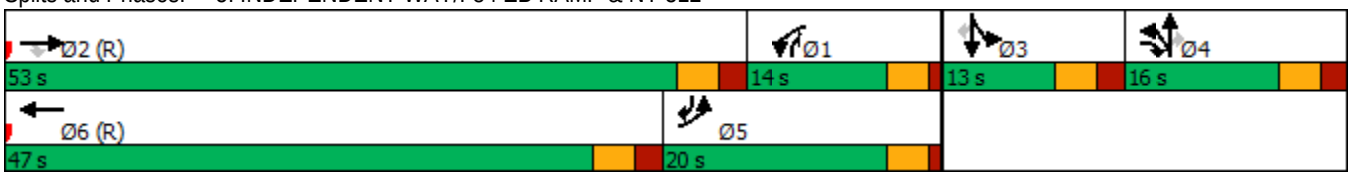
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	20.0	53.0	16.0	14.0	47.0		16.0	16.0	14.0	13.0	13.0	20.0
Total Split (%)	20.8%	55.2%	16.7%	14.6%	49.0%		16.7%	16.7%	14.6%	13.5%	13.5%	20.8%
Maximum Green (s)	16.0	48.0	11.0	10.0	42.0		11.0	11.0	10.0	8.0	8.0	16.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	16.0	48.1	64.0	10.0	42.1		10.9	10.9	21.9	8.0	8.0	29.0
Actuated g/C Ratio	0.17	0.50	0.67	0.10	0.44		0.11	0.11	0.23	0.08	0.08	0.30
v/c Ratio	0.63	0.92	0.32	0.72	0.55		0.85	0.48	0.97	0.94	0.69	0.36
Control Delay	42.7	38.6	7.7	55.5	20.3		62.4	47.9	71.8	106.4	66.0	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	38.6	7.7	55.5	20.3		62.4	47.9	71.8	106.4	66.0	29.0
LOS	D	D	A	E	C		E	D	E	F	E	C
Approach Delay		32.9			28.4			64.7			63.5	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	108	466	77	85	209		104	60	161	82	65	82
Queue Length 95th (ft)	155	#733	120	#132	138		#174	113	#357	#195	#143	141
Internal Link Dist (ft)		528			781			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	580	939	1046	359	1540		397	219	364	142	156	478
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.92	0.32	0.72	0.55		0.84	0.47	0.97	0.94	0.69	0.36

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 41.4 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	73	484	121	80	0	636	500	185	0	496	66
Future Volume (vph)	86	73	484	121	80	0	636	500	185	0	496	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.982	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	1900	1615	3502	1900	1900	1814	1909	1623	1881	3332	0
Flt Permitted	0.950			0.950			0.305					
Satd. Flow (perm)	1736	1900	1615	3502	1900	1900	582	1909	1623	1881	3332	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									201			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			396			542			536	
Travel Time (s)		16.5			9.0			8.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	79	526	132	87	0	691	543	201	0	539	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	79	526	132	87	0	691	543	201	0	611	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	8.7	9.5	46.8	8.4	10.8		69.1	66.1	66.1		29.8	
Actuated g/C Ratio	0.09	0.10	0.49	0.09	0.11		0.72	0.69	0.69		0.31	
v/c Ratio	0.59	0.42	0.67	0.43	0.41		0.81	0.41	0.17		0.59	
Control Delay	58.2	47.7	16.0	46.1	47.2		26.1	9.9	2.3		26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	58.2	47.7	16.0	46.1	47.2		26.1	9.9	2.3		26.0	
LOS	E	D	B	D	D		C	A	A		C	
Approach Delay		25.2			46.5			16.6			26.0	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	55	45	149	39	51		227	201	14		175	
Queue Length 95th (ft)	#126	93	233	70	100		m230	m177	m13		238	
Internal Link Dist (ft)		648			316			462			456	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	165	194	792	314	213		883	1314	1180		1136	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.56	0.41	0.66	0.42	0.41		0.78	0.41	0.17		0.54	

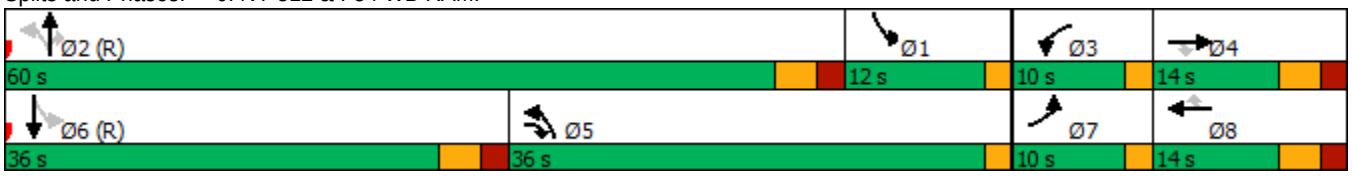
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	80	0	122	80	550	0	116	351	12
Future Volume (vph)	29	0	124	80	0	122	80	550	0	116	351	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1663	1599	0	1634	1720	1448	1675	1919	0	1751	1789	0
Flt Permitted	0.757			0.526			0.479			0.319		
Satd. Flow (perm)	1325	1599	0	905	1720	1448	845	1919	0	588	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		465				323					3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	1%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	89	0	136	89	611	0	129	390	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	138	0	89	0	136	89	611	0	129	403	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	11.0		10.0	11.0	11.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	8.8	5.6		10.0		7.6	61.7	57.7		68.0	62.4	
Actuated g/C Ratio	0.09	0.06		0.10		0.08	0.64	0.60		0.71	0.65	
v/c Ratio	0.24	0.26		0.71		0.33	0.15	0.53		0.26	0.35	
Control Delay	39.0	1.2		68.3		2.1	4.2	9.3		6.7	9.7	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.2		0.0	0.0	
Total Delay	39.0	1.2		68.3		2.1	4.2	9.5		6.7	9.7	
LOS	D	A		E		A	A	A		A	A	
Approach Delay		8.3			28.3			8.8			8.9	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	17	0		49		0	14	138		21	113	
Queue Length 95th (ft)	43	0		#101		0	m24	233		38	171	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	136	630		126		491	577	1153		503	1163	
Starvation Cap Reductn	0	0		0		0	0	104		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.24	0.22		0.71		0.28	0.15	0.58		0.26	0.35	

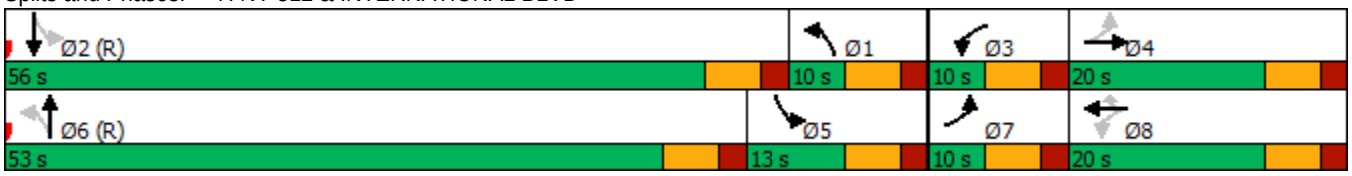
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	926	183	5	6	128	227	25	35	2	223	7	923
Future Volume (vph)	926	183	5	6	128	227	25	35	2	223	7	923
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.996				0.850
Flt Protected	0.950	0.968		0.950				0.980			0.954	
Satd. Flow (prot)	1625	1649	0	1762	1900	1669	0	1784	0	0	1736	1615
Flt Permitted	0.950	0.968		0.950				0.980			0.954	
Satd. Flow (perm)	1625	1649	0	1762	1900	1669	0	1784	0	0	1736	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				236		1				386
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			635	
Travel Time (s)		9.5			9.5			7.7			9.6	
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 (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	965	191	5	6	133	236	26	36	2	232	7	961
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	579	582	0	6	133	236	0	64	0	0	239	961
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

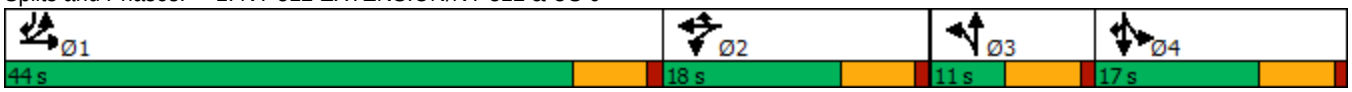
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	44.0	44.0		18.0	18.0	18.0	11.0	11.0		17.0	17.0	
Total Split (%)	48.9%	48.9%		20.0%	20.0%	20.0%	12.2%	12.2%		18.9%	18.9%	
Maximum Green (s)	38.0	38.0		12.0	12.0	12.0	5.0	5.0		11.0	11.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	35.7	35.7		11.7	11.7	11.7		5.1			11.2	53.0
Actuated g/C Ratio	0.42	0.42		0.14	0.14	0.14		0.06			0.13	0.62
v/c Ratio	0.85	0.84		0.03	0.51	0.55		0.60			1.05	0.83
Control Delay	36.7	35.8		34.3	43.8	10.4		65.3			114.0	16.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	36.7	35.8		34.3	43.8	10.4		65.3			114.0	16.0
LOS	D	D		C	D	B		E			F	B
Approach Delay		36.3			22.6			65.3			35.5	
Approach LOS		D			C			E			D	
Queue Length 50th (ft)	302	302		3	72	0		36			~159	247
Queue Length 95th (ft)	#507	#506		14	130	65		#98			#304	#533
Internal Link Dist (ft)		683			685			259			555	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	736	747		251	272	441		107			228	1192
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.79	0.78		0.02	0.49	0.54		0.60			1.05	0.81

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 85.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 83.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	169	1151	37	146	1113
Future Volume (vph)	40	169	1151	37	146	1113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.996			
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1607	0	1771	0	1728	1956
Flt Permitted	0.991				0.950	
Satd. Flow (perm)	1607	0	1771	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			989
Travel Time (s)	18.1		16.6			15.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	41	174	1187	38	151	1147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	1225	0	151	1147
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 93.5%	ICU Level of Service F
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	48.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	169	1151	37	146	1113
Future Vol, veh/h	40	169	1151	37	146	1113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	41	174	1187	38	151	1147

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2655	1206	0	0	1225	0
Stage 1	1206	-	-	-	-	-
Stage 2	1449	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	~ 40	246	-	-	559	-
Stage 1	350	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 29	246	-	-	559	-
Mov Cap-2 Maneuver	~ 29	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 610.7	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	101	559	-
HCM Lane V/C Ratio	-	-	2.133	0.269	-
HCM Control Delay (s)	-	-	$ 610.7	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	18.6	1.1	-

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)	9	1311	1254	88	54	5
Future Volume (vph)	9	1311	1254	88	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.990		0.988	
Flt Protected					0.956	
Satd. Flow (prot)	0	3855	3906	0	3294	0
Flt Permitted					0.956	
Satd. Flow (perm)	0	3855	3906	0	3294	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		316	437		392	
Travel Time (s)		4.8	6.6		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	1%	11%	19%	0%
Adj. Flow (vph)	9	1366	1306	92	56	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1375	1398	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 52.5%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1375	1398	61
Demand Flow Rate, veh/h	1402	1421	72
Vehicles Circulating, veh/h	67	9	1319
Vehicles Exiting, veh/h	1324	1460	9
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	7.2	11.3
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.528	0.472
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	102	4.645	4.328
Entry Flow, veh/h	659	743	620	699	1367	38	34
Cap Entry Lane, veh/h	1269	1341	1339	1409	0.901	401	463
Entry HV Adj Factor	0.980	0.981	0.990	0.990	92	0.851	0.843
Flow Entry, veh/h	646	729	614	692	1232	32	29
Cap Entry, veh/h	1244	1315	1325	1395	0.075	341	390
V/C Ratio	0.519	0.554	0.463	0.496	3.5	0.095	0.073
Control Delay, s/veh	8.6	8.8	7.4	7.6	A	12.1	10.3
LOS	A	A	A	A	0	B	B
95th %tile Queue, veh	3	4	3	3		0	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1349	16	11	1314	28	34
Future Volume (vph)	1349	16	11	1314	28	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		360	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1869	0	1796	3319	1912	1711
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1869	0	1796	3319	1912	1711
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	501	
Travel Time (s)	2.7			9.0	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1466	17	12	1428	30	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1483	0	12	1428	30	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1349	16	11	1314	28	34
Future Vol, veh/h	1349	16	11	1314	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	360	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1466	17	12	1428	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1483	0	2213	1475
Stage 1	-	-	-	-	1475	-
Stage 2	-	-	-	-	738	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	460	-	80	193
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	460	-	78	193
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	50.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	78	193	-	-	460	-
HCM Lane V/C Ratio	0.39	0.191	-	-	0.026	-
HCM Control Delay (s)	78	28	-	-	13	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	1.5	0.7	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	523	507	430	691	140	437	225	359	139	215	179
Future Volume (vph)	319	523	507	430	691	140	437	225	359	139	215	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.975				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3474	0	3537	1845	1615	1662	1881	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3474	0	3537	1845	1615	1662	1881	1599
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					30							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			848			539			757	
Travel Time (s)		9.0			12.8			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	326	534	517	439	705	143	446	230	366	142	219	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	326	534	517	439	848	0	446	230	366	142	219	183
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	10.0	21.0	14.0	14.0	21.0		14.0	14.0	14.0	14.0	14.0	10.0
Total Split (s)	17.0	43.0	18.0	19.0	45.0		18.0	18.0	19.0	16.0	16.0	17.0
Total Split (%)	17.7%	44.8%	18.8%	19.8%	46.9%		18.8%	18.8%	19.8%	16.7%	16.7%	17.7%
Maximum Green (s)	13.0	38.0	13.0	15.0	40.0		13.0	13.0	15.0	11.0	11.0	13.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	12.5	38.0	56.0	14.5	40.0		13.0	13.0	28.5	11.5	11.5	29.0
Actuated g/C Ratio	0.13	0.40	0.58	0.15	0.42		0.14	0.14	0.30	0.12	0.12	0.30
v/c Ratio	0.74	0.73	0.56	0.84	0.58		0.93	0.92	0.76	0.71	0.97	0.38
Control Delay	51.1	31.6	15.2	52.7	23.2		69.7	83.2	31.1	62.2	98.4	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	31.6	15.2	52.7	23.2		69.7	83.2	31.1	62.2	98.4	29.2
LOS	D	C	B	D	C		E	F	C	E	F	C
Approach Delay		30.1			33.3			59.1			65.7	
Approach LOS		C			C			E			E	
Queue Length 50th (ft)	99	271	181	130	156		140	141	135	85	~139	88
Queue Length 95th (ft)	145	397	274	#208	218		#232	#281	#221	#180	#285	148
Internal Link Dist (ft)		514			768			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	458	733	928	539	1465		478	249	487	199	225	483
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.73	0.56	0.81	0.58		0.93	0.92	0.75	0.71	0.97	0.38

Intersection Summary

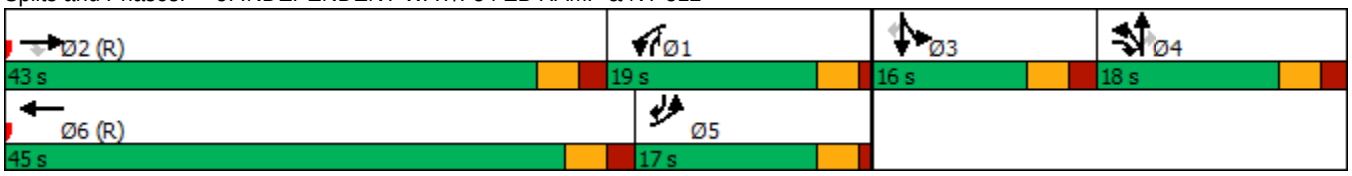
Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 42.7 Intersection LOS: D
Intersection Capacity Utilization 79.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



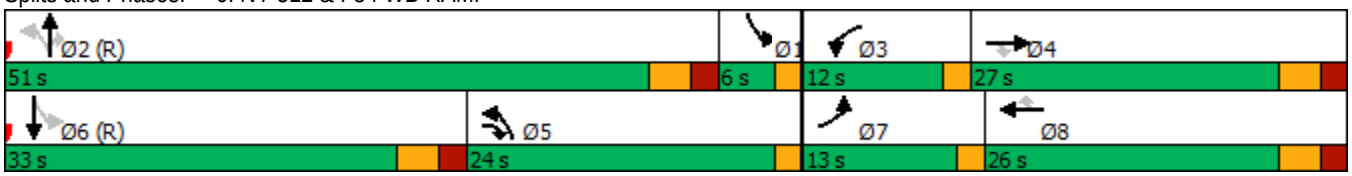
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	117	526	162	108	0	338	316	352	0	583	84
Future Volume (vph)	31	117	526	162	108	0	338	316	352	0	583	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.981	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	1900	1599	3502	1900	1900	1778	1891	1623	1881	3327	0
Flt Permitted	0.950			0.950			0.295					
Satd. Flow (perm)	1805	1900	1599	3502	1900	1900	552	1891	1623	1881	3327	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									359			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			341			557			534	
Travel Time (s)		16.5			7.8			8.4			8.1	
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 (%)	0%	0%	1%	0%	0%	0%	2%	1%	0%	0%	2%	1%
Adj. Flow (vph)	32	119	537	165	110	0	345	322	359	0	595	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	119	537	165	110	0	345	322	359	0	681	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	6.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	13.0	27.0	24.0	12.0	26.0	26.0	24.0	51.0	51.0	6.0	33.0	
Total Split (%)	13.5%	28.1%	25.0%	12.5%	27.1%	27.1%	25.0%	53.1%	53.1%	6.3%	34.4%	
Maximum Green (s)	11.0	22.0	22.0	10.0	21.0	21.0	22.0	46.0	46.0	4.0	28.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	6.4	17.6	39.3	9.4	23.4		60.0	57.0	57.0		36.4	
Actuated g/C Ratio	0.07	0.18	0.41	0.10	0.24		0.62	0.59	0.59		0.38	
v/c Ratio	0.27	0.34	0.82	0.48	0.24		0.59	0.29	0.32		0.54	
Control Delay	47.6	35.9	27.8	45.7	30.7		16.8	9.9	1.8		30.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	47.6	35.9	27.8	45.7	30.7		16.8	9.9	1.8		30.3	
LOS	D	D	C	D	C		B	A	A		C	
Approach Delay		30.1			39.7			9.4			30.3	
Approach LOS		C			D			A			C	
Queue Length 50th (ft)	19	62	189	49	54		78	85	12		206	
Queue Length 95th (ft)	47	109	247	81	100		m114	m119	m17		230	
Internal Link Dist (ft)		648			261			477			454	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	206	435	727	371	463		646	1123	1109		1260	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.16	0.27	0.74	0.44	0.24		0.53	0.29	0.32		0.54	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



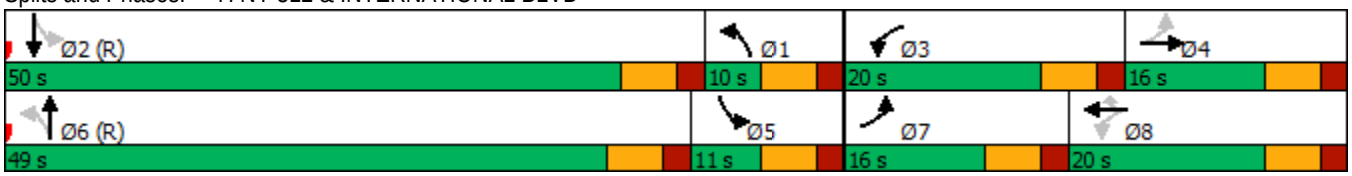
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	63	162	0	109	57	374	0	118	452	13
Future Volume (vph)	11	0	63	162	0	109	57	374	0	118	452	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1780	1569	0	1634	1720	1462	1617	1938	0	1751	1836	0
Flt Permitted	0.757			0.452			0.337			0.425		
Satd. Flow (perm)	1418	1569	0	778	1720	1462	573	1938	0	783	1836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		355				513					2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	12	0	67	172	0	116	61	398	0	126	481	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	67	0	172	0	116	61	398	0	126	495	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	16.0	16.0		20.0	20.0	20.0	10.0	49.0		11.0	50.0	
Total Split (%)	16.7%	16.7%		20.8%	20.8%	20.8%	10.4%	51.0%		11.5%	52.1%	
Maximum Green (s)	10.0	10.0		14.0	14.0	14.0	4.0	43.0		5.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	2.0	
Recall Mode	None	Min		None	None	None	Max	C-Max		None	C-Max	
Act Effct Green (s)	11.8	5.6		24.1		21.5	52.9	48.9		54.9	49.9	
Actuated g/C Ratio	0.12	0.06		0.25		0.22	0.55	0.51		0.57	0.52	
v/c Ratio	0.06	0.16		0.56		0.16	0.17	0.40		0.25	0.52	
Control Delay	27.8	0.8		37.3		0.5	14.1	19.1		10.3	17.9	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	27.8	0.8		37.3		0.5	14.1	19.1		10.3	17.9	
LOS	C	A		D		A	B	B		B	B	
Approach Delay		4.9			22.5			18.5			16.4	
Approach LOS		A			C			B			B	
Queue Length 50th (ft)	5	0		86		0	13	221		30	194	
Queue Length 95th (ft)	19	0		147		0	45	274		54	288	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	268	481		320		728	358	986		497	954	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.04	0.14		0.54		0.16	0.17	0.40		0.25	0.52	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 41 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



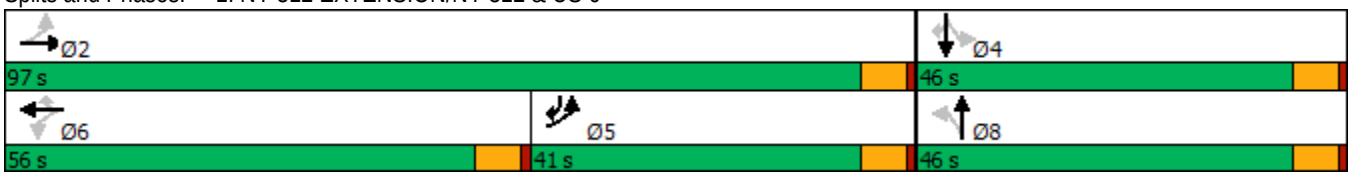
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	656	186	2	3	133	130	5	24	21	210	12	703
Future Volume (vph)	656	186	2	3	133	130	5	24	21	210	12	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.995			0.955	
Satd. Flow (prot)	1661	1668	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.646			0.629				0.969			0.698	
Satd. Flow (perm)	1129	1668	0	1167	1761	1479	0	1507	0	0	1153	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				143		23				639
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	721	204	2	3	146	143	5	26	23	231	13	773
Shared Lane Traffic (%)												
Lane Group Flow (vph)	721	206	0	3	146	143	0	54	0	0	244	773
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	52.0	52.0		13.5	13.5	13.5		23.5			23.5	62.0
Actuated g/C Ratio	0.59	0.59		0.15	0.15	0.15		0.27			0.27	0.71
v/c Ratio	0.84	0.21		0.02	0.54	0.41		0.13			0.79	0.60
Control Delay	28.9	10.0		35.7	44.9	10.6		17.4			50.4	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	28.9	10.0		35.7	44.9	10.6		17.4			50.4	3.3
LOS	C	A		D	D	B		B			D	A
Approach Delay		24.7			28.0			17.4			14.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	261	48		2	78	0		13			130	20
Queue Length 95th (ft)	#642	109		10	156	54		44			235	65
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	939	1594		688	1039	931		723			544	1271
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.77	0.13		0.00	0.14	0.15		0.07			0.45	0.61

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 87.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 77.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	752	58	218	886
Future Volume (vph)	39	141	752	58	218	886
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.990			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1733	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1733	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	928	72	269	1094
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1000	0	269	1094
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	63.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	752	58	218	886
Future Vol, veh/h	39	141	752	58	218	886
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	928	72	269	1094

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2596	964	0	0	1000	0
Stage 1	964	-	-	-	-	-
Stage 2	1632	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 43	334	-	-	700	-
Stage 1	438	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 26	334	-	-	700	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	233	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 717.6	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	94	700	-
HCM Lane V/C Ratio	-	-	2.364	0.384	-
HCM Control Delay (s)	-	-	$ 717.6	13.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.2	1.8	-

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)	27	866	1095	241	67	9
Future Volume (vph)	27	866	1095	241	67	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1834	1836	1516	1768	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1834	1836	1516	1768	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	726		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	4%	10%	0%
Adj. Flow (vph)	33	1069	1352	298	83	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	1069	1352	298	83	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	23.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	866	1095	241	67	9
Future Vol, veh/h	27	866	1095	241	67	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	6	8	4	10	0
Mvmt Flow	33	1069	1352	298	83	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1650	0	-	0	2487	1352
Stage 1	-	-	-	-	1352	-
Stage 2	-	-	-	-	1135	-
Critical Hdwy	4.1	-	-	-	6.1	6
Critical Hdwy Stg 1	-	-	-	-	5.1	-
Critical Hdwy Stg 2	-	-	-	-	5.1	-
Follow-up Hdwy	2.2	-	-	-	3.59	3.3
Pot Cap-1 Maneuver	397	-	-	-	~ 40	200
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	336	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	397	-	-	-	~ 37	200
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	336	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	$ 707.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	397	-	-	-	37	200
HCM Lane V/C Ratio	0.084	-	-	-	2.236	0.056
HCM Control Delay (s)	14.9	-	-	-	-$ 798.8	24.1
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	9.1	0.2

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	894	39	99	1321	15	4
Future Volume (vph)	894	39	99	1321	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.994				0.969	
Flt Protected			0.950		0.963	
Satd. Flow (prot)	1811	0	1796	3224	1878	0
Flt Permitted			0.950		0.963	
Satd. Flow (perm)	1811	0	1796	3224	1878	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	562	
Travel Time (s)	2.5			9.2	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1028	45	114	1518	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1073	0	114	1518	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	894	39	99	1321	15	4
Future Vol, veh/h	894	39	99	1321	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1028	45	114	1518	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1073	0	2038	1051
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	987	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	657	-	99	322
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	429	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	657	-	82	322
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	52.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	97	-	-	657	-
HCM Lane V/C Ratio	0.225	-	-	0.173	-
HCM Control Delay (s)	52.6	-	-	11.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	441	220	182	725	76	200	109	79	194	178	485
Future Volume (vph)	282	441	220	182	725	76	200	109	79	194	178	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.986				0.850		0.890	
Flt Protected	0.950			0.950			0.950	0.977		0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3273	0	1580	3234	1496	1646	3133	0
Flt Permitted	0.950			0.950			0.950	0.977		0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3273	0	1580	3234	1496	1646	3133	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247		7				89		329	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			1401			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	317	496	247	204	815	85	225	122	89	218	200	545
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	317	496	247	204	900	0	115	232	89	218	745	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

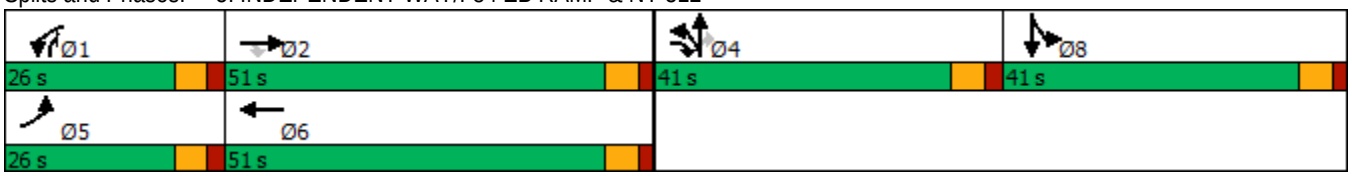
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	51.0	41.0	26.0	51.0		41.0	41.0	26.0	41.0	41.0	
Total Split (%)	16.4%	32.1%	25.8%	16.4%	32.1%		25.8%	25.8%	16.4%	25.8%	25.8%	
Maximum Green (s)	20.0	45.0	35.0	20.0	45.0		35.0	35.0	20.0	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	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	16.4	49.6	70.3	12.4	45.6		14.6	14.6	27.0	24.7	24.7	
Actuated g/C Ratio	0.13	0.39	0.56	0.10	0.36		0.12	0.12	0.21	0.20	0.20	
v/c Ratio	0.74	0.72	0.25	0.62	0.76		0.62	0.62	0.23	0.67	0.95dr	
Control Delay	65.4	42.0	2.6	64.9	42.0		70.3	61.6	5.5	58.4	36.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	65.4	42.0	2.6	64.9	42.0		70.3	61.6	5.5	58.4	36.7	
LOS	E	D	A	E	D		E	E	A	E	D	
Approach Delay		39.8			46.2			52.4			41.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	128	334	0	82	332		98	100	0	164	177	
Queue Length 95th (ft)	202	#622	41	137	#512		184	158	23	269	272	
Internal Link Dist (ft)		525			1321			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	530	689	1209	535	1192		446	913	479	464	1120	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.60	0.72	0.20	0.38	0.76		0.26	0.25	0.19	0.47	0.67	

Intersection Summary

Area Type: Other
Cycle Length: 159
Actuated Cycle Length: 125.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 43.8 Intersection LOS: D
Intersection Capacity Utilization 77.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	511	199	515	472	18
Future Volume (vph)	94	511	199	515	472	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1599	1728	1854	1765	1454
Flt Permitted	0.950		0.207			
Satd. Flow (perm)	1703	1599	376	1854	1765	1454
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		434				21
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1401	537	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	1%	5%	3%	3%	10%
Adj. Flow (vph)	108	587	229	592	543	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	587	229	592	543	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	12.4	12.4	35.4	35.4	22.6	22.6
Actuated g/C Ratio	0.21	0.21	0.61	0.61	0.39	0.39
v/c Ratio	0.30	0.86	0.56	0.52	0.79	0.04
Control Delay	20.2	19.8	12.0	10.0	30.7	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	19.8	12.0	10.0	30.7	7.9
LOS	C	B	B	B	C	A
Approach Delay	19.9			10.6	29.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	31	46	31	103	164	0
Queue Length 95th (ft)	63	140	76	222	#380	13
Internal Link Dist (ft)	648			1321	457	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	595	841	466	1133	688	579
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.70	0.49	0.52	0.79	0.04

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 57.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	1	0	0	217	390	1	0	406	32
Future Volume (vph)	17	0	83	1	0	0	217	390	1	0	406	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950					
Satd. Flow (prot)	0	1405	1129	0	817	0	1771	1829	0	0	1728	0
Flt Permitted		0.757			0.746		0.384					
Satd. Flow (perm)	0	1120	1129	0	642	0	716	1829	0	0	1728	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116								6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	100%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	1	0	0	226	406	1	0	423	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	86	0	1	0	226	407	0	0	456	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	60.0		45.0	45.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%		17.6%	70.6%		52.9%	52.9%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	Max		Max	Max	
Act Effct Green (s)		6.9	6.9		6.9		54.0	54.0			40.8	
Actuated g/C Ratio		0.09	0.09		0.09		0.74	0.74			0.56	
v/c Ratio		0.17	0.41		0.02		0.36	0.30			0.47	
Control Delay		33.9	9.7		30.0		4.6	4.0			12.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		33.9	9.7		30.0		4.6	4.0			12.1	
LOS		C	A		C		A	A			B	
Approach Delay		13.9			30.0			4.2			12.1	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		8	0		0		23	46			110	
Queue Length 95th (ft)		26	25		5		47	87			204	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)			355									
Base Capacity (vph)		291	379		167		660	1354			969	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.06	0.23		0.01		0.34	0.30			0.47	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 72.9
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.1 Intersection LOS: A
Intersection Capacity Utilization 63.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	761	171	7	0	223	214	7	15	2	139	18	910
Future Volume (vph)	761	171	7	0	223	214	7	15	2	139	18	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.991				0.850
Flt Protected	0.950							0.985			0.958	
Satd. Flow (prot)	1727	1757	0	1855	1845	1636	0	1873	0	0	1762	1615
Flt Permitted	0.430							0.896			0.729	
Satd. Flow (perm)	782	1757	0	1855	1845	1636	0	1704	0	0	1340	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				264		2				395
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	940	211	9	0	275	264	9	19	2	172	22	1123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	940	220	0	0	275	264	0	30	0	0	194	1123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

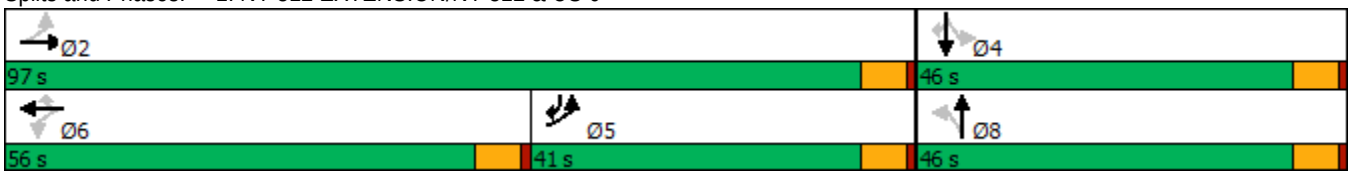
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	61.6	61.6			20.0	20.0		18.9			18.9	60.6
Actuated g/C Ratio	0.66	0.66			0.22	0.22		0.20			0.20	0.65
v/c Ratio	1.07	0.19			0.69	0.47		0.09			0.71	0.94
Control Delay	73.1	7.1			43.9	7.0		29.8			50.2	27.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	73.1	7.1			43.9	7.0		29.8			50.2	27.0
LOS	E	A			D	A		C			D	C
Approach Delay		60.6			25.8			29.8			30.4	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	~467	42			147	0		13			105	369
Queue Length 95th (ft)	#704	83			226	40		36			174	#643
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	882	1662			1011	1016		748			587	1192
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.07	0.13			0.27	0.26		0.04			0.33	0.94

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 92.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 41.1 Intersection LOS: D
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	953	37	144	1005
Future Volume (vph)	62	209	953	37	144	1005
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	982	38	148	1036
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1020	0	148	1036
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	59.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	953	37	144	1005
Future Vol, veh/h	62	209	953	37	144	1005
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	982	38	148	1036

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2333	1001	0	0	1020	0
Stage 1	1001	-	-	-	-	-
Stage 2	1332	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 61	323	-	-	688	-
Stage 1	424	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 48	323	-	-	688	-
Mov Cap-2 Maneuver	~ 48	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 525.4	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	140	688	-
HCM Lane V/C Ratio	-	-	1.996	0.216	-
HCM Control Delay (s)	-	-	$ 525.4	11.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	22.2	0.8	-

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)	9	1153	1121	92	246	28
Future Volume (vph)	9	1153	1121	92	246	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1906	1983	1421	1870	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1906	1983	1421	1870	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	727		392	
Travel Time (s)		19.9	11.0		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	11%	4%	0%
Adj. Flow (vph)	10	1341	1303	107	286	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1341	1303	107	286	33
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 81.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	354.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1153	1121	92	246	28
Future Vol, veh/h	9	1153	1121	92	246	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	11	4	0
Mvmt Flow	10	1341	1303	107	286	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1410	0	-	0	2664	1303
Stage 1	-	-	-	-	1303	-
Stage 2	-	-	-	-	1361	-
Critical Hdwy	4.1	-	-	-	6.04	6
Critical Hdwy Stg 1	-	-	-	-	5.04	-
Critical Hdwy Stg 2	-	-	-	-	5.04	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	490	-	-	-	~ 33	213
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	~ 275	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	490	-	-	-	~ 32	213
Mov Cap-2 Maneuver	-	-	-	-	~ 32	-
Stage 1	-	-	-	-	~ 285	-
Stage 2	-	-	-	-	~ 275	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 3425.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	490	-	-	-	32	213
HCM Lane V/C Ratio	0.021	-	-	-	8.939	0.153
HCM Control Delay (s)	12.5	-	-		$ 3812.5	24.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	34.8	0.5

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1374	25	24	1156	57	88
Future Volume (vph)	1374	25	24	1156	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.918	
Flt Protected			0.950		0.981	
Satd. Flow (prot)	1867	0	1744	3319	1791	0
Flt Permitted			0.950		0.981	
Satd. Flow (perm)	1867	0	1744	3319	1791	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	400	
Travel Time (s)	2.5			9.2	9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1446	26	25	1217	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1472	0	25	1217	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1374	25	24	1156	57	88
Future Vol, veh/h	1374	25	24	1156	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1446	26	25	1217	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1472	0	2118	1459
Stage 1	-	-	-	-	1459	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	452	-	90	193
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	452	-	85	193
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	202.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	-	-	452	-
HCM Lane V/C Ratio	1.183	-	-	0.056	-
HCM Control Delay (s)	202.8	-	-	13.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	9.2	-	-	0.2	-

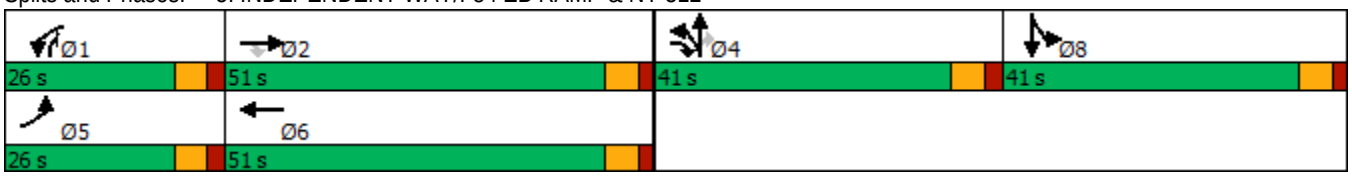
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	358	745	328	253	601	82	325	102	347	88	105	170
Future Volume (vph)	358	745	328	253	601	82	325	102	347	88	105	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.982				0.850		0.907	
Flt Protected	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3493	0	1626	3347	1599	1711	3222	0
Flt Permitted	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3493	0	1626	3347	1599	1711	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230		9				299		173	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			1402			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	365	760	335	258	613	84	332	104	354	90	107	173
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	365	760	335	258	697	0	166	270	354	90	280	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	51.0	41.0	26.0	51.0		41.0	41.0	26.0	41.0	41.0	
Total Split (%)	16.4%	32.1%	25.8%	16.4%	32.1%		25.8%	25.8%	16.4%	25.8%	25.8%	
Maximum Green (s)	20.0	45.0	35.0	20.0	45.0		35.0	35.0	20.0	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	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	16.6	48.5	72.1	13.6	45.5		17.5	17.5	31.1	10.8	10.8	
Actuated g/C Ratio	0.14	0.42	0.63	0.12	0.40		0.15	0.15	0.27	0.09	0.09	
v/c Ratio	0.73	0.96	0.31	0.63	0.50		0.67	0.53	0.54	0.56	0.61	
Control Delay	57.0	58.1	4.2	56.5	29.1		60.2	49.0	6.9	65.5	26.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	57.0	58.1	4.2	56.5	29.1		60.2	49.0	6.9	65.5	26.1	
LOS	E	E	A	E	C		E	D	A	E	C	
Approach Delay		45.4			36.5			32.5			35.7	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	132	526	28	94	197		128	101	22	64	39	
Queue Length 95th (ft)	208	#1014	83	151	318		221	157	67	130	91	
Internal Link Dist (ft)		528			1322			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	614	791	1297	608	1392		502	1033	726	528	1114	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.59	0.96	0.26	0.42	0.50		0.33	0.26	0.49	0.17	0.25	

Intersection Summary

Area Type: Other
Cycle Length: 159
Actuated Cycle Length: 114.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 39.2 Intersection LOS: D
Intersection Capacity Utilization 84.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	86	501	636	544	435	66
Future Volume (vph)	86	501	636	544	435	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1814	1909	1800	1480
Flt Permitted	0.950		0.245			
Satd. Flow (perm)	1736	1615	468	1909	1800	1480
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		459				72
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1402	536	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	545	691	591	473	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	545	691	591	473	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

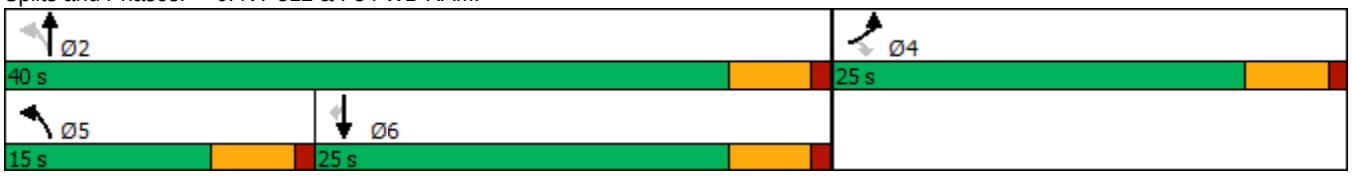
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	10.4	10.4	35.3	35.3	20.2	20.2
Actuated g/C Ratio	0.19	0.19	0.63	0.63	0.36	0.36
v/c Ratio	0.29	0.81	1.28	0.49	0.73	0.12
Control Delay	20.8	14.6	157.3	8.5	26.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.8	14.6	157.3	8.5	26.1	5.3
LOS	C	B	F	A	C	A
Approach Delay	15.5			88.7	23.3	
Approach LOS	B			F	C	
Queue Length 50th (ft)	27	25	~215	79	127	0
Queue Length 95th (ft)	58	111	#510	230	#329	25
Internal Link Dist (ft)	648			1322	456	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	628	877	539	1208	650	581
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.62	1.28	0.49	0.73	0.12

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 55.8
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 55.3 Intersection LOS: E
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	0	0	1	80	550	0	5	377	12
Future Volume (vph)	29	0	124	0	0	1	80	550	0	5	377	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865						0.996	
Flt Protected		0.950					0.950				0.999	
Satd. Flow (prot)	0	1721	1546	0	744	0	1675	1919	0	0	1790	0
Flt Permitted		0.757					0.447				0.993	
Satd. Flow (perm)	0	1371	1546	0	744	0	788	1919	0	0	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		313						2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	100%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	0	0	1	89	611	0	6	419	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	138	0	1	0	89	611	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	60.0		45.0	45.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%		17.6%	70.6%		52.9%	52.9%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	Max		Max	Max	
Act Effct Green (s)		7.5	7.5		7.5		54.0	54.0			44.6	
Actuated g/C Ratio		0.10	0.10		0.10		0.73	0.73			0.61	
v/c Ratio		0.23	0.49		0.00		0.14	0.43			0.41	
Control Delay		34.1	12.5		0.0		3.6	5.2			10.3	
Queue Delay		0.0	0.0		0.0		0.0	0.4			0.0	
Total Delay		34.1	12.5		0.0		3.6	5.6			10.3	
LOS		C	B		A		A	A			B	
Approach Delay		16.5						5.3			10.3	
Approach LOS		B						A			B	
Queue Length 50th (ft)		14	0		0		9	83			99	
Queue Length 95th (ft)		38	47		0		23	159			189	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)			355									
Base Capacity (vph)		354	501		424		687	1409			1078	
Starvation Cap Reductn		0	0		0		0	336			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.09	0.28		0.00		0.13	0.57			0.41	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 73.6
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 73.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

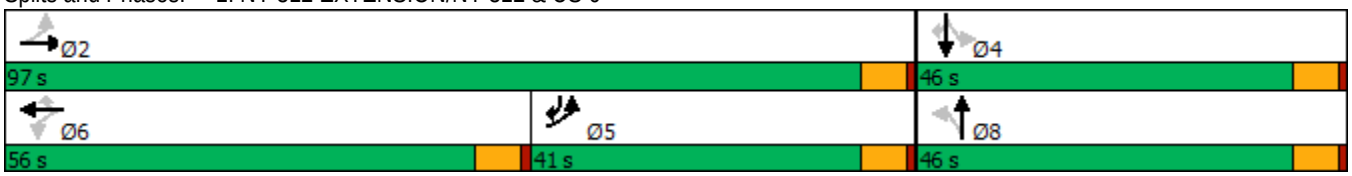
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	792	183	5	6	128	182	25	35	2	182	7	799
Future Volume (vph)	792	183	5	6	128	182	25	35	2	182	7	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.996				0.850
Flt Protected	0.950			0.950				0.980			0.954	
Satd. Flow (prot)	1710	1776	0	1762	1900	1669	0	1784	0	0	1736	1615
Flt Permitted	0.672			0.634				0.825			0.687	
Satd. Flow (perm)	1210	1776	0	1176	1900	1669	0	1502	0	0	1250	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				190		1				671
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	825	191	5	6	133	190	26	36	2	190	7	832
Shared Lane Traffic (%)												
Lane Group Flow (vph)	825	196	0	6	133	190	0	64	0	0	197	832
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	51.7	51.7		11.7	11.7	11.7		17.8			17.8	57.8
Actuated g/C Ratio	0.63	0.63		0.14	0.14	0.14		0.22			0.22	0.71
v/c Ratio	0.85	0.17		0.04	0.49	0.47		0.20			0.72	0.62
Control Delay	25.5	7.3		32.8	40.3	9.7		28.0			46.5	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	25.5	7.3		32.8	40.3	9.7		28.0			46.5	3.4
LOS	C	A		C	D	A		C			D	A
Approach Delay		22.0			22.5			28.0			11.6	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	263	36		3	64	0		27			95	22
Queue Length 95th (ft)	#699	81		15	129	58		63			178	70
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	1008	1758		731	1181	1110		747			622	1338
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.82	0.11		0.01	0.11	0.17		0.09			0.32	0.62

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 81.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 82.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	169	972	37	146	948
Future Volume (vph)	40	169	972	37	146	948
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.995			
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1607	0	1768	0	1728	1956
Flt Permitted	0.991				0.950	
Satd. Flow (perm)	1607	0	1768	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	41	174	1002	38	151	977
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	1040	0	151	977
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	25.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	169	972	37	146	948
Future Vol, veh/h	40	169	972	37	146	948
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	41	174	1002	38	151	977

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2300	1021	0	0	1040	0
Stage 1	1021	-	-	-	-	-
Stage 2	1279	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	63	311	-	-	657	-
Stage 1	416	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	49	311	-	-	657	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	327	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	269.1	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	657	-
HCM Lane V/C Ratio	-	-	1.399	0.229	-
HCM Control Delay (s)	-	-	269.1	12.1	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	13.6	0.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	1132	1089	88	54	5
Future Volume (vph)	9	1132	1089	88	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1906	1963	1421	1634	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1906	1963	1421	1634	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	728		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	1%	11%	19%	0%
Adj. Flow (vph)	9	1179	1134	92	56	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	1179	1134	92	56	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 69.6%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1132	1089	88	54	5
Future Vol, veh/h	9	1132	1089	88	54	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	1	11	19	0
Mvmt Flow	9	1179	1134	92	56	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1226	0	-	0	2331	1134
Stage 1	-	-	-	-	1134	-
Stage 2	-	-	-	-	1197	-
Critical Hdwy	4.1	-	-	-	6.19	6
Critical Hdwy Stg 1	-	-	-	-	5.19	-
Critical Hdwy Stg 2	-	-	-	-	5.19	-
Follow-up Hdwy	2.2	-	-	-	3.671	3.3
Pot Cap-1 Maneuver	576	-	-	-	~ 47	265
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	302	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	576	-	-	-	~ 46	265
Mov Cap-2 Maneuver	-	-	-	-	~ 46	-
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	302	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 319.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	576	-	-	-	46	265
HCM Lane V/C Ratio	0.016	-	-	-	1.223	0.02
HCM Control Delay (s)	11.4	-	-	-	-$ 346.9	18.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	5.3	0.1

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1170	16	11	1149	28	34
Future Volume (vph)	1170	16	11	1149	28	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.925	
Flt Protected			0.950		0.978	
Satd. Flow (prot)	1869	0	1796	3319	1821	0
Flt Permitted			0.950		0.978	
Satd. Flow (perm)	1869	0	1796	3319	1821	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	380	
Travel Time (s)	2.7			9.0	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1272	17	12	1249	30	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1289	0	12	1249	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1170	16	11	1149	28	34
Future Vol, veh/h	1170	16	11	1149	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1272	17	12	1249	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1289	0	1930	1281
Stage 1	-	-	-	-	1281	-
Stage 2	-	-	-	-	649	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	545	-	113	244
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	545	-	111	244
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	584	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	43.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	545	-
HCM Lane V/C Ratio	0.427	-	-	0.022	-
HCM Control Delay (s)	43.7	-	-	11.8	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

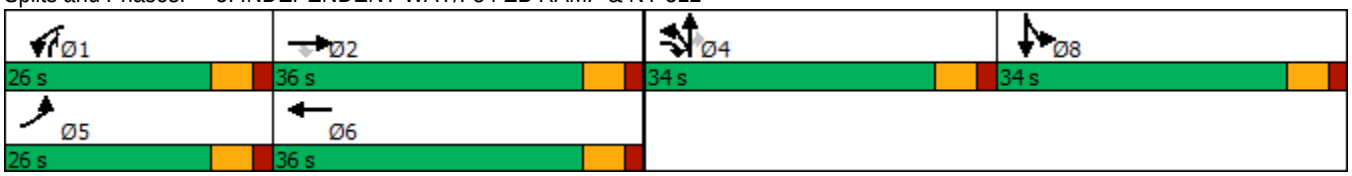
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	344	507	430	526	57	437	225	359	50	215	179
Future Volume (vph)	319	344	507	430	526	57	437	225	359	50	215	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.985				0.850		0.932	
Flt Protected	0.950			0.950			0.950	0.976		0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3507	0	1659	3341	1615	1662	3331	0
Flt Permitted	0.950			0.950			0.950	0.976		0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3507	0	1659	3341	1615	1662	3331	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179		8				366		150	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			1403			539			757	
Travel Time (s)		9.0			21.3			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	326	351	517	439	537	58	446	230	366	51	219	183
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	326	351	517	439	595	0	223	453	366	51	402	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	36.0	34.0	26.0	36.0		34.0	34.0	26.0	34.0	34.0	
Total Split (%)	20.0%	27.7%	26.2%	20.0%	27.7%		26.2%	26.2%	20.0%	26.2%	26.2%	
Maximum Green (s)	20.0	30.0	28.0	20.0	30.0		28.0	28.0	20.0	28.0	28.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	14.7	30.4	57.9	17.8	33.5		21.4	21.4	39.2	13.3	13.3	
Actuated g/C Ratio	0.14	0.28	0.54	0.17	0.31		0.20	0.20	0.37	0.12	0.12	
v/c Ratio	0.70	0.67	0.55	0.77	0.54		0.67	0.68	0.44	0.25	0.74	
Control Delay	53.9	43.9	13.2	53.5	34.6		51.3	45.8	3.0	47.3	37.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	53.9	43.9	13.2	53.5	34.6		51.3	45.8	3.0	47.3	37.5	
LOS	D	D	B	D	C		D	D	A	D	D	
Approach Delay		33.3			42.7			32.0			38.6	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	113	219	145	149	174		159	162	0	33	90	
Queue Length 95th (ft)	172	#391	273	230	287		265	235	32	74	151	
Internal Link Dist (ft)		514			1323			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	639	525	1032	651	1100		438	883	851	439	991	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.51	0.67	0.50	0.67	0.54		0.51	0.51	0.43	0.12	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 107.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 36.2 Intersection LOS: D
Intersection Capacity Utilization 74.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	554	338	400	459	84
Future Volume (vph)	31	554	338	400	459	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1599	1778	1891	1783	1583
Flt Permitted	0.950		0.262			
Satd. Flow (perm)	1805	1599	490	1891	1783	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		462				86
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1403	534	
Travel Time (s)	16.5			21.3	8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	1%	2%	1%
Adj. Flow (vph)	32	565	345	408	468	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	565	345	408	468	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	10.4	10.4	35.4	35.4	21.0	21.0
Actuated g/C Ratio	0.19	0.19	0.63	0.63	0.38	0.38
v/c Ratio	0.10	0.84	0.65	0.34	0.70	0.13
Control Delay	17.8	16.9	14.2	7.1	25.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	16.9	14.2	7.1	25.0	5.0
LOS	B	B	B	A	C	A
Approach Delay	17.0			10.4	21.9	
Approach LOS	B			B	C	
Queue Length 50th (ft)	9	30	40	48	125	0
Queue Length 95th (ft)	26	124	#157	143	#327	27
Internal Link Dist (ft)	648			1323	454	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	653	873	543	1198	668	647
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.65	0.64	0.34	0.70	0.13

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 55.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	63	0	0	0	57	374	0	1	480	13
Future Volume (vph)	11	0	63	0	0	0	57	374	0	1	480	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.996	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1841	1517	0	1720	0	1617	1938	0	0	1836	0
Flt Permitted		0.757					0.317				0.999	
Satd. Flow (perm)	0	1467	1517	0	1720	0	539	1938	0	0	1834	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151								2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	12	0	67	0	0	0	61	398	0	1	511	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	67	0	0	0	61	398	0	0	526	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	20.0	20.0	20.0	20.0	20.0		15.0	45.0		30.0	30.0	
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%		23.1%	69.2%		46.2%	46.2%	
Maximum Green (s)	14.0	14.0	14.0	14.0	14.0		9.0	39.0		24.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	Min	Min	Min	None	None		Max	Max		Max	Max	
Act Effct Green (s)		6.2	6.2				39.0	39.0			24.0	
Actuated g/C Ratio		0.11	0.11				0.68	0.68			0.42	
v/c Ratio		0.08	0.22				0.11	0.30			0.68	
Control Delay		24.0	1.7				3.6	4.4			19.1	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		24.0	1.7				3.6	4.4			19.1	
LOS		C	A				A	A			B	
Approach Delay		5.1						4.3			19.1	
Approach LOS		A						A			B	
Queue Length 50th (ft)		4	0				5	42			138	
Queue Length 95th (ft)		17	2				15	78			243	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)			355									
Base Capacity (vph)		359	485				537	1322			770	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.03	0.14				0.11	0.30			0.68	

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 57.2
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 60.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

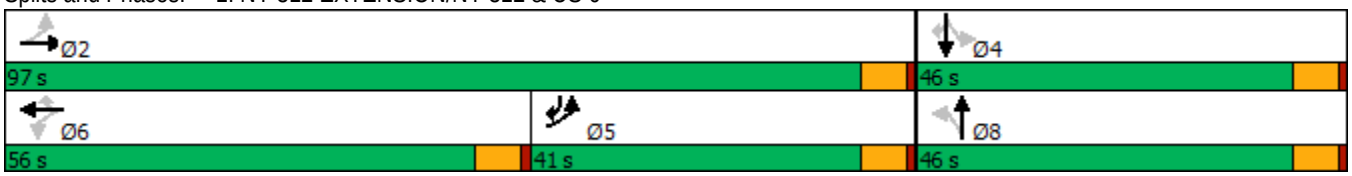
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	656	186	2	3	133	130	5	24	21	210	12	703
Future Volume (vph)	656	186	2	3	133	130	5	24	21	210	12	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.995			0.955	
Satd. Flow (prot)	1661	1668	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.646			0.629				0.969			0.698	
Satd. Flow (perm)	1129	1668	0	1167	1761	1479	0	1507	0	0	1153	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				143		23				639
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	721	204	2	3	146	143	5	26	23	231	13	773
Shared Lane Traffic (%)												
Lane Group Flow (vph)	721	206	0	3	146	143	0	54	0	0	244	773
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	52.0	52.0		13.5	13.5	13.5		23.5			23.5	62.0
Actuated g/C Ratio	0.59	0.59		0.15	0.15	0.15		0.27			0.27	0.71
v/c Ratio	0.84	0.21		0.02	0.54	0.41		0.13			0.79	0.60
Control Delay	28.9	10.0		35.7	44.9	10.6		17.4			50.4	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	28.9	10.0		35.7	44.9	10.6		17.4			50.4	3.3
LOS	C	A		D	D	B		B			D	A
Approach Delay		24.7			28.0			17.4			14.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	261	48		2	78	0		13			130	20
Queue Length 95th (ft)	#642	109		10	156	54		44			235	65
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	939	1594		688	1039	931		723			544	1271
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.77	0.13		0.00	0.14	0.15		0.07			0.45	0.61

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 87.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 77.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	752	58	218	886
Future Volume (vph)	39	141	752	58	218	886
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.990			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1733	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1733	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	928	72	269	1094
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1000	0	269	1094
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	63.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	752	58	218	886
Future Vol, veh/h	39	141	752	58	218	886
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	928	72	269	1094

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2596	964	0	0	1000	0
Stage 1	964	-	-	-	-	-
Stage 2	1632	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 43	334	-	-	700	-
Stage 1	438	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 26	334	-	-	700	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	233	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 717.6	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	94	700	-
HCM Lane V/C Ratio	-	-	2.364	0.384	-
HCM Control Delay (s)	-	-	$ 717.6	13.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.2	1.8	-

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)	27	866	1095	241	67	9
Future Volume (vph)	27	866	1095	241	67	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.982	
Flt Protected	0.950				0.958	
Satd. Flow (prot)	1727	1834	1836	1516	3433	0
Flt Permitted	0.041				0.958	
Satd. Flow (perm)	75	1834	1836	1516	3433	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				298		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	394		392	
Travel Time (s)		19.8	6.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	4%	10%	0%
Adj. Flow (vph)	33	1069	1352	298	83	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	1069	1352	298	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	125.0	114.0	15.0	15.0	
Total Split (%)	7.9%	89.3%	81.4%	10.7%	10.7%	
Maximum Green (s)	5.0	119.0	108.0	9.0	9.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	99.5	96.7	91.1	109.5	8.6	
Actuated g/C Ratio	0.84	0.82	0.77	0.93	0.07	
v/c Ratio	0.24	0.71	0.95	0.21	0.38	
Control Delay	12.5	7.3	28.8	0.5	64.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.5	7.3	28.8	0.5	64.3	
LOS	B	A	C	A	E	
Approach Delay		7.4	23.7		64.3	
Approach LOS		A	C		E	
Queue Length 50th (ft)	4	268	926	0	43	
Queue Length 95th (ft)	7	279	909	5	66	
Internal Link Dist (ft)		1227	314		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	137	1668	1584	1403	280	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.24	0.64	0.85	0.21	0.34	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 118.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	894	39	99	1321	15	4
Future Volume (vph)	894	39	99	1321	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.994				0.969	
Flt Protected			0.950		0.963	
Satd. Flow (prot)	1811	0	1796	3224	1878	0
Flt Permitted			0.950		0.963	
Satd. Flow (perm)	1811	0	1796	3224	1878	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	562	
Travel Time (s)	2.5			9.2	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1028	45	114	1518	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1073	0	114	1518	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	894	39	99	1321	15	4
Future Vol, veh/h	894	39	99	1321	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1028	45	114	1518	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1073	0	2038	1051
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	987	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	657	-	99	322
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	429	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	657	-	82	322
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	52.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	97	-	-	657	-
HCM Lane V/C Ratio	0.225	-	-	0.173	-
HCM Control Delay (s)	52.6	-	-	11.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	441	220	182	725	76	200	109	79	194	178	485
Future Volume (vph)	282	441	220	182	725	76	200	109	79	194	178	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3273	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3273	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					13							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			1401			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	317	496	247	204	815	85	225	122	89	218	200	545
Shared Lane Traffic (%)												
Lane Group Flow (vph)	317	496	247	204	900	0	225	122	89	218	200	545
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	16.0	40.0	15.0	16.0	40.0		15.0	15.0	16.0	25.0	25.0	16.0
Total Split (%)	16.7%	41.7%	15.6%	16.7%	41.7%		15.6%	15.6%	16.7%	26.0%	26.0%	16.7%
Maximum Green (s)	12.0	35.0	10.0	12.0	35.0		10.0	10.0	12.0	20.0	20.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	11.6	35.8	50.5	11.6	35.8		9.7	9.7	22.2	19.9	19.9	36.5
Actuated g/C Ratio	0.12	0.37	0.53	0.12	0.37		0.10	0.10	0.23	0.21	0.21	0.38
v/c Ratio	0.80	0.76	0.30	0.51	0.73		0.67	0.67	0.26	0.64	0.53	0.91
Control Delay	57.3	35.7	14.2	38.5	29.0		51.7	60.6	17.5	44.4	39.7	49.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	35.7	14.2	38.5	29.0		51.7	60.6	17.5	44.4	39.7	49.0
LOS	E	D	B	D	C		D	E	B	D	D	D
Approach Delay		37.2			30.8			47.2			46.0	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	97	265	81	56	256		69	73	25	122	109	306
Queue Length 95th (ft)	#155	#390	130	m86	165		106	#144	49	198	177	#497
Internal Link Dist (ft)		525			1321			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	410	653	817	415	1230		350	188	353	342	380	603
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.76	0.30	0.49	0.73		0.64	0.65	0.25	0.64	0.53	0.90

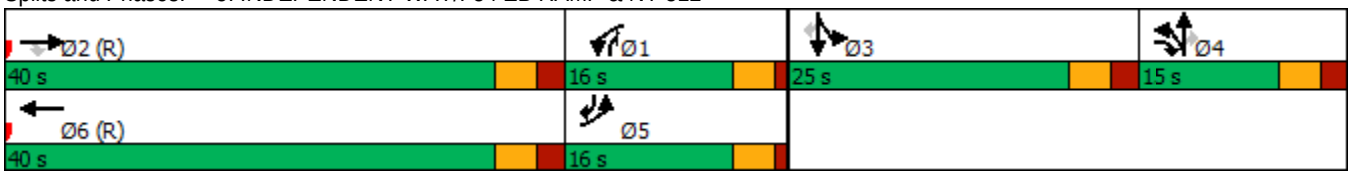
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 38.8 Intersection LOS: D
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	511	199	515	472	18
Future Volume (vph)	94	511	199	515	472	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1599	1728	1854	1765	1454
Flt Permitted	0.950		0.239			
Satd. Flow (perm)	1703	1599	435	1854	1765	1454
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1401	537	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	1%	5%	3%	3%	10%
Adj. Flow (vph)	108	587	229	592	543	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	587	229	592	543	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	24.0	37.0	37.0	72.0	35.0	35.0
Total Split (%)	25.0%	38.5%	38.5%	75.0%	36.5%	36.5%
Maximum Green (s)	19.0	32.0	32.0	67.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.7	48.7	74.3	74.3	37.3	37.3
Actuated g/C Ratio	0.12	0.51	0.77	0.77	0.39	0.39
v/c Ratio	0.52	0.72	0.30	0.41	0.79	0.04
Control Delay	47.1	23.7	11.3	7.2	33.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	23.7	11.3	7.2	33.2	16.2
LOS	D	C	B	A	C	B
Approach Delay	27.4			8.3	32.5	
Approach LOS	C			A	C	
Queue Length 50th (ft)	63	268	44	120	286	6
Queue Length 95th (ft)	102	312	m87	213	#519	m20
Internal Link Dist (ft)	648			1321	457	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	337	932	767	1434	684	564
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.63	0.30	0.41	0.79	0.04

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	1	0	0	217	390	1	0	406	32
Future Volume (vph)	17	0	83	1	0	0	217	390	1	0	406	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950					
Satd. Flow (prot)	0	1405	1129	0	817	0	1771	1829	0	0	1728	0
Flt Permitted		0.757			0.746		0.472					
Satd. Flow (perm)	0	1120	1129	0	642	0	880	1829	0	0	1728	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102								6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	100%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	1	0	0	226	406	1	0	423	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	86	0	1	0	226	407	0	0	456	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	11.0		10.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	66.0		56.0	56.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		10.4%	68.8%		58.3%	58.3%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		4.0	60.0		50.0	50.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.5	7.5		7.5		76.5	76.5			66.5	
Actuated g/C Ratio		0.08	0.08		0.08		0.80	0.80			0.69	
v/c Ratio		0.21	0.47		0.02		0.31	0.28			0.38	
Control Delay		45.9	15.2		40.0		3.1	2.4			7.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		45.9	15.2		40.0		3.1	2.4			7.5	
LOS		D	B		D		A	A			A	
Approach Delay		20.5			40.0			2.7			7.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		11	0		1		15	36			97	
Queue Length 95th (ft)		32	34		6		37	76			171	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)			355									
Base Capacity (vph)		280	358		160		738	1457			1198	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.06	0.24		0.01		0.31	0.28			0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 6.1 Intersection LOS: A
Intersection Capacity Utilization 62.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	761	171	7	0	223	214	7	15	2	139	18	910
Future Volume (vph)	761	171	7	0	223	214	7	15	2	139	18	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.991				0.850
Flt Protected	0.950							0.985			0.958	
Satd. Flow (prot)	1727	1757	0	1855	1845	1636	0	1873	0	0	1762	1615
Flt Permitted	0.430							0.896			0.729	
Satd. Flow (perm)	782	1757	0	1855	1845	1636	0	1704	0	0	1340	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				264		2				395
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	940	211	9	0	275	264	9	19	2	172	22	1123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	940	220	0	0	275	264	0	30	0	0	194	1123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

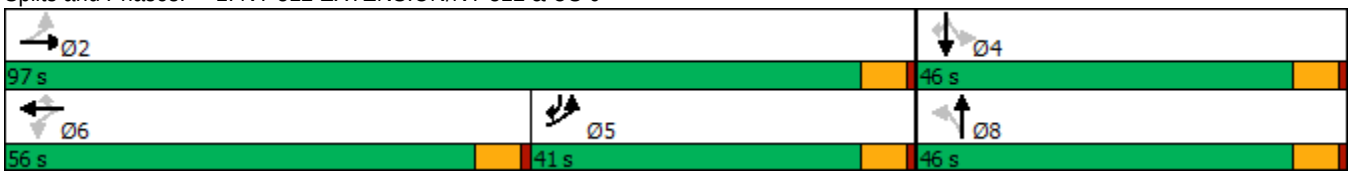
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	61.6	61.6			20.0	20.0		18.9			18.9	60.6
Actuated g/C Ratio	0.66	0.66			0.22	0.22		0.20			0.20	0.65
v/c Ratio	1.07	0.19			0.69	0.47		0.09			0.71	0.94
Control Delay	73.1	7.1			43.9	7.0		29.8			50.2	27.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	73.1	7.1			43.9	7.0		29.8			50.2	27.0
LOS	E	A			D	A		C			D	C
Approach Delay		60.6			25.8			29.8			30.4	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	~467	42			147	0		13			105	369
Queue Length 95th (ft)	#704	83			226	40		36			174	#643
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	882	1662			1011	1016		748			587	1192
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.07	0.13			0.27	0.26		0.04			0.33	0.94

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 92.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 41.1 — Intersection LOS: D
Intersection Capacity Utilization 87.3% — ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	953	37	144	1005
Future Volume (vph)	62	209	953	37	144	1005
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	982	38	148	1036
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1020	0	148	1036
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	59.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	953	37	144	1005
Future Vol, veh/h	62	209	953	37	144	1005
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	982	38	148	1036

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2333	1001	0	0	1020	0
Stage 1	1001	-	-	-	-	-
Stage 2	1332	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 61	323	-	-	688	-
Stage 1	424	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 48	323	-	-	688	-
Mov Cap-2 Maneuver	~ 48	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 525.4	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	140	688	-
HCM Lane V/C Ratio	-	-	1.996	0.216	-
HCM Control Delay (s)	-	-	$ 525.4	11.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	22.2	0.8	-

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)	9	1153	1121	92	246	28
Future Volume (vph)	9	1153	1121	92	246	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.984	
Flt Protected	0.950				0.957	
Satd. Flow (prot)	1727	1906	1983	1421	3610	0
Flt Permitted	0.043				0.957	
Satd. Flow (perm)	78	1906	1983	1421	3610	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				107		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	420		392	
Travel Time (s)		19.9	6.4		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	11%	4%	0%
Adj. Flow (vph)	10	1341	1303	107	286	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1341	1303	107	319	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	115.0	104.0	25.0	25.0	
Total Split (%)	7.9%	82.1%	74.3%	17.9%	17.9%	
Maximum Green (s)	5.0	109.0	98.0	19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	91.5	88.7	86.9	114.8	16.1	
Actuated g/C Ratio	0.78	0.75	0.74	0.98	0.14	
v/c Ratio	0.07	0.93	0.89	0.08	0.65	
Control Delay	6.0	25.0	21.6	0.2	58.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.0	25.0	21.6	0.2	58.4	
LOS	A	C	C	A	E	
Approach Delay		24.8	19.9		58.4	
Approach LOS		C	B		E	
Queue Length 50th (ft)	2	739	621	0	144	
Queue Length 95th (ft)	6	958	1133	5	186	
Internal Link Dist (ft)		1232	340		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	135	1656	1691	1378	624	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.81	0.77	0.08	0.51	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 117.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1374	25	24	1156	57	88
Future Volume (vph)	1374	25	24	1156	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.918	
Flt Protected			0.950		0.981	
Satd. Flow (prot)	1867	0	1744	3319	1791	0
Flt Permitted			0.950		0.981	
Satd. Flow (perm)	1867	0	1744	3319	1791	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	400	
Travel Time (s)	2.5			9.2	9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1446	26	25	1217	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1472	0	25	1217	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1374	25	24	1156	57	88
Future Vol, veh/h	1374	25	24	1156	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1446	26	25	1217	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1472	0	2118	1459
Stage 1	-	-	-	-	1459	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	452	-	90	193
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	452	-	85	193
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	202.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	-	-	452	-
HCM Lane V/C Ratio	1.183	-	-	0.056	-
HCM Control Delay (s)	202.8	-	-	13.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	9.2	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	358	745	328	253	601	82	325	102	347	88	105	170
Future Volume (vph)	358	745	328	253	601	82	325	102	347	88	105	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3493	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3493	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					20							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			1402			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	365	760	335	258	613	84	332	104	354	90	107	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	365	760	335	258	697	0	332	104	354	90	107	173
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

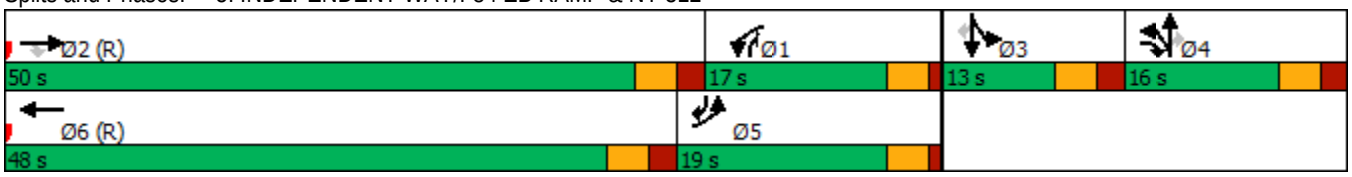
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	19.0	50.0	16.0	17.0	48.0		16.0	16.0	17.0	13.0	13.0	19.0
Total Split (%)	19.8%	52.1%	16.7%	17.7%	50.0%		16.7%	16.7%	17.7%	13.5%	13.5%	19.8%
Maximum Green (s)	15.0	45.0	11.0	13.0	43.0		11.0	11.0	13.0	8.0	8.0	15.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	15.0	45.1	61.0	13.0	43.1		10.9	10.9	24.9	8.0	8.0	28.0
Actuated g/C Ratio	0.16	0.47	0.64	0.14	0.45		0.11	0.11	0.26	0.08	0.08	0.29
v/c Ratio	0.67	0.86	0.33	0.55	0.44		0.85	0.48	0.86	0.63	0.69	0.38
Control Delay	45.0	34.9	9.2	41.2	17.0		62.4	47.9	45.5	63.5	66.0	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	34.9	9.2	41.2	17.0		62.4	47.9	45.5	63.5	66.0	30.0
LOS	D	C	A	D	B		E	D	D	E	E	C
Approach Delay		31.5			23.5			52.9			48.5	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	109	400	86	82	151		104	60	152	54	65	84
Queue Length 95th (ft)	157	#633	134	118	179		#174	113	#228	#122	#143	143
Internal Link Dist (ft)		528			1322			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	544	880	996	467	1580		397	219	414	142	156	461
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.86	0.34	0.55	0.44		0.84	0.47	0.86	0.63	0.69	0.38

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 35.9 Intersection LOS: D
Intersection Capacity Utilization 79.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	86	501	636	544	435	66
Future Volume (vph)	86	501	636	544	435	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1814	1909	1800	1480
Flt Permitted	0.950		0.321			
Satd. Flow (perm)	1736	1615	613	1909	1800	1480
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1402	536	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	545	691	591	473	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	545	691	591	473	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	24.0	36.0	36.0	72.0	36.0	36.0
Total Split (%)	25.0%	37.5%	37.5%	75.0%	37.5%	37.5%
Maximum Green (s)	19.0	31.0	31.0	67.0	31.0	31.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.0	47.0	75.0	75.0	39.0	39.0
Actuated g/C Ratio	0.11	0.49	0.78	0.78	0.41	0.41
v/c Ratio	0.47	0.69	0.80	0.40	0.65	0.12
Control Delay	46.1	23.6	23.8	6.6	25.1	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	23.6	23.8	6.6	25.1	15.4
LOS	D	C	C	A	C	B
Approach Delay	26.8			15.9	23.8	
Approach LOS	C			B	C	
Queue Length 50th (ft)	54	248	177	143	226	19
Queue Length 95th (ft)	95	308	m304	m214	#419	57
Internal Link Dist (ft)	648			1322	456	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	343	925	866	1491	731	601
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.59	0.80	0.40	0.65	0.12

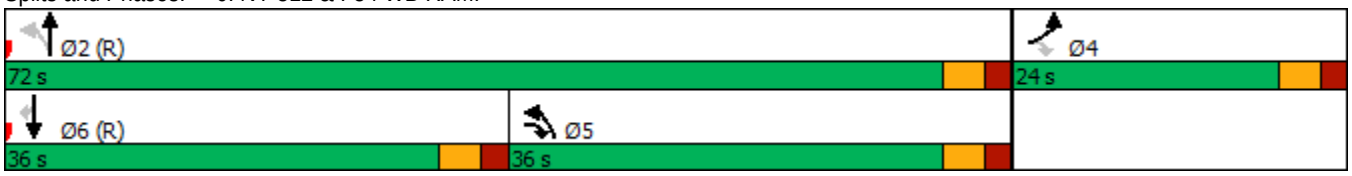
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	0	0	1	80	550	0	5	377	12
Future Volume (vph)	29	0	124	0	0	1	80	550	0	5	377	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865						0.996	
Flt Protected		0.950					0.950				0.999	
Satd. Flow (prot)	0	1721	1546	0	744	0	1675	1919	0	0	1790	0
Flt Permitted		0.757					0.514				0.993	
Satd. Flow (perm)	0	1371	1546	0	744	0	906	1919	0	0	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		307						2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	100%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	0	0	1	89	611	0	6	419	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	138	0	1	0	89	611	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	11.0		10.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	66.0		56.0	56.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		10.4%	68.8%		58.3%	58.3%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		4.0	60.0		50.0	50.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		8.1	8.1		8.1		75.9	75.9			67.9	
Actuated g/C Ratio		0.08	0.08		0.08		0.79	0.79			0.71	
v/c Ratio		0.28	0.54		0.00		0.12	0.40			0.35	
Control Delay		46.3	15.4		0.0		2.4	3.2			7.1	
Queue Delay		0.0	0.0		0.0		0.0	0.1			0.0	
Total Delay		46.3	15.4		0.0		2.4	3.3			7.1	
LOS		D	B		A		A	A			A	
Approach Delay		21.2						3.2			7.1	
Approach LOS		C						A			A	
Queue Length 50th (ft)		19	0		0		5	59			95	
Queue Length 95th (ft)		46	53		0		20	114			167	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)			355									
Base Capacity (vph)		342	490		416		748	1517			1259	
Starvation Cap Reductn		0	0		0		0	234			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.09	0.28		0.00		0.12	0.48			0.35	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 73.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

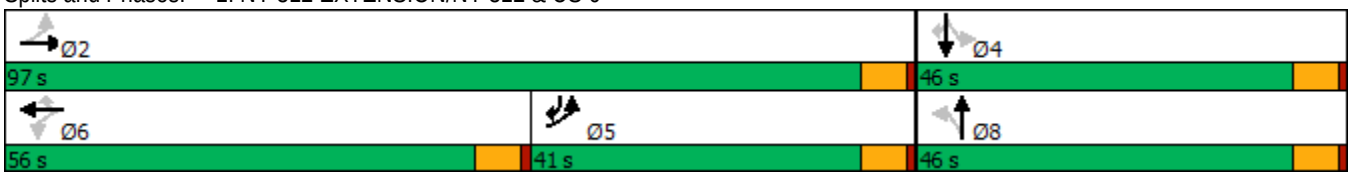
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	792	183	5	6	128	182	25	35	2	182	7	799
Future Volume (vph)	792	183	5	6	128	182	25	35	2	182	7	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.996				0.850
Flt Protected	0.950			0.950				0.980			0.954	
Satd. Flow (prot)	1710	1776	0	1762	1900	1669	0	1784	0	0	1736	1615
Flt Permitted	0.672			0.634				0.825			0.687	
Satd. Flow (perm)	1210	1776	0	1176	1900	1669	0	1502	0	0	1250	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				190		1				671
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	825	191	5	6	133	190	26	36	2	190	7	832
Shared Lane Traffic (%)												
Lane Group Flow (vph)	825	196	0	6	133	190	0	64	0	0	197	832
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	51.7	51.7		11.7	11.7	11.7		17.8			17.8	57.8
Actuated g/C Ratio	0.63	0.63		0.14	0.14	0.14		0.22			0.22	0.71
v/c Ratio	0.85	0.17		0.04	0.49	0.47		0.20			0.72	0.62
Control Delay	25.5	7.3		32.8	40.3	9.7		28.0			46.5	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	25.5	7.3		32.8	40.3	9.7		28.0			46.5	3.4
LOS	C	A		C	D	A		C			D	A
Approach Delay		22.0			22.5			28.0			11.6	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	263	36		3	64	0		27			95	22
Queue Length 95th (ft)	#699	81		15	129	58		63			178	70
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	1008	1758		731	1181	1110		747			622	1338
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.82	0.11		0.01	0.11	0.17		0.09			0.32	0.62

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 81.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 82.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	169	972	37	146	948
Future Volume (vph)	40	169	972	37	146	948
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.995			
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1607	0	1768	0	1728	1956
Flt Permitted	0.991				0.950	
Satd. Flow (perm)	1607	0	1768	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	41	174	1002	38	151	977
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	1040	0	151	977
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	25.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	169	972	37	146	948
Future Vol, veh/h	40	169	972	37	146	948
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	41	174	1002	38	151	977

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2300	1021	0	0	1040	0
Stage 1	1021	-	-	-	-	-
Stage 2	1279	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	63	311	-	-	657	-
Stage 1	416	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	49	311	-	-	657	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	327	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	269.1	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	657	-
HCM Lane V/C Ratio	-	-	1.399	0.229	-
HCM Control Delay (s)	-	-	269.1	12.1	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	13.6	0.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	1132	1089	88	54	5
Future Volume (vph)	9	1132	1089	88	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.988	
Flt Protected	0.950				0.956	
Satd. Flow (prot)	1727	1906	1963	1421	3194	0
Flt Permitted	0.096				0.956	
Satd. Flow (perm)	175	1906	1963	1421	3194	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				92		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	406		392	
Travel Time (s)		19.8	6.2		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	1%	11%	19%	0%
Adj. Flow (vph)	9	1179	1134	92	56	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	1179	1134	92	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	125.0	114.0	15.0	15.0	
Total Split (%)	7.9%	89.3%	81.4%	10.7%	10.7%	
Maximum Green (s)	5.0	119.0	108.0	9.0	9.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	59.5	55.3	53.9	73.4	7.4	
Actuated g/C Ratio	0.79	0.73	0.71	0.97	0.10	
v/c Ratio	0.04	0.85	0.81	0.07	0.20	
Control Delay	2.4	13.4	13.3	0.3	39.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	2.4	13.4	13.3	0.3	39.5	
LOS	A	B	B	A	D	
Approach Delay		13.3	12.3		39.5	
Approach LOS		B	B		D	
Queue Length 50th (ft)	1	278	241	0	11	
Queue Length 95th (ft)	3	472	688	6	45	
Internal Link Dist (ft)		1227	326		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	247	1906	1927	1322	408	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.04	0.62	0.59	0.07	0.15	

Intersection Summary	
Area Type: Other	
Cycle Length: 140	
Actuated Cycle Length: 75.6	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1170	16	11	1149	28	34
Future Volume (vph)	1170	16	11	1149	28	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.925	
Flt Protected			0.950		0.978	
Satd. Flow (prot)	1869	0	1796	3319	1821	0
Flt Permitted			0.950		0.978	
Satd. Flow (perm)	1869	0	1796	3319	1821	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	380	
Travel Time (s)	2.7			9.0	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1272	17	12	1249	30	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1289	0	12	1249	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1170	16	11	1149	28	34
Future Vol, veh/h	1170	16	11	1149	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1272	17	12	1249	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1289	0	1930	1281
Stage 1	-	-	-	-	1281	-
Stage 2	-	-	-	-	649	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	545	-	113	244
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	545	-	111	244
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	584	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	43.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	545	-
HCM Lane V/C Ratio	0.427	-	-	0.022	-
HCM Control Delay (s)	43.7	-	-	11.8	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	344	507	430	526	57	437	225	359	50	215	179
Future Volume (vph)	319	344	507	430	526	57	437	225	359	50	215	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3507	0	3537	1845	1615	1662	1881	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3507	0	3537	1845	1615	1662	1881	1599
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					13							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			1403			539			757	
Travel Time (s)		9.0			21.3			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	326	351	517	439	537	58	446	230	366	51	219	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	326	351	517	439	595	0	446	230	366	51	219	183
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

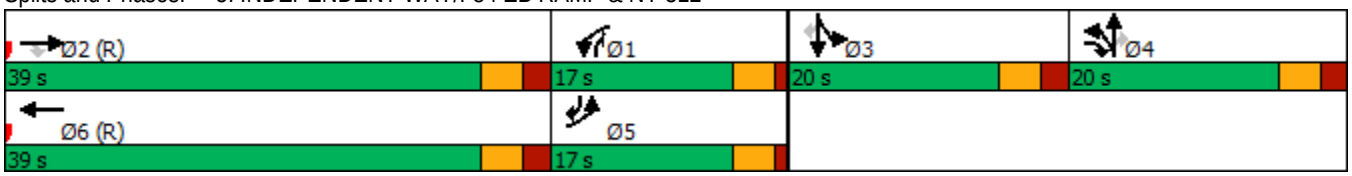
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	3.0	3.0	4.0
Minimum Split (s)	10.0	21.0	14.0	14.0	21.0		14.0	14.0	14.0	8.0	8.0	10.0
Total Split (s)	17.0	39.0	20.0	17.0	39.0		20.0	20.0	17.0	20.0	20.0	17.0
Total Split (%)	17.7%	40.6%	20.8%	17.7%	40.6%		20.8%	20.8%	17.7%	20.8%	20.8%	17.7%
Maximum Green (s)	13.0	34.0	15.0	13.0	34.0		15.0	15.0	13.0	15.0	15.0	13.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	13.0	34.8	55.2	13.0	34.8		15.4	15.4	29.4	13.8	13.8	31.8
Actuated g/C Ratio	0.14	0.36	0.58	0.14	0.36		0.16	0.16	0.31	0.14	0.14	0.33
v/c Ratio	0.71	0.52	0.57	0.94	0.46		0.79	0.78	0.74	0.21	0.81	0.35
Control Delay	49.2	27.8	16.2	72.5	22.7		50.1	58.2	28.8	38.0	63.5	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	27.8	16.2	72.5	22.7		50.1	58.2	28.8	38.0	63.5	26.1
LOS	D	C	B	E	C		D	E	C	D	E	C
Approach Delay		28.6			43.8			44.4			45.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	99	168	192	150	115		137	137	122	27	129	82
Queue Length 95th (ft)	145	256	291	#239	197		#208	#257	#200	62	#235	138
Internal Link Dist (ft)		514			1323			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	458	672	915	467	1281		567	296	494	259	293	549
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.52	0.57	0.94	0.46		0.79	0.78	0.74	0.20	0.75	0.33

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 39.3 Intersection LOS: D
Intersection Capacity Utilization 70.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	554	338	400	459	84
Future Volume (vph)	31	554	338	400	459	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1599	1778	1891	1783	1583
Flt Permitted	0.950		0.332			
Satd. Flow (perm)	1805	1599	622	1891	1783	1583
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1403	534	
Travel Time (s)	16.5			21.3	8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	1%	2%	1%
Adj. Flow (vph)	32	565	345	408	468	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	565	345	408	468	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	39.0	24.0	24.0	57.0	33.0	33.0
Total Split (%)	40.6%	25.0%	25.0%	59.4%	34.4%	34.4%
Maximum Green (s)	34.0	19.0	19.0	52.0	28.0	28.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	46.2	63.8	63.8	39.8	39.8
Actuated g/C Ratio	0.23	0.48	0.66	0.66	0.41	0.41
v/c Ratio	0.08	0.74	0.54	0.32	0.63	0.13
Control Delay	24.7	25.2	16.1	7.9	37.0	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	25.2	16.1	7.9	37.0	27.5
LOS	C	C	B	A	D	C
Approach Delay	25.2			11.7	35.5	
Approach LOS	C			B	D	
Queue Length 50th (ft)	15	259	82	97	289	41
Queue Length 95th (ft)	33	301	m116	112	#467	95
Internal Link Dist (ft)	648			1323	454	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	639	966	642	1257	739	656
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.58	0.54	0.32	0.63	0.13

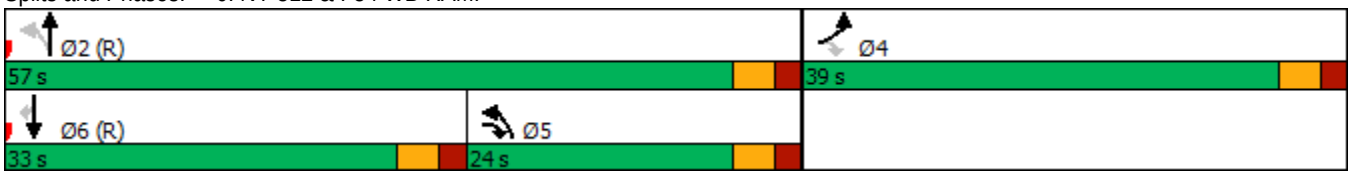
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



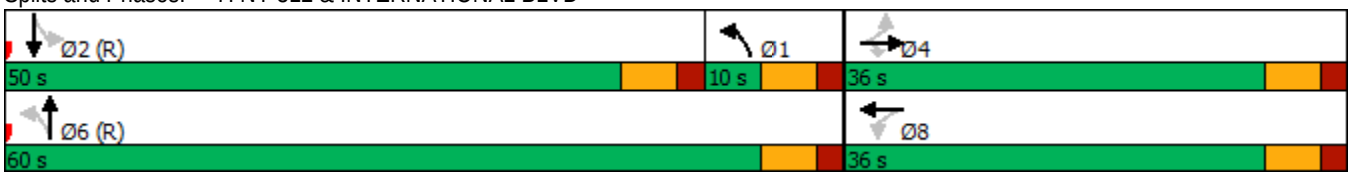
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	63	0	0	0	57	374	0	1	480	13
Future Volume (vph)	11	0	63	0	0	0	57	374	0	1	480	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.996	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1841	1517	0	1720	0	1617	1938	0	0	1836	0
Flt Permitted		0.757					0.469					
Satd. Flow (perm)	0	1467	1517	0	1720	0	798	1938	0	0	1836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102								2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	12	0	67	0	0	0	61	398	0	1	511	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	67	0	0	0	61	398	0	0	526	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	21.0		21.0	21.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		10.0	60.0		50.0	50.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		10.4%	62.5%		52.1%	52.1%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0		4.0	54.0		44.0	44.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	Min	Min	Min	None	None		Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		6.5	6.5				77.5	77.5			67.5	
Actuated g/C Ratio		0.07	0.07				0.81	0.81			0.70	
v/c Ratio		0.12	0.34				0.09	0.25			0.41	
Control Delay		44.3	8.2				3.8	4.2			7.2	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		44.3	8.2				3.8	4.2			7.2	
LOS		D	A				A	A			A	
Approach Delay		13.7						4.1			7.2	
Approach LOS		B						A			A	
Queue Length 50th (ft)		7	0				4	25			114	
Queue Length 95th (ft)		25	19				27	176			180	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)			355									
Base Capacity (vph)		458	544				678	1564			1291	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.03	0.12				0.09	0.25			0.41	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 59.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



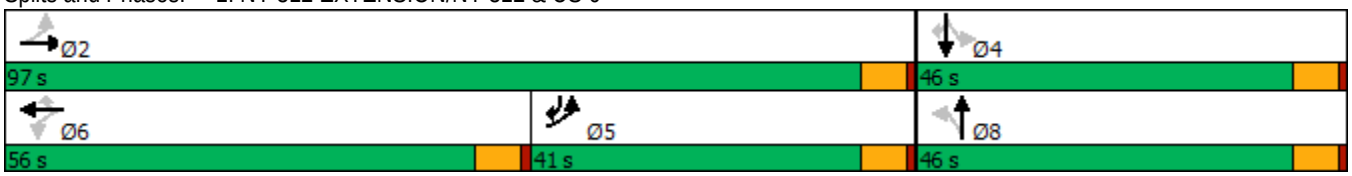
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	656	186	2	3	133	130	5	24	21	210	12	703
Future Volume (vph)	656	186	2	3	133	130	5	24	21	210	12	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.995			0.955	
Satd. Flow (prot)	1661	1668	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.646			0.629				0.969			0.698	
Satd. Flow (perm)	1129	1668	0	1167	1761	1479	0	1507	0	0	1153	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				143		23				639
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	721	204	2	3	146	143	5	26	23	231	13	773
Shared Lane Traffic (%)												
Lane Group Flow (vph)	721	206	0	3	146	143	0	54	0	0	244	773
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	52.0	52.0		13.5	13.5	13.5		23.5			23.5	62.0
Actuated g/C Ratio	0.59	0.59		0.15	0.15	0.15		0.27			0.27	0.71
v/c Ratio	0.84	0.21		0.02	0.54	0.41		0.13			0.79	0.60
Control Delay	28.9	10.0		35.7	44.9	10.6		17.4			50.4	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	28.9	10.0		35.7	44.9	10.6		17.4			50.4	3.3
LOS	C	A		D	D	B		B			D	A
Approach Delay		24.7			28.0			17.4			14.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	261	48		2	78	0		13			130	20
Queue Length 95th (ft)	#642	109		10	156	54		44			235	65
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	939	1594		688	1039	931		723			544	1271
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.77	0.13		0.00	0.14	0.15		0.07			0.45	0.61

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 87.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 77.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	752	58	218	886
Future Volume (vph)	39	141	752	58	218	886
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.990			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1733	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1733	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			990
Travel Time (s)	18.1		16.6			15.0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	928	72	269	1094
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1000	0	269	1094
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	63.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	752	58	218	886
Future Vol, veh/h	39	141	752	58	218	886
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	928	72	269	1094

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2596	964	0	0	1000	0
Stage 1	964	-	-	-	-	-
Stage 2	1632	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 43	334	-	-	700	-
Stage 1	438	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 26	334	-	-	700	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	233	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 717.6	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	94	700	-
HCM Lane V/C Ratio	-	-	2.364	0.384	-
HCM Control Delay (s)	-	-	$ 717.6	13.3	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.2	1.8	-

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)	27	866	1095	241	67	9
Future Volume (vph)	27	866	1095	241	67	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.973		0.982	
Flt Protected		0.999			0.958	
Satd. Flow (prot)	0	3711	3638	0	3540	0
Flt Permitted		0.999			0.958	
Satd. Flow (perm)	0	3711	3638	0	3540	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		308	394		392	
Travel Time (s)		4.7	6.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	4%	10%	0%
Adj. Flow (vph)	33	1069	1352	298	83	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1102	1650	0	94	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1102	1650	94
Demand Flow Rate, veh/h	1166	1770	102
Vehicles Circulating, veh/h	91	33	1460
Vehicles Exiting, veh/h	1471	1224	33
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.7	8.2	12.7
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.529	0.471
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	310	4.645	4.328
Entry Flow, veh/h	548	618	686	774	1334	54	48
Cap Entry Lane, veh/h	1241	1314	1309	1381	0.962	352	410
Entry HV Adj Factor	0.945	0.945	0.926	0.926	298	0.923	0.920
Flow Entry, veh/h	518	584	635	716	1283	50	44
Cap Entry, veh/h	1173	1242	1213	1278	0.232	325	378
V/C Ratio	0.441	0.470	0.524	0.561	4.8	0.153	0.117
Control Delay, s/veh	7.7	7.8	8.8	9.1	A	13.8	11.4
LOS	A	A	A	A	1	B	B
95th %tile Queue, veh	2	3	3	4		1	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	894	39	99	1321	15	4
Future Volume (vph)	894	39	99	1321	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.994				0.969	
Flt Protected			0.950		0.963	
Satd. Flow (prot)	1811	0	1796	3224	1878	0
Flt Permitted			0.950		0.963	
Satd. Flow (perm)	1811	0	1796	3224	1878	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	562	
Travel Time (s)	2.5			9.2	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1028	45	114	1518	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1073	0	114	1518	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.2%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	894	39	99	1321	15	4
Future Vol, veh/h	894	39	99	1321	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1028	45	114	1518	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1073	0	2038	1051
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	987	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	657	-	99	322
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	429	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	657	-	82	322
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	52.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	97	-	-	657	-
HCM Lane V/C Ratio	0.225	-	-	0.173	-
HCM Control Delay (s)	52.6	-	-	11.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	441	220	182	725	76	200	109	79	194	178	485
Future Volume (vph)	282	441	220	182	725	76	200	109	79	194	178	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3273	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3273	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					13							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			1401			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	317	496	247	204	815	85	225	122	89	218	200	545
Shared Lane Traffic (%)												
Lane Group Flow (vph)	317	496	247	204	900	0	225	122	89	218	200	545
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	16.0	40.0	15.0	16.0	40.0		15.0	15.0	16.0	25.0	25.0	16.0
Total Split (%)	16.7%	41.7%	15.6%	16.7%	41.7%		15.6%	15.6%	16.7%	26.0%	26.0%	16.7%
Maximum Green (s)	12.0	35.0	10.0	12.0	35.0		10.0	10.0	12.0	20.0	20.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	11.6	35.8	50.5	11.6	35.8		9.7	9.7	22.2	19.9	19.9	36.5
Actuated g/C Ratio	0.12	0.37	0.53	0.12	0.37		0.10	0.10	0.23	0.21	0.21	0.38
v/c Ratio	0.80	0.76	0.30	0.51	0.73		0.67	0.67	0.26	0.64	0.53	0.91
Control Delay	57.3	35.7	14.2	38.5	29.0		51.7	60.6	17.5	44.4	39.7	49.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	35.7	14.2	38.5	29.0		51.7	60.6	17.5	44.4	39.7	49.0
LOS	E	D	B	D	C		D	E	B	D	D	D
Approach Delay		37.2			30.8			47.2			46.0	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	97	265	81	56	256		69	73	25	122	109	306
Queue Length 95th (ft)	#155	#390	130	m86	165		106	#144	49	198	177	#497
Internal Link Dist (ft)		525			1321			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	410	653	817	415	1230		350	188	353	342	380	603
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.76	0.30	0.49	0.73		0.64	0.65	0.25	0.64	0.53	0.90

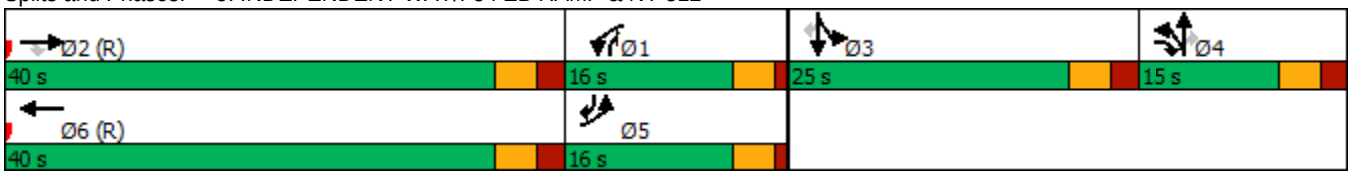
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 38.8 Intersection LOS: D
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	511	199	515	472	18
Future Volume (vph)	94	511	199	515	472	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1599	1728	1854	1765	1454
Flt Permitted	0.950		0.239			
Satd. Flow (perm)	1703	1599	435	1854	1765	1454
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1401	537	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	1%	5%	3%	3%	10%
Adj. Flow (vph)	108	587	229	592	543	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	587	229	592	543	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	24.0	37.0	37.0	72.0	35.0	35.0
Total Split (%)	25.0%	38.5%	38.5%	75.0%	36.5%	36.5%
Maximum Green (s)	19.0	32.0	32.0	67.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.7	48.7	74.3	74.3	37.3	37.3
Actuated g/C Ratio	0.12	0.51	0.77	0.77	0.39	0.39
v/c Ratio	0.52	0.72	0.30	0.41	0.79	0.04
Control Delay	47.1	23.7	11.3	7.2	33.2	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	23.7	11.3	7.2	33.2	16.2
LOS	D	C	B	A	C	B
Approach Delay	27.4			8.3	32.5	
Approach LOS	C			A	C	
Queue Length 50th (ft)	63	268	44	120	286	6
Queue Length 95th (ft)	102	312	m87	213	#519	m20
Internal Link Dist (ft)	648			1321	457	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	337	932	767	1434	684	564
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.63	0.30	0.41	0.79	0.04

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	1	0	0	217	390	1	0	406	32
Future Volume (vph)	17	0	83	1	0	0	217	390	1	0	406	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950					
Satd. Flow (prot)	0	1405	1129	0	817	0	1771	1829	0	0	1728	0
Flt Permitted		0.757			0.746		0.472					
Satd. Flow (perm)	0	1120	1129	0	642	0	880	1829	0	0	1728	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102								6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	100%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	1	0	0	226	406	1	0	423	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	86	0	1	0	226	407	0	0	456	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	11.0		10.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	66.0		56.0	56.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		10.4%	68.8%		58.3%	58.3%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		4.0	60.0		50.0	50.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.5	7.5		7.5		76.5	76.5			66.5	
Actuated g/C Ratio		0.08	0.08		0.08		0.80	0.80			0.69	
v/c Ratio		0.21	0.47		0.02		0.31	0.28			0.38	
Control Delay		45.9	15.2		40.0		3.1	2.4			7.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		45.9	15.2		40.0		3.1	2.4			7.5	
LOS		D	B		D		A	A			A	
Approach Delay		20.5			40.0			2.7			7.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		11	0		1		15	36			97	
Queue Length 95th (ft)		32	34		6		37	76			171	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)			355									
Base Capacity (vph)		280	358		160		738	1457			1198	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.06	0.24		0.01		0.31	0.28			0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 6.1 Intersection LOS: A
Intersection Capacity Utilization 62.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	761	171	7	0	223	214	7	15	2	139	18	910
Future Volume (vph)	761	171	7	0	223	214	7	15	2	139	18	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.991				0.850
Flt Protected	0.950							0.985			0.958	
Satd. Flow (prot)	1727	1757	0	1855	1845	1636	0	1873	0	0	1762	1615
Flt Permitted	0.430							0.896			0.729	
Satd. Flow (perm)	782	1757	0	1855	1845	1636	0	1704	0	0	1340	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				264		2				395
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	940	211	9	0	275	264	9	19	2	172	22	1123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	940	220	0	0	275	264	0	30	0	0	194	1123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

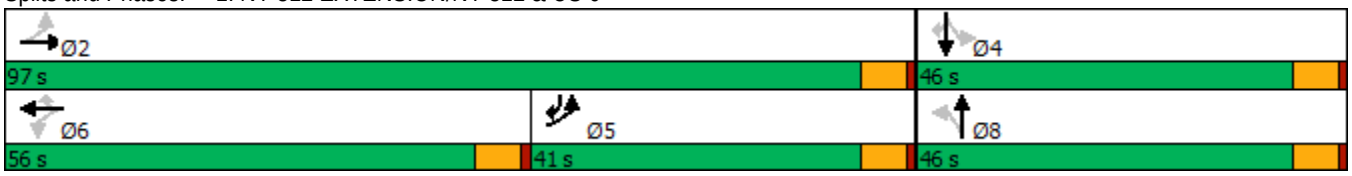
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	61.6	61.6			20.0	20.0		18.9			18.9	60.6
Actuated g/C Ratio	0.66	0.66			0.22	0.22		0.20			0.20	0.65
v/c Ratio	1.07	0.19			0.69	0.47		0.09			0.71	0.94
Control Delay	73.1	7.1			43.9	7.0		29.8			50.2	27.0
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	73.1	7.1			43.9	7.0		29.8			50.2	27.0
LOS	E	A			D	A		C			D	C
Approach Delay		60.6			25.8			29.8			30.4	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	~467	42			147	0		13			105	369
Queue Length 95th (ft)	#704	83			226	40		36			174	#643
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	882	1662			1011	1016		748			587	1192
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.07	0.13			0.27	0.26		0.04			0.33	0.94

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 92.7
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 41.1 Intersection LOS: D
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	953	37	144	1005
Future Volume (vph)	62	209	953	37	144	1005
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			981
Travel Time (s)	18.1		16.6			14.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	982	38	148	1036
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1020	0	148	1036
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	59.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	953	37	144	1005
Future Vol, veh/h	62	209	953	37	144	1005
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	982	38	148	1036

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2333	1001	0	0	1020	0
Stage 1	1001	-	-	-	-	-
Stage 2	1332	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 61	323	-	-	688	-
Stage 1	424	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 48	323	-	-	688	-
Mov Cap-2 Maneuver	~ 48	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 525.4	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	140	688	-
HCM Lane V/C Ratio	-	-	1.996	0.216	-
HCM Control Delay (s)	-	-	$ 525.4	11.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	22.2	0.8	-

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)	9	1153	1121	92	246	28
Future Volume (vph)	9	1153	1121	92	246	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.989		0.984	
Flt Protected					0.957	
Satd. Flow (prot)	0	3855	3934	0	3723	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	3855	3934	0	3723	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		318	420		392	
Travel Time (s)		4.8	6.4		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	11%	4%	0%
Adj. Flow (vph)	10	1341	1303	107	286	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1351	1410	0	319	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1351	1410	319
Demand Flow Rate, veh/h	1378	1422	330
Vehicles Circulating, veh/h	297	10	1303
Vehicles Exiting, veh/h	1336	1665	10
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.8	7.1	15.9
Approach LOS	B	A	C

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.530	0.470
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	119	4.645	4.328
Entry Flow, veh/h	648	730	612	691	1366	175	155
Cap Entry Lane, veh/h	1027	1103	1337	1408	0.901	407	469
Entry HV Adj Factor	0.980	0.981	1.001	0.999	107	0.966	0.967
Flow Entry, veh/h	635	716	612	691	1230	169	150
Cap Entry, veh/h	1007	1082	1338	1407	0.087	393	454
V/C Ratio	0.631	0.662	0.458	0.491	3.6	0.430	0.330
Control Delay, s/veh	12.6	12.9	7.2	7.5	A	18.0	13.5
LOS	B	B	A	A	0	C	B
95th %tile Queue, veh	5	5	2	3		2	1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1374	25	24	1156	57	88
Future Volume (vph)	1374	25	24	1156	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.918	
Flt Protected			0.950		0.981	
Satd. Flow (prot)	1867	0	1744	3319	1791	0
Flt Permitted			0.950		0.981	
Satd. Flow (perm)	1867	0	1744	3319	1791	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	400	
Travel Time (s)	2.5			9.2	9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1446	26	25	1217	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1472	0	25	1217	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1374	25	24	1156	57	88
Future Vol, veh/h	1374	25	24	1156	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1446	26	25	1217	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1472	0	2118	1459
Stage 1	-	-	-	-	1459	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	452	-	90	193
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	452	-	85	193
Mov Cap-2 Maneuver	-	-	-	-	85	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	202.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	-	-	452	-
HCM Lane V/C Ratio	1.183	-	-	0.056	-
HCM Control Delay (s)	202.8	-	-	13.4	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	9.2	-	-	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	358	745	328	253	601	82	325	102	347	88	105	170
Future Volume (vph)	358	745	328	253	601	82	325	102	347	88	105	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3493	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3493	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					20							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			1402			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	365	760	335	258	613	84	332	104	354	90	107	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	365	760	335	258	697	0	332	104	354	90	107	173
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

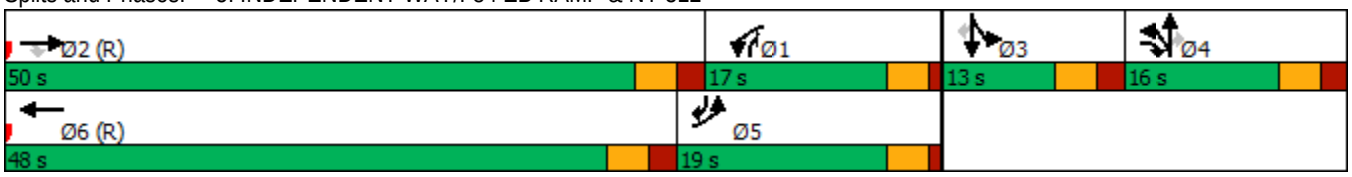
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	12.0	15.0		8.0	8.0	12.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	16.0	20.0		13.0	13.0	16.0	13.0	13.0	8.0
Total Split (s)	19.0	50.0	16.0	17.0	48.0		16.0	16.0	17.0	13.0	13.0	19.0
Total Split (%)	19.8%	52.1%	16.7%	17.7%	50.0%		16.7%	16.7%	17.7%	13.5%	13.5%	19.8%
Maximum Green (s)	15.0	45.0	11.0	13.0	43.0		11.0	11.0	13.0	8.0	8.0	15.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	15.0	45.1	61.0	13.0	43.1		10.9	10.9	24.9	8.0	8.0	28.0
Actuated g/C Ratio	0.16	0.47	0.64	0.14	0.45		0.11	0.11	0.26	0.08	0.08	0.29
v/c Ratio	0.67	0.86	0.33	0.55	0.44		0.85	0.48	0.86	0.63	0.69	0.38
Control Delay	45.0	34.9	9.2	41.2	17.0		62.4	47.9	45.5	63.5	66.0	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	34.9	9.2	41.2	17.0		62.4	47.9	45.5	63.5	66.0	30.0
LOS	D	C	A	D	B		E	D	D	E	E	C
Approach Delay		31.5			23.5			52.9			48.5	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	109	400	86	82	151		104	60	152	54	65	84
Queue Length 95th (ft)	157	#633	134	118	179		#174	113	#228	#122	#143	143
Internal Link Dist (ft)		528			1322			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	544	880	996	467	1580		397	219	414	142	156	461
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.86	0.34	0.55	0.44		0.84	0.47	0.86	0.63	0.69	0.38

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 35.9 Intersection LOS: D
Intersection Capacity Utilization 79.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	86	501	636	544	435	66
Future Volume (vph)	86	501	636	544	435	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1814	1909	1800	1480
Flt Permitted	0.950		0.321			
Satd. Flow (perm)	1736	1615	613	1909	1800	1480
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1402	536	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	545	691	591	473	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	545	691	591	473	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	24.0	36.0	36.0	72.0	36.0	36.0
Total Split (%)	25.0%	37.5%	37.5%	75.0%	37.5%	37.5%
Maximum Green (s)	19.0	31.0	31.0	67.0	31.0	31.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.0	47.0	75.0	75.0	39.0	39.0
Actuated g/C Ratio	0.11	0.49	0.78	0.78	0.41	0.41
v/c Ratio	0.47	0.69	0.80	0.40	0.65	0.12
Control Delay	46.1	23.6	23.8	6.6	25.1	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	23.6	23.8	6.6	25.1	15.4
LOS	D	C	C	A	C	B
Approach Delay	26.8			15.9	23.8	
Approach LOS	C			B	C	
Queue Length 50th (ft)	54	248	177	143	226	19
Queue Length 95th (ft)	95	308	m304	m214	#419	57
Internal Link Dist (ft)	648			1322	456	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	343	925	866	1491	731	601
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.59	0.80	0.40	0.65	0.12

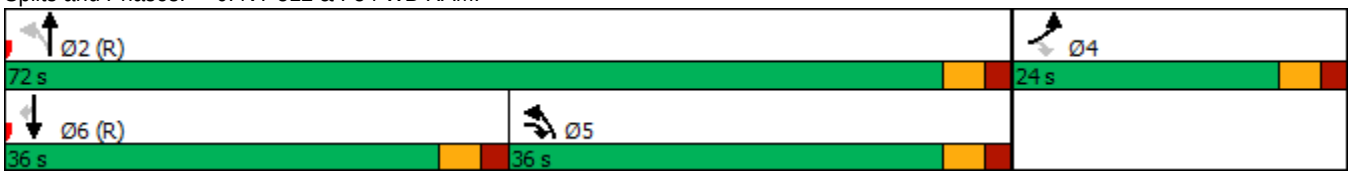
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 75.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	0	0	1	80	550	0	5	377	12
Future Volume (vph)	29	0	124	0	0	1	80	550	0	5	377	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865						0.996	
Flt Protected		0.950					0.950				0.999	
Satd. Flow (prot)	0	1721	1546	0	744	0	1675	1919	0	0	1790	0
Flt Permitted		0.757					0.514				0.993	
Satd. Flow (perm)	0	1371	1546	0	744	0	906	1919	0	0	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		307						2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	100%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	0	0	1	89	611	0	6	419	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	138	0	1	0	89	611	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	11.0		10.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	66.0		56.0	56.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		10.4%	68.8%		58.3%	58.3%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		4.0	60.0		50.0	50.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		8.1	8.1		8.1		75.9	75.9			67.9	
Actuated g/C Ratio		0.08	0.08		0.08		0.79	0.79			0.71	
v/c Ratio		0.28	0.54		0.00		0.12	0.40			0.35	
Control Delay		46.3	15.4		0.0		2.4	3.2			7.1	
Queue Delay		0.0	0.0		0.0		0.0	0.1			0.0	
Total Delay		46.3	15.4		0.0		2.4	3.3			7.1	
LOS		D	B		A		A	A			A	
Approach Delay		21.2						3.2			7.1	
Approach LOS		C						A			A	
Queue Length 50th (ft)		19	0		0		5	59			95	
Queue Length 95th (ft)		46	53		0		20	114			167	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)			355									
Base Capacity (vph)		342	490		416		748	1517			1259	
Starvation Cap Reductn		0	0		0		0	234			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.09	0.28		0.00		0.12	0.48			0.35	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 6.9 Intersection LOS: A
Intersection Capacity Utilization 73.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

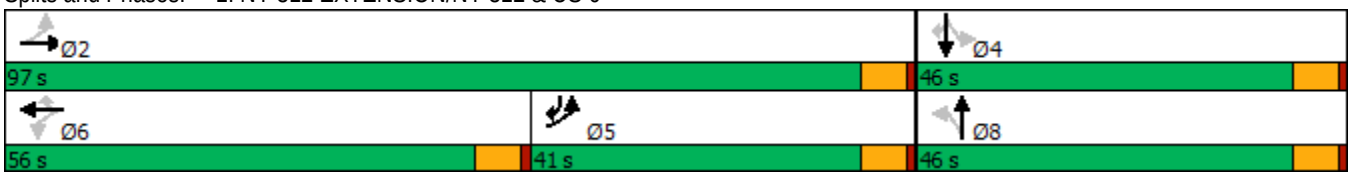
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	792	183	5	6	128	182	25	35	2	182	7	799
Future Volume (vph)	792	183	5	6	128	182	25	35	2	182	7	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.996				0.850
Flt Protected	0.950			0.950				0.980			0.954	
Satd. Flow (prot)	1710	1776	0	1762	1900	1669	0	1784	0	0	1736	1615
Flt Permitted	0.672			0.634				0.825			0.687	
Satd. Flow (perm)	1210	1776	0	1176	1900	1669	0	1502	0	0	1250	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				190		1				671
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	2%	0%	0%	1%	1%	4%	6%	0%	2%	0%	1%
Adj. Flow (vph)	825	191	5	6	133	190	26	36	2	190	7	832
Shared Lane Traffic (%)												
Lane Group Flow (vph)	825	196	0	6	133	190	0	64	0	0	197	832
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	51.7	51.7		11.7	11.7	11.7		17.8			17.8	57.8
Actuated g/C Ratio	0.63	0.63		0.14	0.14	0.14		0.22			0.22	0.71
v/c Ratio	0.85	0.17		0.04	0.49	0.47		0.20			0.72	0.62
Control Delay	25.5	7.3		32.8	40.3	9.7		28.0			46.5	3.4
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	25.5	7.3		32.8	40.3	9.7		28.0			46.5	3.4
LOS	C	A		C	D	A		C			D	A
Approach Delay		22.0			22.5			28.0			11.6	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	263	36		3	64	0		27			95	22
Queue Length 95th (ft)	#699	81		15	129	58		63			178	70
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	1008	1758		731	1181	1110		747			622	1338
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.82	0.11		0.01	0.11	0.17		0.09			0.32	0.62

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 81.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 82.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	169	972	37	146	948
Future Volume (vph)	40	169	972	37	146	948
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.995			
Flt Protected	0.991				0.950	
Satd. Flow (prot)	1607	0	1768	0	1728	1956
Flt Permitted	0.991				0.950	
Satd. Flow (perm)	1607	0	1768	0	1728	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			979
Travel Time (s)	18.1		16.6			14.8
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	20%	5%	1%
Adj. Flow (vph)	41	174	1002	38	151	977
Shared Lane Traffic (%)						
Lane Group Flow (vph)	215	0	1040	0	151	977
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	25.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	169	972	37	146	948
Future Vol, veh/h	40	169	972	37	146	948
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	20	5	1
Mvmt Flow	41	174	1002	38	151	977

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2300	1021	0	0	1040	0
Stage 1	1021	-	-	-	-	-
Stage 2	1279	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.15	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.245	-
Pot Cap-1 Maneuver	63	311	-	-	657	-
Stage 1	416	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	49	311	-	-	657	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	327	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	269.1	0	1.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	657	-
HCM Lane V/C Ratio	-	-	1.399	0.229	-
HCM Control Delay (s)	-	-	269.1	12.1	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	13.6	0.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	1132	1089	88	54	5
Future Volume (vph)	9	1132	1089	88	54	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.989		0.988	
Flt Protected					0.956	
Satd. Flow (prot)	0	3855	3898	0	3294	0
Flt Permitted					0.956	
Satd. Flow (perm)	0	3855	3898	0	3294	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		326	406		392	
Travel Time (s)		4.9	6.2		8.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	1%	11%	19%	0%
Adj. Flow (vph)	9	1179	1134	92	56	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1188	1226	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	7.0
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1188	1226	61
Demand Flow Rate, veh/h	1212	1247	72
Vehicles Circulating, veh/h	67	9	1145
Vehicles Exiting, veh/h	1150	1270	9
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.5	6.4	9.5
Approach LOS	A	A	A

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.528	0.472
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	102	4.645	4.328
Entry Flow, veh/h	570	642	538	607	1367	38	34
Cap Entry Lane, veh/h	1269	1341	1339	1409	0.901	471	537
Entry HV Adj Factor	0.980	0.981	0.990	0.990	92	0.851	0.843
Flow Entry, veh/h	559	630	533	601	1232	32	29
Cap Entry, veh/h	1244	1316	1326	1395	0.075	401	452
V/C Ratio	0.449	0.479	0.402	0.431	3.5	0.081	0.063
Control Delay, s/veh	7.5	7.6	6.5	6.7	A	10.2	8.8
LOS	A	A	A	A	0	B	A
95th %tile Queue, veh	2	3	2	2		0	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1170	16	11	1149	28	34
Future Volume (vph)	1170	16	11	1149	28	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.925	
Flt Protected			0.950		0.978	
Satd. Flow (prot)	1869	0	1796	3319	1821	0
Flt Permitted			0.950		0.978	
Satd. Flow (perm)	1869	0	1796	3319	1821	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			594	380	
Travel Time (s)	2.7			9.0	8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1272	17	12	1249	30	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1289	0	12	1249	67	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1170	16	11	1149	28	34
Future Vol, veh/h	1170	16	11	1149	28	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1272	17	12	1249	30	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1289	0	1930	1281
Stage 1	-	-	-	-	1281	-
Stage 2	-	-	-	-	649	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	545	-	113	244
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	584	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	545	-	111	244
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	584	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	43.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	545	-
HCM Lane V/C Ratio	0.427	-	-	0.022	-
HCM Control Delay (s)	43.7	-	-	11.8	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	344	507	430	526	57	437	225	359	50	215	179
Future Volume (vph)	319	344	507	430	526	57	437	225	359	50	215	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	1853	1591	3450	3507	0	3537	1845	1615	1662	1881	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	1853	1591	3450	3507	0	3537	1845	1615	1662	1881	1599
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					13							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		594			1403			539			757	
Travel Time (s)		9.0			21.3			12.3			17.2	
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 (%)	3%	2%	1%	2%	2%	1%	0%	4%	1%	5%	1%	1%
Adj. Flow (vph)	326	351	517	439	537	58	446	230	366	51	219	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	326	351	517	439	595	0	446	230	366	51	219	183
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

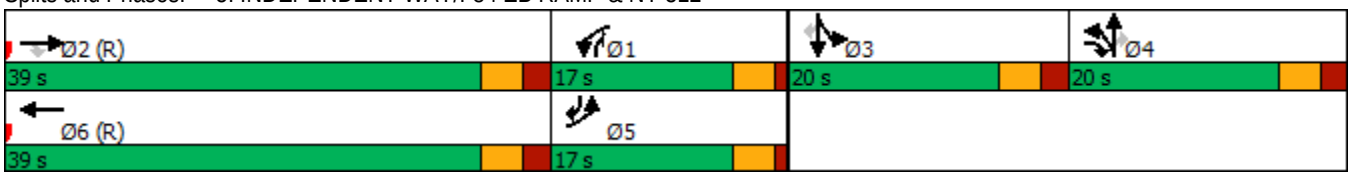
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	3.0	3.0	4.0
Minimum Split (s)	10.0	21.0	14.0	14.0	21.0		14.0	14.0	14.0	8.0	8.0	10.0
Total Split (s)	17.0	39.0	20.0	17.0	39.0		20.0	20.0	17.0	20.0	20.0	17.0
Total Split (%)	17.7%	40.6%	20.8%	17.7%	40.6%		20.8%	20.8%	17.7%	20.8%	20.8%	17.7%
Maximum Green (s)	13.0	34.0	15.0	13.0	34.0		15.0	15.0	13.0	15.0	15.0	13.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	13.0	34.8	55.2	13.0	34.8		15.4	15.4	29.4	13.8	13.8	31.8
Actuated g/C Ratio	0.14	0.36	0.58	0.14	0.36		0.16	0.16	0.31	0.14	0.14	0.33
v/c Ratio	0.71	0.52	0.57	0.94	0.46		0.79	0.78	0.74	0.21	0.81	0.35
Control Delay	49.2	27.8	16.2	62.7	25.5		50.1	58.2	28.8	38.0	63.5	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.2	27.8	16.2	62.7	25.5		50.1	58.2	28.8	38.0	63.5	26.1
LOS	D	C	B	E	C		D	E	C	D	E	C
Approach Delay		28.6			41.3			44.4			45.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	99	168	192	136	155		137	137	122	27	129	82
Queue Length 95th (ft)	145	256	291	#233	190		#208	#257	#200	62	#235	138
Internal Link Dist (ft)		514			1323			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	458	672	915	467	1281		567	296	494	259	293	549
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.52	0.57	0.94	0.46		0.79	0.78	0.74	0.20	0.75	0.33

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 38.6 Intersection LOS: D
Intersection Capacity Utilization 70.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	554	338	400	459	84
Future Volume (vph)	31	554	338	400	459	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1805	1599	1778	1891	1783	1583
Flt Permitted	0.950		0.332			
Satd. Flow (perm)	1805	1599	622	1891	1783	1583
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1403	534	
Travel Time (s)	16.5			21.3	8.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	2%	1%	2%	1%
Adj. Flow (vph)	32	565	345	408	468	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	565	345	408	468	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	39.0	24.0	24.0	57.0	33.0	33.0
Total Split (%)	40.6%	25.0%	25.0%	59.4%	34.4%	34.4%
Maximum Green (s)	34.0	19.0	19.0	52.0	28.0	28.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	46.2	63.8	63.8	39.8	39.8
Actuated g/C Ratio	0.23	0.48	0.66	0.66	0.41	0.41
v/c Ratio	0.08	0.74	0.54	0.32	0.63	0.13
Control Delay	24.7	25.2	24.7	13.9	24.9	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	25.2	24.7	13.9	24.9	16.2
LOS	C	C	C	B	C	B
Approach Delay	25.2			18.9	23.6	
Approach LOS	C			B	C	
Queue Length 50th (ft)	15	259	105	125	227	30
Queue Length 95th (ft)	33	301	m187	246	#452	77
Internal Link Dist (ft)	648			1323	454	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	639	966	642	1257	739	656
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.58	0.54	0.32	0.63	0.13

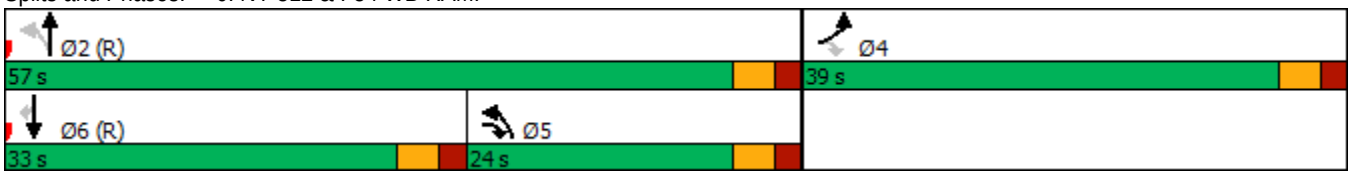
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 22.2 Intersection LOS: C
Intersection Capacity Utilization 66.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



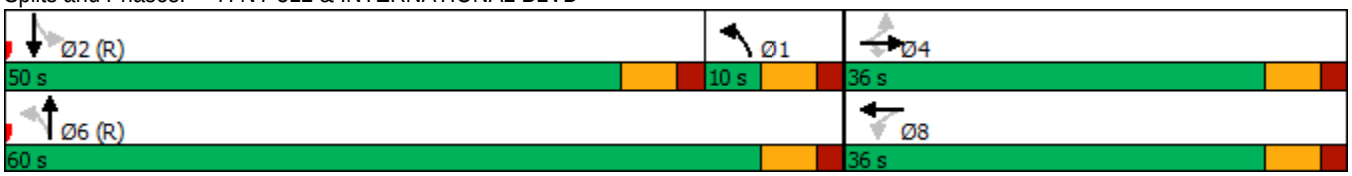
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	63	0	0	0	57	374	0	1	480	13
Future Volume (vph)	11	0	63	0	0	0	57	374	0	1	480	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.996	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1841	1517	0	1720	0	1617	1938	0	0	1836	0
Flt Permitted		0.757					0.469					
Satd. Flow (perm)	0	1467	1517	0	1720	0	798	1938	0	0	1836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102								2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		505			317			534			475	
Travel Time (s)		11.5			7.2			8.1			7.2	
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 (%)	0%	0%	5%	0%	0%	0%	15%	1%	0%	0%	0%	0%
Adj. Flow (vph)	12	0	67	0	0	0	61	398	0	1	511	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	67	0	0	0	61	398	0	0	526	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm				pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0		10.0	21.0		21.0	21.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		10.0	60.0		50.0	50.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		10.4%	62.5%		52.1%	52.1%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0		4.0	54.0		44.0	44.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		2.0	2.0	
Recall Mode	Min	Min	Min	None	None		Max	C-Max		C-Max	C-Max	
Act Effct Green (s)		6.5	6.5				77.5	77.5			67.5	
Actuated g/C Ratio		0.07	0.07				0.81	0.81			0.70	
v/c Ratio		0.12	0.34				0.09	0.25			0.41	
Control Delay		44.3	8.2				2.4	2.4			7.2	
Queue Delay		0.0	0.0				0.0	0.0			0.0	
Total Delay		44.3	8.2				2.4	2.4			7.2	
LOS		D	A				A	A			A	
Approach Delay		13.7						2.4			7.2	
Approach LOS		B						A			A	
Queue Length 50th (ft)		7	0				4	25			114	
Queue Length 95th (ft)		25	19				15	63			180	
Internal Link Dist (ft)		425			237			454			395	
Turn Bay Length (ft)			355									
Base Capacity (vph)		458	544				678	1564			1291	
Starvation Cap Reductn		0	0				0	0			0	
Spillback Cap Reductn		0	0				0	0			0	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.03	0.12				0.09	0.25			0.41	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 5.6 Intersection LOS: A
Intersection Capacity Utilization 59.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	686	186	2	3	133	135	5	24	21	216	12	727
Future Volume (vph)	686	186	2	3	133	135	5	24	21	216	12	727
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (prot)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (perm)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						182		23				519
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			636	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	754	204	2	3	146	148	5	26	23	237	13	799
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	475	485	0	3	146	148	0	54	0	0	250	799
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

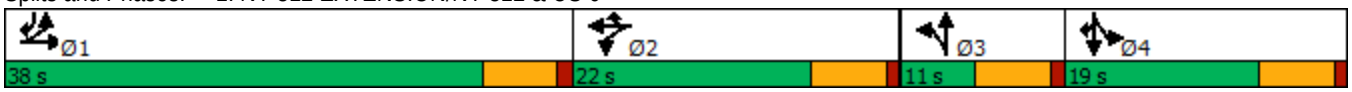
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		22.0	22.0	22.0	11.0	11.0		19.0	19.0	
Total Split (%)	42.2%	42.2%		24.4%	24.4%	24.4%	12.2%	12.2%		21.1%	21.1%	
Maximum Green (s)	32.0	32.0		16.0	16.0	16.0	5.0	5.0		13.0	13.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	29.9	29.9		12.0	12.0	12.0		5.1			13.3	49.4
Actuated g/C Ratio	0.37	0.37		0.15	0.15	0.15		0.06			0.16	0.60
v/c Ratio	0.82	0.84		0.01	0.57	0.40		0.46			0.98	0.70
Control Delay	38.8	40.1		31.0	43.2	6.4		40.2			90.8	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	38.8	40.1		31.0	43.2	6.4		40.2			90.8	8.0
LOS	D	D		C	D	A		D			F	A
Approach Delay		39.5			24.7			40.2			27.7	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	241	248		1	75	0		17			~151	74
Queue Length 95th (ft)	#442	#455		9	134	33		#62			#310	233
Internal Link Dist (ft)		683			685			259			556	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	631	632		352	352	441		118			256	1178
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.75	0.77		0.01	0.41	0.34		0.46			0.98	0.68

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 81.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 32.4 Intersection LOS: C
Intersection Capacity Utilization 71.2% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	787	58	218	916
Future Volume (vph)	39	141	787	58	218	916
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1735	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1735	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	972	72	269	1131
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1044	0	269	1131
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	72.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	787	58	218	916
Future Vol, veh/h	39	141	787	58	218	916
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	972	72	269	1131

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2677	1008	0	0	1044	0
Stage 1	1008	-	-	-	-	-
Stage 2	1669	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 39	316	-	-	674	-
Stage 1	421	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 23	316	-	-	674	-
Mov Cap-2 Maneuver	~ 23	-	-	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	225	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 851.8	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	84	674	-
HCM Lane V/C Ratio	-	-	2.646	0.399	-
HCM Control Delay (s)	-	-	$ 851.8	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	21.2	1.9	-

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)	31	897	1115	278	151	19
Future Volume (vph)	31	897	1115	278	151	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1834	1836	1531	1852	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1834	1836	1531	1852	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	726		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	3%	5%	0%
Adj. Flow (vph)	38	1107	1377	343	186	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	1107	1377	343	186	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	136.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	897	1115	278	151	19
Future Vol, veh/h	31	897	1115	278	151	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	210	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	6	8	3	5	0
Mvmt Flow	38	1107	1377	343	186	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1720	0	-	0	2560	1377
Stage 1	-	-	-	-	1377	-
Stage 2	-	-	-	-	1183	-
Critical Hdwy	4.1	-	-	-	6.05	6
Critical Hdwy Stg 1	-	-	-	-	5.05	-
Critical Hdwy Stg 2	-	-	-	-	5.05	-
Follow-up Hdwy	2.2	-	-	-	3.545	3.3
Pot Cap-1 Maneuver	373	-	-	-	~ 38	194
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	327	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	373	-	-	-	~ 34	194
Mov Cap-2 Maneuver	-	-	-	-	~ 34	-
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	327	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	$ 2001.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	373	-	-	-	34	194
HCM Lane V/C Ratio	0.103	-	-	-	5.483	0.121
HCM Control Delay (s)	15.8	-	-	$ 2250.3		26.1
HCM Lane LOS	C	-	-	-	F	D
HCM 95th %tile Q(veh)	0.3	-	-	-	22.2	0.4

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1009	39	99	1378	15	4
Future Volume (vph)	1009	39	99	1378	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1813	0	1796	3224	1850	1655
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1813	0	1796	3224	1850	1655
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	566	
Travel Time (s)	2.5			9.2	12.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1160	45	114	1584	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1205	0	114	1584	17	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1009	39	99	1378	15	4
Future Vol, veh/h	1009	39	99	1378	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1160	45	114	1584	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1205	0	2203	1183
Stage 1	-	-	-	-	1183	-
Stage 2	-	-	-	-	1020	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	586	-	81	275
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	416	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	586	-	65	275
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	416	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	66.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	65	275	-	-	586	-
HCM Lane V/C Ratio	0.265	0.017	-	-	0.194	-
HCM Control Delay (s)	79.3	18.3	-	-	12.6	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	514	220	182	765	99	200	109	79	230	178	502
Future Volume (vph)	324	514	220	182	765	99	200	109	79	230	178	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3262	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3262	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					18							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			836			539			757	
Travel Time (s)		9.2			12.7			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	364	578	247	204	860	111	225	122	89	258	200	564
Shared Lane Traffic (%)												
Lane Group Flow (vph)	364	578	247	204	971	0	225	122	89	258	200	564
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	2	1	6		4	4	1	3	3	5
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	20.0	12.0	20.0		13.0	13.0	12.0	12.0	12.0	8.0
Total Split (s)	16.0	47.0	47.0	16.0	47.0		16.0	16.0	16.0	17.0	17.0	16.0
Total Split (%)	16.7%	49.0%	49.0%	16.7%	49.0%		16.7%	16.7%	16.7%	17.7%	17.7%	16.7%
Maximum Green (s)	12.0	42.0	42.0	12.0	42.0		11.0	11.0	12.0	13.0	13.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	20.8	36.5	36.5	18.4	34.2		10.1	10.1	29.5	13.0	13.0	37.8
Actuated g/C Ratio	0.22	0.38	0.38	0.19	0.36		0.11	0.11	0.31	0.14	0.14	0.39
v/c Ratio	0.51	0.87	0.41	0.32	0.83		0.64	0.64	0.19	1.16	0.81	0.91
Control Delay	38.0	41.8	23.3	40.7	36.1		49.7	57.1	16.6	150.1	65.9	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	41.8	23.3	40.7	36.1		49.7	57.1	16.6	150.1	65.9	49.9
LOS	D	D	C	D	D		D	E	B	F	E	D
Approach Delay		36.8			36.9			45.0			78.3	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	102	317	108	60	272		68	72	26	~187	120	321
Queue Length 95th (ft)	#170	417	156	m92	264		105	128	58	#336	#231	#589
Internal Link Dist (ft)		525			756			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	710	765	689	637	1437		385	207	460	222	247	622
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.76	0.36	0.32	0.68		0.58	0.59	0.19	1.16	0.81	0.91

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 48.9 Intersection LOS: D
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

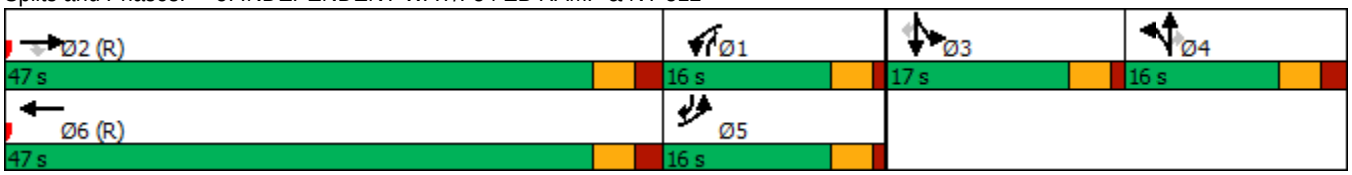
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



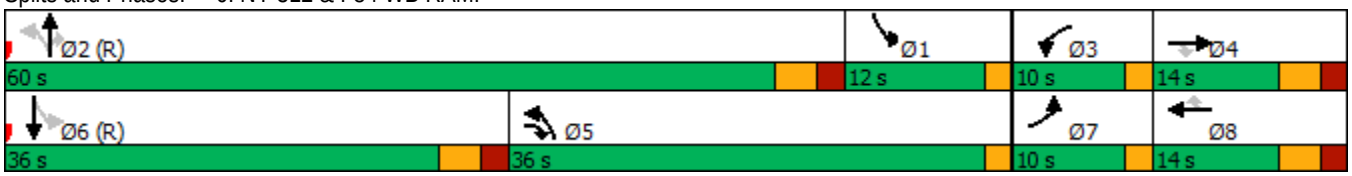
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	18	526	28	12	0	237	505	81	0	494	18
Future Volume (vph)	94	18	526	28	12	0	237	505	81	0	494	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.995	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1703	1900	1599	3502	1900	1900	1728	1854	1623	1881	3329	0
Flt Permitted	0.950			0.950			0.346					
Satd. Flow (perm)	1703	1900	1599	3502	1900	1900	629	1854	1623	1881	3329	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									93			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			358			570			537	
Travel Time (s)		16.5			8.1			8.6			8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	1%	0%	0%	0%	5%	3%	0%	0%	3%	10%
Adj. Flow (vph)	108	21	605	32	14	0	272	580	93	0	568	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	21	605	32	14	0	272	580	93	0	589	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	14.0	14.0	9.0	14.0	14.0	14.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	22.4	17.8	43.6	6.5	7.7		65.8	62.8	62.8		38.8	
Actuated g/C Ratio	0.23	0.19	0.45	0.07	0.08		0.69	0.65	0.65		0.40	
v/c Ratio	0.27	0.06	0.83	0.14	0.09		0.40	0.48	0.09		0.44	
Control Delay	31.6	29.9	30.1	43.0	40.1		20.3	18.5	6.8		19.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	31.6	29.9	30.1	43.0	40.1		20.3	18.5	6.8		19.2	
LOS	C	C	C	D	D		C	B	A		B	
Approach Delay		30.3			42.1			17.8			19.2	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	45	10	217	9	8		105	251	13		157	
Queue Length 95th (ft)	108	29	308	23	24		m121	m290	m18		190	
Internal Link Dist (ft)		648			278			490			457	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	396	356	729	291	198		898	1213	1094		1345	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.27	0.06	0.83	0.11	0.07		0.30	0.48	0.09		0.44	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 22.6 Intersection LOS: C
Intersection Capacity Utilization 61.0% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



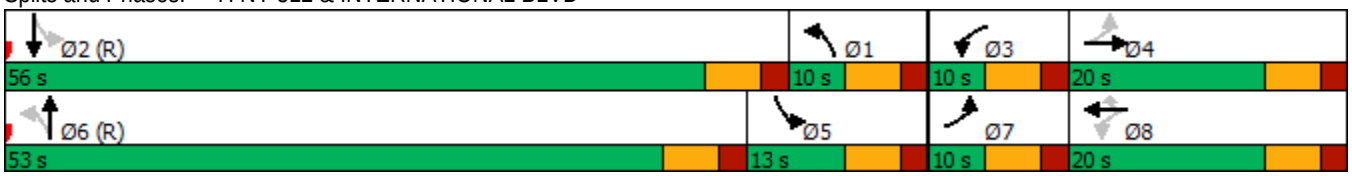
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	25	0	16	217	394	1	25	404	32
Future Volume (vph)	17	0	83	25	0	16	217	394	1	25	404	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1359	1168	0	1571	1720	1462	1771	1829	0	1751	1727	0
Flt Permitted	0.889			0.889			0.448			0.488		
Satd. Flow (perm)	1271	1168	0	1470	1720	1462	835	1829	0	899	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		473				464					6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	4%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	26	0	17	226	410	1	26	421	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	86	0	26	0	17	226	411	0	26	454	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	5.6		6.9		5.6	73.1	72.7		72.8	66.7	
Actuated g/C Ratio	0.07	0.06		0.07		0.06	0.76	0.76		0.76	0.69	
v/c Ratio	0.19	0.17		0.24		0.03	0.34	0.30		0.04	0.38	
Control Delay	41.1	0.7		42.2		0.1	3.0	4.4		3.8	8.5	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	0.7		42.2		0.1	3.0	4.4		3.8	8.5	
LOS	D	A		D		A	A	A		A	A	
Approach Delay		7.7			25.6			3.9			8.3	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	11	0		16		0	5	10		2	91	
Queue Length 95th (ft)	30	0		37		0	34	128		11	201	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	94	574		109		609	674	1385		752	1202	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.19	0.15		0.24		0.03	0.34	0.30		0.03	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 58.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	847	171	7	0	223	228	7	15	2	157	18	1013
Future Volume (vph)	847	171	7	0	223	228	7	15	2	157	18	1013
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.991				0.850
Flt Protected	0.950	0.968						0.985			0.957	
Satd. Flow (prot)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Flt Permitted	0.950	0.968						0.985			0.957	
Satd. Flow (perm)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				281		2				546
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			631	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	1046	211	9	0	275	281	9	19	2	194	22	1251
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	628	638	0	0	275	281	0	30	0	0	216	1251
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
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)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	32.0	32.0		27.0	27.0	27.0	20.0	20.0		11.0	11.0	
Total Split (%)	35.6%	35.6%		30.0%	30.0%	30.0%	22.2%	22.2%		12.2%	12.2%	
Maximum Green (s)	26.0	26.0		21.0	21.0	21.0	14.0	14.0		5.0	5.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	26.4	26.4			18.1	18.1		6.8			5.1	37.6
Actuated g/C Ratio	0.36	0.36			0.25	0.25		0.09			0.07	0.52
v/c Ratio	1.06	1.06			0.60	0.45		0.17			1.77	1.14
Control Delay	79.9	82.2			31.4	6.2		34.2			401.6	88.7
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	79.9	82.2			31.4	6.2		34.2			401.6	88.7
LOS	E	F			C	A		C			F	F
Approach Delay		81.1			18.6			34.3			134.8	
Approach LOS		F			B			C			F	
Queue Length 50th (ft)	~276	~287			97	0		11			~136	~503
Queue Length 95th (ft)	#561	#575			184	39		35			#282	#740
Internal Link Dist (ft)		683			685			259			551	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	595	600			540	678		367			122	1098
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.06	1.06			0.51	0.41		0.08			1.77	1.14

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.77
Intersection Signal Delay: 93.9 Intersection LOS: F
Intersection Capacity Utilization 93.6% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	1053	37	144	1126
Future Volume (vph)	62	209	1053	37	144	1126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	1086	38	148	1161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1124	0	148	1161
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	85.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	1053	37	144	1126
Future Vol, veh/h	62	209	1053	37	144	1126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	1086	38	148	1161

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2562	1105	0	0	1124	0
Stage 1	1105	-	-	-	-	-
Stage 2	1457	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 45	284	-	-	629	-
Stage 1	385	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 34	284	-	-	629	-
Mov Cap-2 Maneuver	~ 34	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	276	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 826.2	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	106	629	-
HCM Lane V/C Ratio	-	-	2.636	0.236	-
HCM Control Delay (s)	-	-	$ 826.2	12.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	25.7	0.9	-

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)	10	1252	1228	97	372	42
Future Volume (vph)	10	1252	1228	97	372	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1906	1983	1433	1888	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1906	1983	1433	1888	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	727		392	
Travel Time (s)		19.9	11.0		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	10%	3%	0%
Adj. Flow (vph)	12	1456	1428	113	433	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	1456	1428	113	433	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 93.2%	ICU Level of Service F
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1033.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1252	1228	97	372	42
Future Vol, veh/h	10	1252	1228	97	372	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	210	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	10	3	0
Mvmt Flow	12	1456	1428	113	433	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1541	0	-	0	2908	1428
Stage 1	-	-	-	-	1428	-
Stage 2	-	-	-	-	1480	-
Critical Hdwy	4.1	-	-	-	6.03	6
Critical Hdwy Stg 1	-	-	-	-	5.03	-
Critical Hdwy Stg 2	-	-	-	-	5.03	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	437	-	-	-	~ 24	181
Stage 1	-	-	-	-	~ 258	-
Stage 2	-	-	-	-	~ 245	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	437	-	-	-	~ 23	181
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	~ 251	-
Stage 2	-	-	-	-	~ 245	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 7494.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	437	-	-	-	23	181
HCM Lane V/C Ratio	0.027	-	-	-	18.807	0.27
HCM Control Delay (s)	13.5	-	-	-	$ 8336.7	32.1
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.1	-	-	-	54.2	1

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1599	25	24	1268	57	88
Future Volume (vph)	1599	25	24	1268	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1867	0	1744	3319	1850	1623
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1867	0	1744	3319	1850	1623
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	459	
Travel Time (s)	2.5			9.2	10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1683	26	25	1335	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1709	0	25	1335	60	93
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1599	25	24	1268	57	88
Future Vol, veh/h	1599	25	24	1268	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1683	26	25	1335	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1709	0	2414	1696
Stage 1	-	-	-	-	1696	-
Stage 2	-	-	-	-	718	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	366	-	62	144
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	366	-	~ 58	144
Mov Cap-2 Maneuver	-	-	-	-	~ 58	-
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	549	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	136.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	58	144	-	-	366	-
HCM Lane V/C Ratio	1.034	0.643	-	-	0.069	-
HCM Control Delay (s)	245	66.7	-	-	15.6	-
HCM Lane LOS	F	F	-	-	C	-
HCM 95th %tile Q(veh)	4.9	3.5	-	-	0.2	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	907	328	253	711	128	325	102	347	130	105	172
Future Volume (vph)	421	907	328	253	711	128	325	102	347	130	105	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					29							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			861			539			757	
Travel Time (s)		9.2			13.0			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	430	926	335	258	726	131	332	104	354	133	107	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	430	926	335	258	857	0	332	104	354	133	107	176
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	2	1	6		4	4	1	3	3	5
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	20.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	16.0	50.0	50.0	17.0	51.0		16.0	16.0	17.0	13.0	13.0	16.0
Total Split (%)	16.7%	52.1%	52.1%	17.7%	53.1%		16.7%	16.7%	17.7%	13.5%	13.5%	16.7%
Maximum Green (s)	12.0	45.0	45.0	13.0	46.0		11.0	11.0	13.0	8.0	8.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	12.0	45.1	45.1	13.0	46.1		10.9	10.9	24.9	8.0	8.0	25.0
Actuated g/C Ratio	0.12	0.47	0.47	0.14	0.48		0.11	0.11	0.26	0.08	0.08	0.26
v/c Ratio	0.99	1.05	0.45	0.55	0.51		0.85	0.48	0.86	0.94	0.69	0.43
Control Delay	83.8	71.9	19.5	48.3	17.7		62.4	47.9	45.5	106.4	66.0	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.8	71.9	19.5	48.3	17.7		62.4	47.9	45.5	106.4	66.0	33.4
LOS	F	E	B	D	B		E	D	D	F	E	C
Approach Delay		64.5			24.8			52.9			65.1	
Approach LOS		E			C			D			E	
Queue Length 50th (ft)	137	~623	133	77	210		104	60	152	82	65	89
Queue Length 95th (ft)	#235	#858	207	123	107		#174	113	#228	#195	#143	153
Internal Link Dist (ft)		528			781			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	435	880	747	467	1685		397	219	414	142	156	412
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.05	0.45	0.55	0.51		0.84	0.47	0.86	0.94	0.69	0.43

Intersection Summary

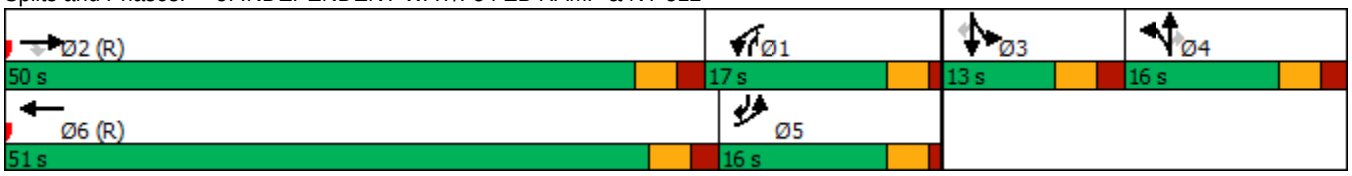
Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 51.3 Intersection LOS: D
Intersection Capacity Utilization 88.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	73	487	121	80	0	692	507	185	0	496	66
Future Volume (vph)	86	73	487	121	80	0	692	507	185	0	496	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.982	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	1900	1615	3502	1900	1900	1814	1909	1623	1881	3332	0
Flt Permitted	0.950			0.950			0.292					
Satd. Flow (perm)	1736	1900	1615	3502	1900	1900	558	1909	1623	1881	3332	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									201			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			396			542			536	
Travel Time (s)		16.5			9.0			8.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	79	529	132	87	0	752	551	201	0	539	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	79	529	132	87	0	752	551	201	0	611	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	8.0	9.1	49.1	8.0	10.7		69.9	66.9	66.9		27.9	
Actuated g/C Ratio	0.08	0.09	0.51	0.08	0.11		0.73	0.70	0.70		0.29	
v/c Ratio	0.65	0.44	0.64	0.46	0.41		0.84	0.41	0.17		0.63	
Control Delay	64.0	49.0	14.4	47.2	47.4		27.6	10.0	2.5		27.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	64.0	49.0	14.4	47.2	47.4		27.6	10.0	2.5		27.9	
LOS	E	D	B	D	D		C	B	A		C	
Approach Delay		24.9			47.3			17.8			27.9	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	55	45	137	39	51		304	197	14		186	
Queue Length 95th (ft)	#126	93	236	70	100		m250	m171	m15		238	
Internal Link Dist (ft)		648			316			462			456	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	152	187	831	300	211		897	1330	1191		1107	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.61	0.42	0.64	0.44	0.41		0.84	0.41	0.17		0.55	

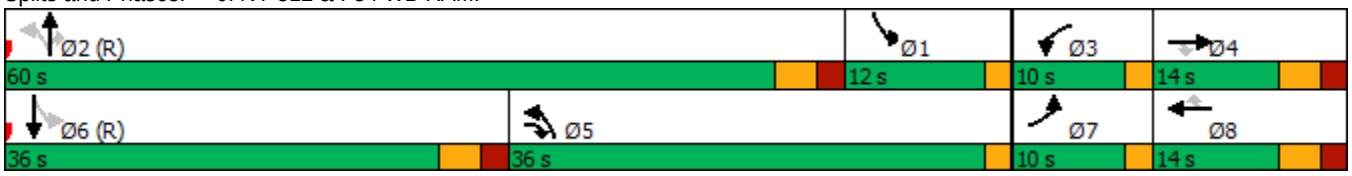
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 77.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	80	0	122	80	557	0	116	351	12
Future Volume (vph)	29	0	124	80	0	122	80	557	0	116	351	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1663	1599	0	1634	1720	1448	1675	1919	0	1751	1789	0
Flt Permitted	0.757			0.526			0.479			0.313		
Satd. Flow (perm)	1325	1599	0	905	1720	1448	845	1919	0	577	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		465				319					3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	1%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	89	0	136	89	619	0	129	390	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	138	0	89	0	136	89	619	0	129	403	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	11.0		10.0	11.0	11.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	8.8	5.6		10.0		7.6	61.7	57.7		68.0	62.4	
Actuated g/C Ratio	0.09	0.06		0.10		0.08	0.64	0.60		0.71	0.65	
v/c Ratio	0.24	0.26		0.71		0.33	0.15	0.54		0.26	0.35	
Control Delay	39.0	1.2		68.3		2.2	4.0	8.8		6.7	9.7	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.2		0.0	0.0	
Total Delay	39.0	1.2		68.3		2.2	4.0	9.0		6.7	9.7	
LOS	D	A		E		A	A	A		A	A	
Approach Delay		8.3			28.3			8.4			9.0	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	17	0		49		0	8	144		21	113	
Queue Length 95th (ft)	43	0		#101		0	m24	233		38	171	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	136	630		126		487	577	1153		495	1163	
Starvation Cap Reductn	0	0		0		0	0	99		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.24	0.22		0.71		0.28	0.15	0.59		0.26	0.35	

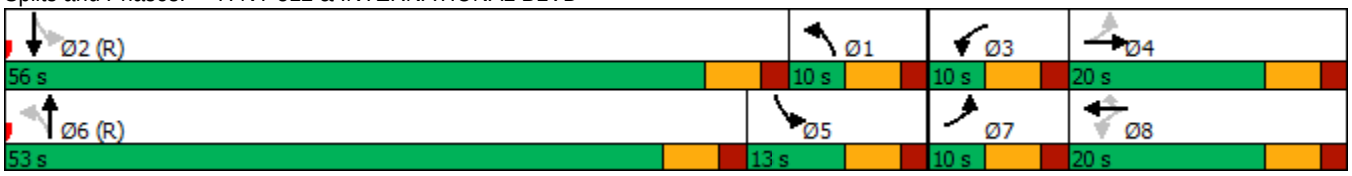
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 67.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	686	186	2	3	133	135	5	24	21	216	12	727
Future Volume (vph)	686	186	2	3	133	135	5	24	21	216	12	727
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (prot)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (perm)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						182		23				519
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			636	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	754	204	2	3	146	148	5	26	23	237	13	799
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	475	485	0	3	146	148	0	54	0	0	250	799
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

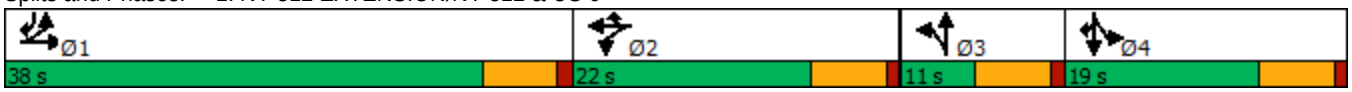
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		22.0	22.0	22.0	11.0	11.0		19.0	19.0	
Total Split (%)	42.2%	42.2%		24.4%	24.4%	24.4%	12.2%	12.2%		21.1%	21.1%	
Maximum Green (s)	32.0	32.0		16.0	16.0	16.0	5.0	5.0		13.0	13.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	29.9	29.9		12.0	12.0	12.0		5.1			13.3	49.4
Actuated g/C Ratio	0.37	0.37		0.15	0.15	0.15		0.06			0.16	0.60
v/c Ratio	0.82	0.84		0.01	0.57	0.40		0.46			0.98	0.70
Control Delay	38.8	40.1		31.0	43.2	6.4		40.2			90.8	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	38.8	40.1		31.0	43.2	6.4		40.2			90.8	8.0
LOS	D	D		C	D	A		D			F	A
Approach Delay		39.5			24.7			40.2			27.7	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	241	248		1	75	0		17			~151	74
Queue Length 95th (ft)	#442	#455		9	134	33		#62			#310	233
Internal Link Dist (ft)		683			685			259			556	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	631	632		352	352	441		118			256	1178
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.75	0.77		0.01	0.41	0.34		0.46			0.98	0.68

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 81.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 32.4 Intersection LOS: C
Intersection Capacity Utilization 71.2% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	787	58	218	916
Future Volume (vph)	39	141	787	58	218	916
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1735	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1735	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	972	72	269	1131
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1044	0	269	1131
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	72.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	787	58	218	916
Future Vol, veh/h	39	141	787	58	218	916
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	972	72	269	1131

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2677	1008	0	0	1044	0
Stage 1	1008	-	-	-	-	-
Stage 2	1669	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 39	316	-	-	674	-
Stage 1	421	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 23	316	-	-	674	-
Mov Cap-2 Maneuver	~ 23	-	-	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	225	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 851.8	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	84	674	-
HCM Lane V/C Ratio	-	-	2.646	0.399	-
HCM Control Delay (s)	-	-	$ 851.8	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	21.2	1.9	-

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)	31	897	1115	278	151	19
Future Volume (vph)	31	897	1115	278	151	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.983	
Flt Protected	0.950				0.957	
Satd. Flow (prot)	1727	1834	1836	1531	3577	0
Flt Permitted	0.038				0.957	
Satd. Flow (perm)	69	1834	1836	1531	3577	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				343	7	
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	432		392	
Travel Time (s)		19.8	6.5		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	3%	5%	0%
Adj. Flow (vph)	38	1107	1377	343	186	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	1107	1377	343	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	125.0	114.0	15.0	15.0	
Total Split (%)	7.9%	89.3%	81.4%	10.7%	10.7%	
Maximum Green (s)	5.0	119.0	108.0	9.0	9.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	110.0	108.6	100.4	117.6	9.3	
Actuated g/C Ratio	0.84	0.83	0.77	0.90	0.07	
v/c Ratio	0.31	0.72	0.97	0.24	0.80	
Control Delay	19.2	7.5	33.4	0.5	82.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.2	7.5	33.4	0.5	82.5	
LOS	B	A	C	A	F	
Approach Delay		7.9	26.8		82.5	
Approach LOS		A	C		F	
Queue Length 50th (ft)	4	292	996	0	95	
Queue Length 95th (ft)	13	301	966	5	#142	
Internal Link Dist (ft)		1227	352		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	123	1613	1500	1415	261	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.69	0.92	0.24	0.80	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 130.2
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 73.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1009	39	99	1378	15	4
Future Volume (vph)	1009	39	99	1378	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1813	0	1796	3224	1850	1655
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1813	0	1796	3224	1850	1655
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	566	
Travel Time (s)	2.5			9.2	12.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1160	45	114	1584	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1205	0	114	1584	17	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1009	39	99	1378	15	4
Future Vol, veh/h	1009	39	99	1378	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1160	45	114	1584	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1205	0	2203	1183
Stage 1	-	-	-	-	1183	-
Stage 2	-	-	-	-	1020	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	586	-	81	275
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	416	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	586	-	65	275
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	416	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	66.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	65	275	-	-	586	-
HCM Lane V/C Ratio	0.265	0.017	-	-	0.194	-
HCM Control Delay (s)	79.3	18.3	-	-	12.6	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	514	220	182	765	99	200	109	79	230	178	502
Future Volume (vph)	324	514	220	182	765	99	200	109	79	230	178	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3262	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3262	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					18							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			836			539			757	
Travel Time (s)		9.2			12.7			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	364	578	247	204	860	111	225	122	89	258	200	564
Shared Lane Traffic (%)												
Lane Group Flow (vph)	364	578	247	204	971	0	225	122	89	258	200	564
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	12.0	12.0	8.0
Total Split (s)	16.0	47.0	16.0	16.0	47.0		16.0	16.0	16.0	17.0	17.0	16.0
Total Split (%)	16.7%	49.0%	16.7%	16.7%	49.0%		16.7%	16.7%	16.7%	17.7%	17.7%	16.7%
Maximum Green (s)	12.0	42.0	11.0	12.0	42.0		11.0	11.0	12.0	13.0	13.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	14.6	36.0	51.6	12.3	33.7		10.6	10.6	23.9	19.1	19.1	37.7
Actuated g/C Ratio	0.15	0.38	0.54	0.13	0.35		0.11	0.11	0.25	0.20	0.20	0.39
v/c Ratio	0.73	0.88	0.29	0.48	0.84		0.60	0.61	0.24	0.79	0.55	0.91
Control Delay	48.3	43.4	12.3	45.2	37.0		48.0	54.3	17.8	58.7	44.3	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	43.4	12.3	45.2	37.0		48.0	54.3	17.8	58.7	44.3	50.2
LOS	D	D	B	D	D		D	D	B	E	D	D
Approach Delay		38.4			38.4			43.6			51.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	108	317	75	62	271		68	72	26	155	114	321
Queue Length 95th (ft)	#170	417	104	m92	264		105	128	58	#336	#231	#589
Internal Link Dist (ft)		525			756			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	501	765	836	429	1437		385	207	374	326	363	621
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.76	0.30	0.48	0.68		0.58	0.59	0.24	0.79	0.55	0.91

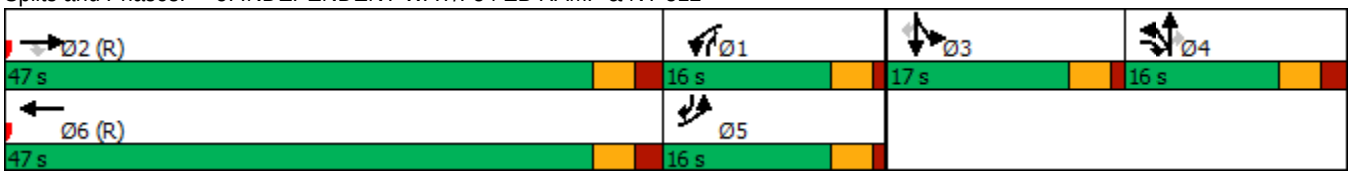
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



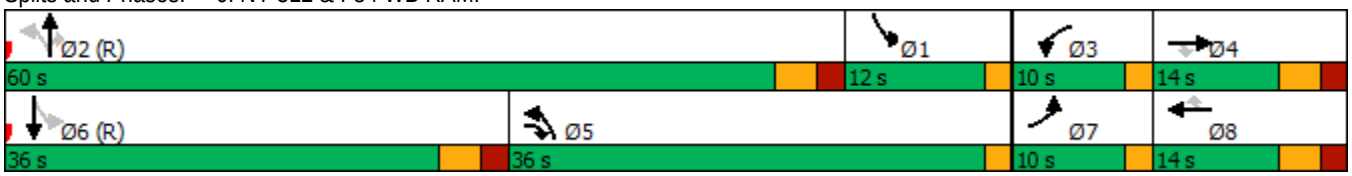
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	18	526	28	12	0	237	505	81	0	494	18
Future Volume (vph)	94	18	526	28	12	0	237	505	81	0	494	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.995	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1703	1900	1599	3502	1900	1900	1728	1854	1623	1881	3329	0
Flt Permitted	0.950			0.950			0.346					
Satd. Flow (perm)	1703	1900	1599	3502	1900	1900	629	1854	1623	1881	3329	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									93			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			358			570			537	
Travel Time (s)		16.5			8.1			8.6			8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	1%	0%	0%	0%	5%	3%	0%	0%	3%	10%
Adj. Flow (vph)	108	21	605	32	14	0	272	580	93	0	568	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	21	605	32	14	0	272	580	93	0	589	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	14.0	14.0	9.0	14.0	14.0	14.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	22.4	17.8	43.6	6.5	7.7		65.8	62.8	62.8		38.8	
Actuated g/C Ratio	0.23	0.19	0.45	0.07	0.08		0.69	0.65	0.65		0.40	
v/c Ratio	0.27	0.06	0.83	0.14	0.09		0.40	0.48	0.09		0.44	
Control Delay	31.6	29.9	30.1	43.0	40.1		20.8	18.8	6.8		19.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	31.6	29.9	30.1	43.0	40.1		20.8	18.8	6.8		19.2	
LOS	C	C	C	D	D		C	B	A		B	
Approach Delay		30.3			42.1			18.2			19.2	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	45	10	217	9	8		105	251	13		157	
Queue Length 95th (ft)	108	29	308	23	24		m134	316	m22		190	
Internal Link Dist (ft)		648			278			490			457	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	396	356	729	291	198		898	1213	1094		1345	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.27	0.06	0.83	0.11	0.07		0.30	0.48	0.09		0.44	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 61.0% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



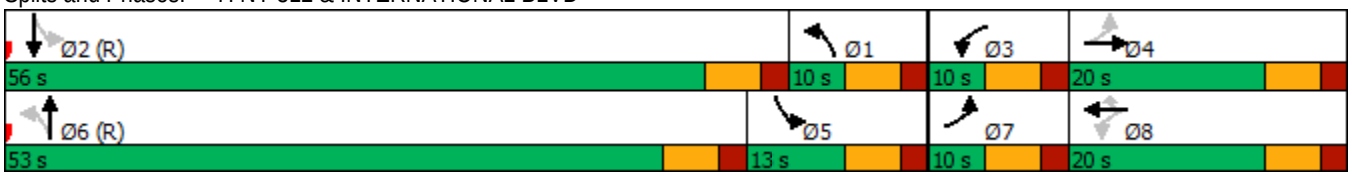
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	25	0	16	217	394	1	25	404	32
Future Volume (vph)	17	0	83	25	0	16	217	394	1	25	404	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1359	1168	0	1571	1720	1462	1771	1829	0	1751	1727	0
Flt Permitted	0.889			0.889			0.448			0.488		
Satd. Flow (perm)	1271	1168	0	1470	1720	1462	835	1829	0	899	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		473				464					6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	4%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	26	0	17	226	410	1	26	421	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	86	0	26	0	17	226	411	0	26	454	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	5.6		6.9		5.6	73.1	72.7		72.8	66.7	
Actuated g/C Ratio	0.07	0.06		0.07		0.06	0.76	0.76		0.76	0.69	
v/c Ratio	0.19	0.17		0.24		0.03	0.34	0.30		0.04	0.38	
Control Delay	41.1	0.7		42.2		0.1	3.0	4.3		3.8	8.5	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	0.7		42.2		0.1	3.0	4.3		3.8	8.5	
LOS	D	A		D		A	A	A		A	A	
Approach Delay		7.7			25.6			3.8			8.3	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	11	0		16		0	5	9		2	91	
Queue Length 95th (ft)	30	0		37		0	34	128		11	201	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	94	574		109		609	674	1385		752	1202	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.19	0.15		0.24		0.03	0.34	0.30		0.03	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 58.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	847	171	7	0	223	228	7	15	2	157	18	1013
Future Volume (vph)	847	171	7	0	223	228	7	15	2	157	18	1013
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.991				0.850
Flt Protected	0.950	0.968						0.985			0.957	
Satd. Flow (prot)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Flt Permitted	0.950	0.968						0.985			0.957	
Satd. Flow (perm)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				281		2				546
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			631	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	1046	211	9	0	275	281	9	19	2	194	22	1251
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	628	638	0	0	275	281	0	30	0	0	216	1251
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
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)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	32.0	32.0		27.0	27.0	27.0	20.0	20.0		11.0	11.0	
Total Split (%)	35.6%	35.6%		30.0%	30.0%	30.0%	22.2%	22.2%		12.2%	12.2%	
Maximum Green (s)	26.0	26.0		21.0	21.0	21.0	14.0	14.0		5.0	5.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	26.4	26.4			18.1	18.1		6.8			5.1	37.6
Actuated g/C Ratio	0.36	0.36			0.25	0.25		0.09			0.07	0.52
v/c Ratio	1.06	1.06			0.60	0.45		0.17			1.77	1.14
Control Delay	79.9	82.2			31.4	6.2		34.2			401.6	88.7
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	79.9	82.2			31.4	6.2		34.2			401.6	88.7
LOS	E	F			C	A		C			F	F
Approach Delay		81.1			18.6			34.3			134.8	
Approach LOS		F			B			C			F	
Queue Length 50th (ft)	~276	~287			97	0		11			~136	~503
Queue Length 95th (ft)	#561	#575			184	39		35			#282	#740
Internal Link Dist (ft)		683			685			259			551	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	595	600			540	678		367			122	1098
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.06	1.06			0.51	0.41		0.08			1.77	1.14

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.77
Intersection Signal Delay: 93.9 Intersection LOS: F
Intersection Capacity Utilization 93.6% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	1053	37	144	1126
Future Volume (vph)	62	209	1053	37	144	1126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	1086	38	148	1161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1124	0	148	1161
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	85.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	1053	37	144	1126
Future Vol, veh/h	62	209	1053	37	144	1126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	1086	38	148	1161

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2562	1105	0	0	1124	0
Stage 1	1105	-	-	-	-	-
Stage 2	1457	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 45	284	-	-	629	-
Stage 1	385	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 34	284	-	-	629	-
Mov Cap-2 Maneuver	~ 34	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	276	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 826.2	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	106	629	-
HCM Lane V/C Ratio	-	-	2.636	0.236	-
HCM Control Delay (s)	-	-	$ 826.2	12.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	25.7	0.9	-

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)	10	1252	1228	97	372	42
Future Volume (vph)	10	1252	1228	97	372	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.985	
Flt Protected	0.950				0.957	
Satd. Flow (prot)	1727	1906	1983	1433	3645	0
Flt Permitted	0.036				0.957	
Satd. Flow (perm)	65	1906	1983	1433	3645	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				113		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	440		392	
Travel Time (s)		19.9	6.7		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	10%	3%	0%
Adj. Flow (vph)	12	1456	1428	113	433	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	1456	1428	113	482	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	115.0	104.0	25.0	25.0	
Total Split (%)	7.9%	82.1%	74.3%	17.9%	17.9%	
Maximum Green (s)	5.0	109.0	98.0	19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	109.0	109.0	104.6	133.2	19.0	
Actuated g/C Ratio	0.78	0.78	0.75	0.95	0.14	
v/c Ratio	0.11	0.98	0.96	0.08	0.98	
Control Delay	8.0	34.8	33.8	0.3	94.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.0	34.8	33.8	0.3	94.7	
LOS	A	C	C	A	F	
Approach Delay		34.6	31.4		94.7	
Approach LOS		C	C		F	
Queue Length 50th (ft)	2	1073	887	0	228	
Queue Length 95th (ft)	6	#1482	#1521	5	#316	
Internal Link Dist (ft)		1232	360		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	109	1483	1481	1369	494	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.11	0.98	0.96	0.08	0.98	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 41.5 Intersection LOS: D
Intersection Capacity Utilization 87.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1599	25	24	1268	57	88
Future Volume (vph)	1599	25	24	1268	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1867	0	1744	3319	1850	1623
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1867	0	1744	3319	1850	1623
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	459	
Travel Time (s)	2.5			9.2	10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1683	26	25	1335	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1709	0	25	1335	60	93
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1599	25	24	1268	57	88
Future Vol, veh/h	1599	25	24	1268	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1683	26	25	1335	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1709	0	2414	1696
Stage 1	-	-	-	-	1696	-
Stage 2	-	-	-	-	718	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	366	-	62	144
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	366	-	~ 58	144
Mov Cap-2 Maneuver	-	-	-	-	~ 58	-
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	549	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	136.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	58	144	-	-	366	-
HCM Lane V/C Ratio	1.034	0.643	-	-	0.069	-
HCM Control Delay (s)	245	66.7	-	-	15.6	-
HCM Lane LOS	F	F	-	-	C	-
HCM 95th %tile Q(veh)	4.9	3.5	-	-	0.2	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	907	328	253	711	128	325	102	347	130	105	172
Future Volume (vph)	421	907	328	253	711	128	325	102	347	130	105	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					27							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			861			539			757	
Travel Time (s)		9.2			13.0			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	430	926	335	258	726	131	332	104	354	133	107	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	430	926	335	258	857	0	332	104	354	133	107	176
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

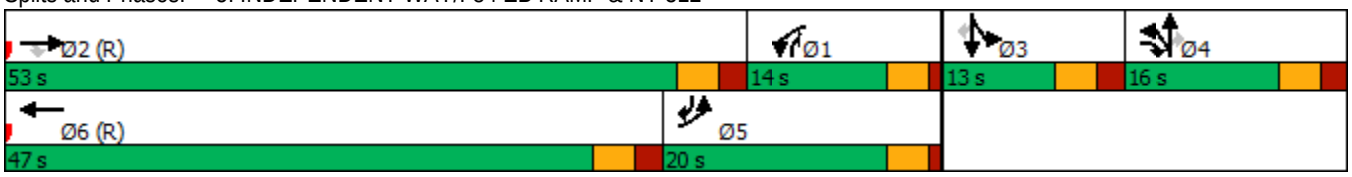
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	20.0	53.0	16.0	14.0	47.0		16.0	16.0	14.0	13.0	13.0	20.0
Total Split (%)	20.8%	55.2%	16.7%	14.6%	49.0%		16.7%	16.7%	14.6%	13.5%	13.5%	20.8%
Maximum Green (s)	16.0	48.0	11.0	10.0	42.0		11.0	11.0	10.0	8.0	8.0	16.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	16.0	48.1	64.0	10.0	42.1		10.9	10.9	21.9	8.0	8.0	29.0
Actuated g/C Ratio	0.17	0.50	0.67	0.10	0.44		0.11	0.11	0.23	0.08	0.08	0.30
v/c Ratio	0.74	0.99	0.32	0.72	0.56		0.85	0.48	0.97	0.94	0.69	0.37
Control Delay	46.8	51.4	7.7	57.3	19.5		62.4	47.9	71.8	106.4	66.0	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	51.4	7.7	57.3	19.5		62.4	47.9	71.8	106.4	66.0	29.1
LOS	D	D	A	E	B		E	D	E	F	E	C
Approach Delay		41.6			28.3			64.7			63.3	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	129	535	77	78	215		104	60	161	82	65	84
Queue Length 95th (ft)	182	#821	120	#132	142		#174	113	#357	#195	#143	143
Internal Link Dist (ft)		528			781			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	580	939	1046	359	1540		397	219	364	142	156	478
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.99	0.32	0.72	0.56		0.84	0.47	0.97	0.94	0.69	0.37

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 44.7 Intersection LOS: D
Intersection Capacity Utilization 88.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	73	487	121	80	0	692	507	185	0	496	66
Future Volume (vph)	86	73	487	121	80	0	692	507	185	0	496	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.982	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	1900	1615	3502	1900	1900	1814	1909	1623	1881	3332	0
Flt Permitted	0.950			0.950			0.292					
Satd. Flow (perm)	1736	1900	1615	3502	1900	1900	558	1909	1623	1881	3332	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									201			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			396			542			536	
Travel Time (s)		16.5			9.0			8.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	79	529	132	87	0	752	551	201	0	539	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	79	529	132	87	0	752	551	201	0	611	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	8.0	9.1	49.1	8.0	10.7		69.9	66.9	66.9		27.9	
Actuated g/C Ratio	0.08	0.09	0.51	0.08	0.11		0.73	0.70	0.70		0.29	
v/c Ratio	0.65	0.44	0.64	0.46	0.41		0.84	0.41	0.17		0.63	
Control Delay	64.0	49.0	14.4	47.2	47.4		27.2	9.6	2.2		27.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	64.0	49.0	14.4	47.2	47.4		27.2	9.6	2.2		27.9	
LOS	E	D	B	D	D		C	A	A		C	
Approach Delay		24.9			47.3			17.4			27.9	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	55	45	137	39	51		283	199	12		186	
Queue Length 95th (ft)	#126	93	236	70	100		m265	m176	m12		238	
Internal Link Dist (ft)		648			316			462			456	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	152	187	831	300	211		897	1330	1191		1107	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.61	0.42	0.64	0.44	0.41		0.84	0.41	0.17		0.55	

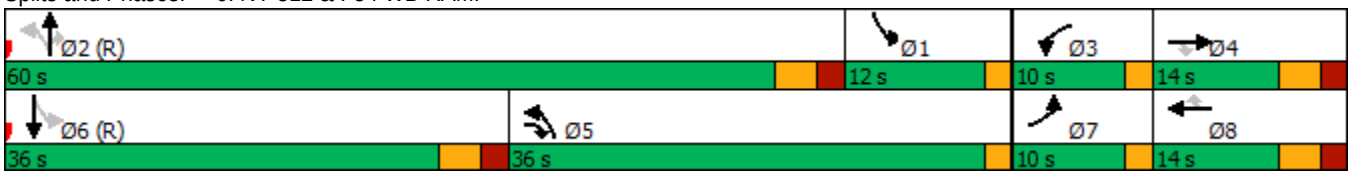
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 77.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	80	0	122	80	557	0	116	351	12
Future Volume (vph)	29	0	124	80	0	122	80	557	0	116	351	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1663	1599	0	1634	1720	1448	1675	1919	0	1751	1789	0
Flt Permitted	0.757			0.526			0.479			0.313		
Satd. Flow (perm)	1325	1599	0	905	1720	1448	845	1919	0	577	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		465				319					3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	1%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	89	0	136	89	619	0	129	390	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	138	0	89	0	136	89	619	0	129	403	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	11.0		10.0	11.0	11.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	8.8	5.6		10.0		7.6	61.7	57.7		68.0	62.4	
Actuated g/C Ratio	0.09	0.06		0.10		0.08	0.64	0.60		0.71	0.65	
v/c Ratio	0.24	0.26		0.71		0.33	0.15	0.54		0.26	0.35	
Control Delay	39.0	1.2		68.3		2.2	4.1	9.3		6.7	9.7	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.2		0.0	0.0	
Total Delay	39.0	1.2		68.3		2.2	4.1	9.5		6.7	9.7	
LOS	D	A		E		A	A	A		A	A	
Approach Delay		8.3			28.3			8.8			9.0	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	17	0		49		0	9	154		21	113	
Queue Length 95th (ft)	43	0		#101		0	m23	234		38	171	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	136	630		126		487	577	1153		495	1163	
Starvation Cap Reductn	0	0		0		0	0	99		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.24	0.22		0.71		0.28	0.15	0.59		0.26	0.35	

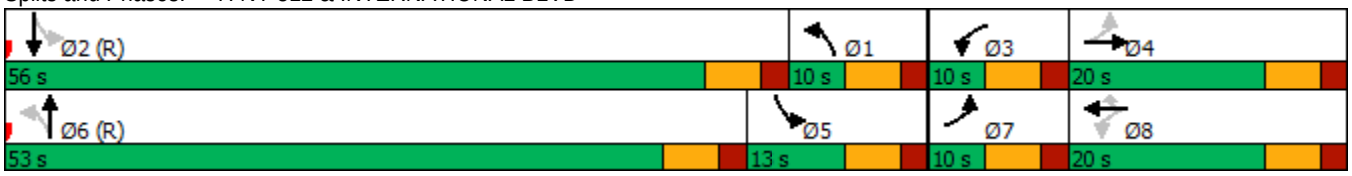
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 67.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	686	186	2	3	133	135	5	24	21	216	12	727
Future Volume (vph)	686	186	2	3	133	135	5	24	21	216	12	727
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (prot)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.950	0.972		0.950				0.995			0.955	
Satd. Flow (perm)	1578	1581	0	1762	1761	1479	0	1548	0	0	1577	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						182		23				519
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			636	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	754	204	2	3	146	148	5	26	23	237	13	799
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	475	485	0	3	146	148	0	54	0	0	250	799
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

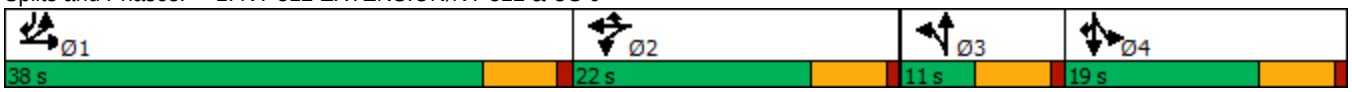
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	38.0	38.0		22.0	22.0	22.0	11.0	11.0		19.0	19.0	
Total Split (%)	42.2%	42.2%		24.4%	24.4%	24.4%	12.2%	12.2%		21.1%	21.1%	
Maximum Green (s)	32.0	32.0		16.0	16.0	16.0	5.0	5.0		13.0	13.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	29.9	29.9		12.0	12.0	12.0		5.1			13.3	49.4
Actuated g/C Ratio	0.37	0.37		0.15	0.15	0.15		0.06			0.16	0.60
v/c Ratio	0.82	0.84		0.01	0.57	0.40		0.46			0.98	0.70
Control Delay	38.8	40.1		31.0	43.2	6.4		40.2			90.8	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	38.8	40.1		31.0	43.2	6.4		40.2			90.8	8.0
LOS	D	D		C	D	A		D			F	A
Approach Delay		39.5			24.7			40.2			27.7	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	241	248		1	75	0		17			~151	74
Queue Length 95th (ft)	#442	#455		9	134	33		#62			#310	233
Internal Link Dist (ft)		683			685			259			556	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	631	632		352	352	441		118			256	1178
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.75	0.77		0.01	0.41	0.34		0.46			0.98	0.68

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 81.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 32.4 Intersection LOS: C
Intersection Capacity Utilization 71.2% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	787	58	218	916
Future Volume (vph)	39	141	787	58	218	916
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1735	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1735	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			994
Travel Time (s)	18.1		16.6			15.1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	972	72	269	1131
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1044	0	269	1131
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	72.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	787	58	218	916
Future Vol, veh/h	39	141	787	58	218	916
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	972	72	269	1131

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2677	1008	0	0	1044	0
Stage 1	1008	-	-	-	-	-
Stage 2	1669	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 39	316	-	-	674	-
Stage 1	421	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 23	316	-	-	674	-
Mov Cap-2 Maneuver	~ 23	-	-	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	225	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 851.8	0	2.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	84	674	-
HCM Lane V/C Ratio	-	-	2.646	0.399	-
HCM Control Delay (s)	-	-	$ 851.8	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	21.2	1.9	-

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)	31	897	1115	278	151	19
Future Volume (vph)	31	897	1115	278	151	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.970		0.983	
Flt Protected		0.998			0.957	
Satd. Flow (prot)	0	3708	3636	0	3688	0
Flt Permitted		0.998			0.957	
Satd. Flow (perm)	0	3708	3636	0	3688	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		312	432		392	
Travel Time (s)		4.7	6.5		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	3%	5%	0%
Adj. Flow (vph)	38	1107	1377	343	186	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1145	1720	0	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1145	1720	209
Demand Flow Rate, veh/h	1211	1840	218
Vehicles Circulating, veh/h	195	38	1487
Vehicles Exiting, veh/h	1510	1368	38
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.3	8.4	16.1
Approach LOS	A	A	C

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.532	0.468
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	353	4.645	4.328
Entry Flow, veh/h	569	642	699	788	1327	116	102
Cap Entry Lane, veh/h	1128	1203	1303	1375	0.971	344	401
Entry HV Adj Factor	0.945	0.945	0.926	0.926	343	0.955	0.963
Flow Entry, veh/h	538	607	647	730	1289	111	98
Cap Entry, veh/h	1067	1137	1207	1273	0.266	328	386
V/C Ratio	0.504	0.534	0.536	0.573	5.1	0.337	0.254
Control Delay, s/veh	9.3	9.4	9.1	9.4	A	18.1	13.7
LOS	A	A	A	A	1	C	B
95th %tile Queue, veh	3	3	3	4		1	1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1009	39	99	1378	15	4
Future Volume (vph)	1009	39	99	1378	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1813	0	1796	3224	1850	1655
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1813	0	1796	3224	1850	1655
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	566	
Travel Time (s)	2.5			9.2	12.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1160	45	114	1584	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1205	0	114	1584	17	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1009	39	99	1378	15	4
Future Vol, veh/h	1009	39	99	1378	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1160	45	114	1584	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1205	0	2203	1183
Stage 1	-	-	-	-	1183	-
Stage 2	-	-	-	-	1020	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	586	-	81	275
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	416	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	586	-	65	275
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	416	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	66.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	65	275	-	-	586	-
HCM Lane V/C Ratio	0.265	0.017	-	-	0.194	-
HCM Control Delay (s)	79.3	18.3	-	-	12.6	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	514	220	182	765	99	200	109	79	230	178	502
Future Volume (vph)	324	514	220	182	765	99	200	109	79	230	178	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.983				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3262	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3262	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					18							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			836			539			757	
Travel Time (s)		9.2			12.7			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	364	578	247	204	860	111	225	122	89	258	200	564
Shared Lane Traffic (%)												
Lane Group Flow (vph)	364	578	247	204	971	0	225	122	89	258	200	564
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	12.0	12.0	8.0
Total Split (s)	16.0	47.0	16.0	16.0	47.0		16.0	16.0	16.0	17.0	17.0	16.0
Total Split (%)	16.7%	49.0%	16.7%	16.7%	49.0%		16.7%	16.7%	16.7%	17.7%	17.7%	16.7%
Maximum Green (s)	12.0	42.0	11.0	12.0	42.0		11.0	11.0	12.0	13.0	13.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	14.6	36.0	51.6	12.3	33.7		10.6	10.6	23.9	19.1	19.1	37.7
Actuated g/C Ratio	0.15	0.38	0.54	0.13	0.35		0.11	0.11	0.25	0.20	0.20	0.39
v/c Ratio	0.73	0.88	0.29	0.48	0.84		0.60	0.61	0.24	0.79	0.55	0.91
Control Delay	48.3	43.4	12.3	45.2	37.0		48.0	54.3	17.8	58.7	44.3	50.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.3	43.4	12.3	45.2	37.0		48.0	54.3	17.8	58.7	44.3	50.2
LOS	D	D	B	D	D		D	D	B	E	D	D
Approach Delay		38.4			38.4			43.6			51.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	108	317	75	62	271		68	72	26	155	114	321
Queue Length 95th (ft)	#170	417	104	m92	264		105	128	58	#336	#231	#589
Internal Link Dist (ft)		525			756			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	501	765	836	429	1437		385	207	374	326	363	621
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.76	0.30	0.48	0.68		0.58	0.59	0.24	0.79	0.55	0.91

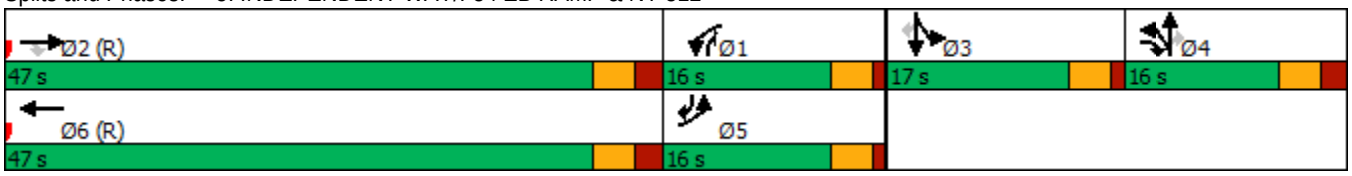
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



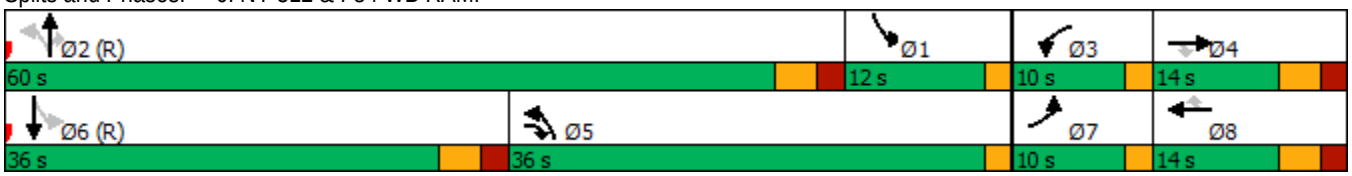
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	18	526	28	12	0	237	505	81	0	494	18
Future Volume (vph)	94	18	526	28	12	0	237	505	81	0	494	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.995	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1703	1900	1599	3502	1900	1900	1728	1854	1623	1881	3329	0
Flt Permitted	0.950			0.950			0.346					
Satd. Flow (perm)	1703	1900	1599	3502	1900	1900	629	1854	1623	1881	3329	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									93			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			358			570			537	
Travel Time (s)		16.5			8.1			8.6			8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	0%	1%	0%	0%	0%	5%	3%	0%	0%	3%	10%
Adj. Flow (vph)	108	21	605	32	14	0	272	580	93	0	568	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	21	605	32	14	0	272	580	93	0	589	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	14.0	14.0	9.0	14.0	14.0	14.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effct Green (s)	22.4	17.8	43.6	6.5	7.7		65.8	62.8	62.8		38.8	
Actuated g/C Ratio	0.23	0.19	0.45	0.07	0.08		0.69	0.65	0.65		0.40	
v/c Ratio	0.27	0.06	0.83	0.14	0.09		0.40	0.48	0.09		0.44	
Control Delay	31.6	29.9	30.1	43.0	40.1		20.8	18.8	6.8		19.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	31.6	29.9	30.1	43.0	40.1		20.8	18.8	6.8		19.2	
LOS	C	C	C	D	D		C	B	A		B	
Approach Delay		30.3			42.1			18.2			19.2	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	45	10	217	9	8		105	251	13		157	
Queue Length 95th (ft)	108	29	308	23	24		m134	316	m22		190	
Internal Link Dist (ft)		648			278			490			457	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	396	356	729	291	198		898	1213	1094		1345	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.27	0.06	0.83	0.11	0.07		0.30	0.48	0.09		0.44	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 61.0% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NY 312 & I-84 WB RAMP



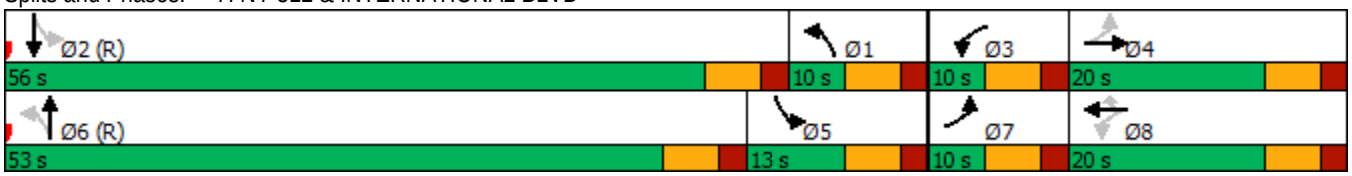
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	25	0	16	217	394	1	25	404	32
Future Volume (vph)	17	0	83	25	0	16	217	394	1	25	404	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1359	1168	0	1571	1720	1462	1771	1829	0	1751	1727	0
Flt Permitted	0.889			0.889			0.448			0.488		
Satd. Flow (perm)	1271	1168	0	1470	1720	1462	835	1829	0	899	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		473				464					6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	4%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	26	0	17	226	410	1	26	421	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	86	0	26	0	17	226	411	0	26	454	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	10.0		10.0	10.0	10.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	6.9	5.6		6.9		5.6	73.1	72.7		72.8	66.7	
Actuated g/C Ratio	0.07	0.06		0.07		0.06	0.76	0.76		0.76	0.69	
v/c Ratio	0.19	0.17		0.24		0.03	0.34	0.30		0.04	0.38	
Control Delay	41.1	0.7		42.2		0.1	3.0	4.3		3.8	8.5	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	0.7		42.2		0.1	3.0	4.3		3.8	8.5	
LOS	D	A		D		A	A	A		A	A	
Approach Delay		7.7			25.6			3.8			8.3	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	11	0		16		0	5	9		2	91	
Queue Length 95th (ft)	30	0		37		0	34	128		11	201	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	94	574		109		609	674	1385		752	1202	
Starvation Cap Reductn	0	0		0		0	0	0		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.19	0.15		0.24		0.03	0.34	0.30		0.03	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 58.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	847	171	7	0	223	228	7	15	2	157	18	1013
Future Volume (vph)	847	171	7	0	223	228	7	15	2	157	18	1013
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	625		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850		0.991				0.850
Flt Protected	0.950	0.968						0.985			0.957	
Satd. Flow (prot)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Flt Permitted	0.950	0.968						0.985			0.957	
Satd. Flow (perm)	1641	1652	0	1855	1845	1636	0	1873	0	0	1759	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				281		2				546
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			631	
Travel Time (s)		9.5			9.5			7.7			9.6	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	1046	211	9	0	275	281	9	19	2	194	22	1251
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	628	638	0	0	275	281	0	30	0	0	216	1251
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Prot	Split	NA		Split	NA	pt+ov
Protected Phases	1	1		2	2	2	3	3		4	4	1 4
Permitted Phases												
Detector Phase	1	1		2	2	2	3	3		4	4	1
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)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	32.0	32.0		27.0	27.0	27.0	20.0	20.0		11.0	11.0	
Total Split (%)	35.6%	35.6%		30.0%	30.0%	30.0%	22.2%	22.2%		12.2%	12.2%	
Maximum Green (s)	26.0	26.0		21.0	21.0	21.0	14.0	14.0		5.0	5.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		6.0	6.0	6.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		None	None	None	None	None		Min	Min	
Act Effct Green (s)	26.4	26.4			18.1	18.1		6.8			5.1	37.6
Actuated g/C Ratio	0.36	0.36			0.25	0.25		0.09			0.07	0.52
v/c Ratio	1.06	1.06			0.60	0.45		0.17			1.77	1.14
Control Delay	79.9	82.2			31.4	6.2		34.2			401.6	88.7
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	79.9	82.2			31.4	6.2		34.2			401.6	88.7
LOS	E	F			C	A		C			F	F
Approach Delay		81.1			18.6			34.3			134.8	
Approach LOS		F			B			C			F	
Queue Length 50th (ft)	~276	~287			97	0		11			~136	~503
Queue Length 95th (ft)	#561	#575			184	39		35			#282	#740
Internal Link Dist (ft)		683			685			259			551	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	595	600			540	678		367			122	1098
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.06	1.06			0.51	0.41		0.08			1.77	1.14

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 72.8
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.77
Intersection Signal Delay: 93.9 Intersection LOS: F
Intersection Capacity Utilization 93.6% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	1053	37	144	1126
Future Volume (vph)	62	209	1053	37	144	1126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			996
Travel Time (s)	18.1		16.6			15.1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	1086	38	148	1161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1124	0	148	1161
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 92.0%	ICU Level of Service F
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	85.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	1053	37	144	1126
Future Vol, veh/h	62	209	1053	37	144	1126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	1086	38	148	1161

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2562	1105	0	0	1124	0
Stage 1	1105	-	-	-	-	-
Stage 2	1457	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 45	284	-	-	629	-
Stage 1	385	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 34	284	-	-	629	-
Mov Cap-2 Maneuver	~ 34	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	276	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 826.2	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	106	629	-
HCM Lane V/C Ratio	-	-	2.636	0.236	-
HCM Control Delay (s)	-	-	$ 826.2	12.5	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	25.7	0.9	-

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)	10	1252	1228	97	372	42
Future Volume (vph)	10	1252	1228	97	372	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.989		0.985	
Flt Protected					0.957	
Satd. Flow (prot)	0	3855	3938	0	3759	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	3855	3938	0	3759	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		306	440		392	
Travel Time (s)		4.6	6.7		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	10%	3%	0%
Adj. Flow (vph)	12	1456	1428	113	433	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1468	1541	0	482	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	16.6
Intersection LOS	C

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1468	1541	482
Demand Flow Rate, veh/h	1497	1552	495
Vehicles Circulating, veh/h	446	12	1428
Vehicles Exiting, veh/h	1477	1931	12
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	21.7	7.7	29.4
Approach LOS	C	A	D

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.529	0.471
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	124	4.645	4.328
Entry Flow, veh/h	704	793	671	757	1363	262	233
Cap Entry Lane, veh/h	896	972	1335	1406	0.909	363	422
Entry HV Adj Factor	0.980	0.981	1.000	1.000	113	0.975	0.972
Flow Entry, veh/h	690	778	671	757	1239	255	227
Cap Entry, veh/h	878	954	1335	1405	0.091	354	410
V/C Ratio	0.786	0.816	0.503	0.539	3.7	0.722	0.552
Control Delay, s/veh	21.3	22.1	7.9	8.2	A	36.2	21.8
LOS	C	C	A	A	0	E	C
95th %tile Queue, veh	8	9	3	3		5	3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1599	25	24	1268	57	88
Future Volume (vph)	1599	25	24	1268	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	12	12
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		350	0
Storage Lanes		0	1		1	1
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1867	0	1744	3319	1850	1623
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	1867	0	1744	3319	1850	1623
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	459	
Travel Time (s)	2.5			9.2	10.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1683	26	25	1335	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1709	0	25	1335	60	93
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.97	0.97
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1599	25	24	1268	57	88
Future Vol, veh/h	1599	25	24	1268	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	350	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1683	26	25	1335	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1709	0	2414	1696
Stage 1	-	-	-	-	1696	-
Stage 2	-	-	-	-	718	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	366	-	62	144
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	549	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	366	-	~ 58	144
Mov Cap-2 Maneuver	-	-	-	-	~ 58	-
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	549	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	136.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	58	144	-	-	366	-
HCM Lane V/C Ratio	1.034	0.643	-	-	0.069	-
HCM Control Delay (s)	245	66.7	-	-	15.6	-
HCM Lane LOS	F	F	-	-	C	-
HCM 95th %tile Q(veh)	4.9	3.5	-	-	0.2	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	907	328	253	711	128	325	102	347	130	105	172
Future Volume (vph)	421	907	328	253	711	128	325	102	347	130	105	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3475	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					27							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			861			539			757	
Travel Time (s)		9.2			13.0			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	430	926	335	258	726	131	332	104	354	133	107	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	430	926	335	258	857	0	332	104	354	133	107	176
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

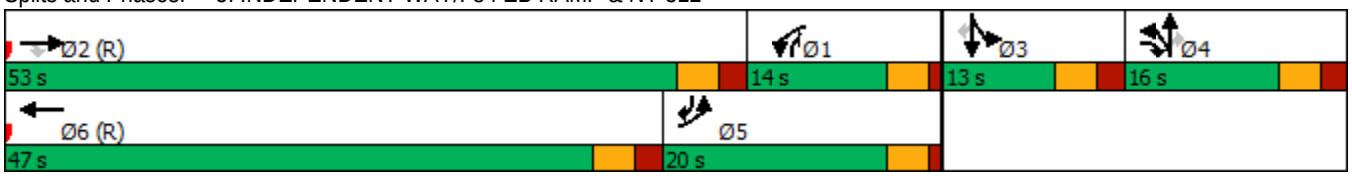
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	20.0	53.0	16.0	14.0	47.0		16.0	16.0	14.0	13.0	13.0	20.0
Total Split (%)	20.8%	55.2%	16.7%	14.6%	49.0%		16.7%	16.7%	14.6%	13.5%	13.5%	20.8%
Maximum Green (s)	16.0	48.0	11.0	10.0	42.0		11.0	11.0	10.0	8.0	8.0	16.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	16.0	48.1	64.0	10.0	42.1		10.9	10.9	21.9	8.0	8.0	29.0
Actuated g/C Ratio	0.17	0.50	0.67	0.10	0.44		0.11	0.11	0.23	0.08	0.08	0.30
v/c Ratio	0.74	0.99	0.32	0.72	0.56		0.85	0.48	0.97	0.94	0.69	0.37
Control Delay	46.8	51.4	7.7	57.3	19.5		62.4	47.9	71.8	106.4	66.0	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	51.4	7.7	57.3	19.5		62.4	47.9	71.8	106.4	66.0	29.1
LOS	D	D	A	E	B		E	D	E	F	E	C
Approach Delay		41.6			28.3			64.7			63.3	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	129	535	77	78	215		104	60	161	82	65	84
Queue Length 95th (ft)	182	#821	120	#132	142		#174	113	#357	#195	#143	143
Internal Link Dist (ft)		528			781			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	580	939	1046	359	1540		397	219	364	142	156	478
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.99	0.32	0.72	0.56		0.84	0.47	0.97	0.94	0.69	0.37

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 44.7 Intersection LOS: D
Intersection Capacity Utilization 88.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	73	487	121	80	0	692	507	185	0	496	66
Future Volume (vph)	86	73	487	121	80	0	692	507	185	0	496	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	11	11
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	325		350	150		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt			0.850						0.850		0.982	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1736	1900	1615	3502	1900	1900	1814	1909	1623	1881	3332	0
Flt Permitted	0.950			0.950			0.292					
Satd. Flow (perm)	1736	1900	1615	3502	1900	1900	558	1909	1623	1881	3332	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)									201			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		728			396			542			536	
Travel Time (s)		16.5			9.0			8.2			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	79	529	132	87	0	752	551	201	0	539	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	79	529	132	87	0	752	551	201	0	611	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.06	1.06
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	2	0	1	2	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT		Right	NYSDOT		
Leading Detector (ft)	83	83	83	83	83	83	83	0	20	83	0	
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	-5	0	0	-5	0	
Detector 1 Size(ft)	40	40	40	40	40	40	40	6	20	40	6	
Detector 1 Type	Cl+Ex	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	11.0	11.0	4.0	11.0	
Minimum Split (s)	9.0	9.0	6.0	6.0	9.0	9.0	6.0	16.0	16.0	6.0	16.0	
Total Split (s)	10.0	14.0	36.0	10.0	14.0	14.0	36.0	60.0	60.0	12.0	36.0	
Total Split (%)	10.4%	14.6%	37.5%	10.4%	14.6%	14.6%	37.5%	62.5%	62.5%	12.5%	37.5%	
Maximum Green (s)	8.0	9.0	34.0	8.0	9.0	9.0	34.0	55.0	55.0	10.0	31.0	
Yellow Time (s)	2.0	3.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	
All-Red Time (s)	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	5.0	5.0	2.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	2.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	8.0	9.1	49.1	8.0	10.7		69.9	66.9	66.9		27.9	
Actuated g/C Ratio	0.08	0.09	0.51	0.08	0.11		0.73	0.70	0.70		0.29	
v/c Ratio	0.65	0.44	0.64	0.46	0.41		0.84	0.41	0.17		0.63	
Control Delay	64.0	49.0	14.4	47.2	47.4		27.2	9.6	2.2		27.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	64.0	49.0	14.4	47.2	47.4		27.2	9.6	2.2		27.9	
LOS	E	D	B	D	D		C	A	A		C	
Approach Delay		24.9			47.3			17.4			27.9	
Approach LOS		C			D			B			C	
Queue Length 50th (ft)	55	45	137	39	51		283	199	12		186	
Queue Length 95th (ft)	#126	93	236	70	100		m265	m176	m12		238	
Internal Link Dist (ft)		648			316			462			456	
Turn Bay Length (ft)	100		300				325		350			
Base Capacity (vph)	152	187	831	300	211		897	1330	1191		1107	
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.61	0.42	0.64	0.44	0.41		0.84	0.41	0.17		0.55	

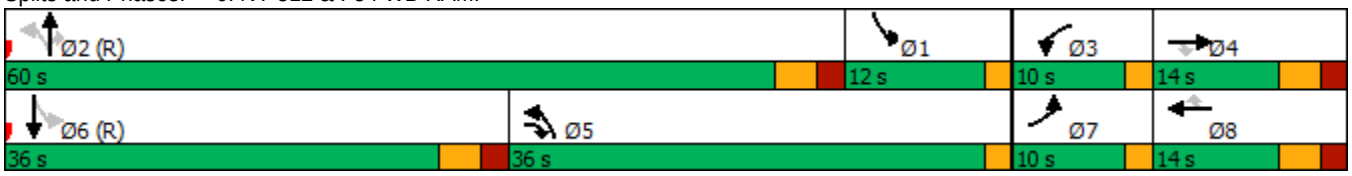
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 77.2% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	80	0	122	80	557	0	116	351	12
Future Volume (vph)	29	0	124	80	0	122	80	557	0	116	351	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	200		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850					0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1663	1599	0	1634	1720	1448	1675	1919	0	1751	1789	0
Flt Permitted	0.757			0.526			0.479			0.313		
Satd. Flow (perm)	1325	1599	0	905	1720	1448	845	1919	0	577	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		465				319					3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	1%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	89	0	136	89	619	0	129	390	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	138	0	89	0	136	89	619	0	129	403	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	0		2	0	
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	NYSDOT			NYSDOT		
Leading Detector (ft)	83	83		83	83	83	83	0		83	0	
Trailing Detector (ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	-5	-5		-5	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	40	40		40	40	40	40	6		40	6	
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		
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		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt		Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		
Detector Phase	7	4		3	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	15.0		4.0	15.0	
Minimum Split (s)	10.0	11.0		10.0	11.0	11.0	10.0	21.0		10.0	21.0	
Total Split (s)	10.0	20.0		10.0	20.0	20.0	10.0	53.0		13.0	56.0	
Total Split (%)	10.4%	20.8%		10.4%	20.8%	20.8%	10.4%	55.2%		13.5%	58.3%	
Maximum Green (s)	4.0	14.0		4.0	14.0	14.0	4.0	47.0		7.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	8.8	5.6		10.0		7.6	61.7	57.7		68.0	62.4	
Actuated g/C Ratio	0.09	0.06		0.10		0.08	0.64	0.60		0.71	0.65	
v/c Ratio	0.24	0.26		0.71		0.33	0.15	0.54		0.26	0.35	
Control Delay	39.0	1.2		68.3		2.2	4.1	9.3		6.7	9.7	
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.2		0.0	0.0	
Total Delay	39.0	1.2		68.3		2.2	4.1	9.5		6.7	9.7	
LOS	D	A		E		A	A	A		A	A	
Approach Delay		8.3			28.3			8.8			9.0	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)	17	0		49		0	9	154		21	113	
Queue Length 95th (ft)	43	0		#101		0	m23	234		38	171	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)	136	630		126		487	577	1153		495	1163	
Starvation Cap Reductn	0	0		0		0	0	99		0	0	
Spillback Cap Reductn	0	0		0		0	0	0		0	0	
Storage Cap Reductn	0	0		0		0	0	0		0	0	
Reduced v/c Ratio	0.24	0.22		0.71		0.28	0.15	0.59		0.26	0.35	

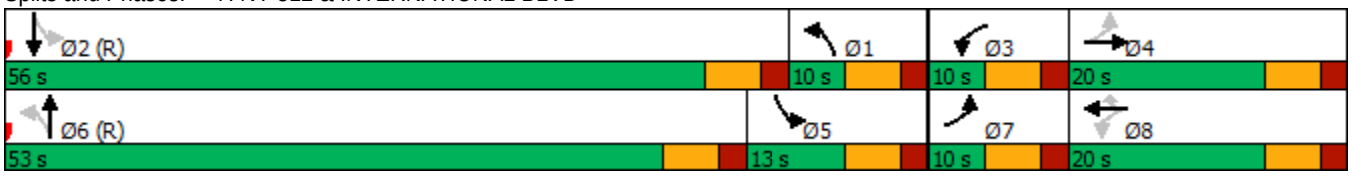
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.5 Intersection LOS: B
Intersection Capacity Utilization 67.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD



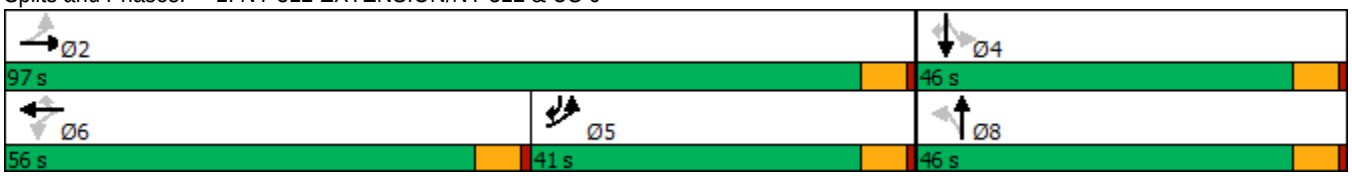
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	660	186	2	3	133	130	5	24	21	213	12	710
Future Volume (vph)	660	186	2	3	133	130	5	24	21	213	12	710
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.995			0.955	
Satd. Flow (prot)	1661	1668	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.644			0.629				0.969			0.698	
Satd. Flow (perm)	1126	1668	0	1167	1761	1479	0	1507	0	0	1153	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				143		23				639
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	725	204	2	3	146	143	5	26	23	234	13	780
Shared Lane Traffic (%)												
Lane Group Flow (vph)	725	206	0	3	146	143	0	54	0	0	247	780
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	52.3	52.3		13.6	13.6	13.6		23.9			23.9	62.6
Actuated g/C Ratio	0.59	0.59		0.15	0.15	0.15		0.27			0.27	0.71
v/c Ratio	0.84	0.21		0.02	0.54	0.41		0.13			0.80	0.61
Control Delay	29.6	10.1		35.7	45.3	10.6		17.3			50.5	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	29.6	10.1		35.7	45.3	10.6		17.3			50.5	3.3
LOS	C	B		D	D	B		B			D	A
Approach Delay		25.3			28.2			17.3			14.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	268	49		2	78	0		13			132	21
Queue Length 95th (ft)	#668	110		10	156	53		44			238	69
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	931	1591		682	1029	924		716			539	1285
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.78	0.13		0.00	0.14	0.15		0.08			0.46	0.61

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 88.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 77.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	756	58	218	896
Future Volume (vph)	39	141	756	58	218	896
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.990			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1733	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1733	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	933	72	269	1106
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1005	0	269	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	62.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	756	58	218	896
Future Vol, veh/h	39	141	756	58	218	896
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	933	72	269	1106

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2613	969	0	0	1005	0
Stage 1	969	-	-	-	-	-
Stage 2	1644	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 42	332	-	-	697	-
Stage 1	436	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 26	332	-	-	697	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	230	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 717.6	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	94	697	-
HCM Lane V/C Ratio	-	-	2.364	0.386	-
HCM Control Delay (s)	-	-	$ 717.6	13.4	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.2	1.8	-

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)	31	866	1095	278	151	19
Future Volume (vph)	31	866	1095	278	151	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1834	1836	1531	1852	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1834	1836	1531	1852	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	726		392	
Travel Time (s)		19.8	11.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	3%	5%	0%
Adj. Flow (vph)	38	1069	1352	343	186	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	1069	1352	343	186	23
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	126.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	866	1095	278	151	19
Future Vol, veh/h	31	866	1095	278	151	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	6	8	3	5	0
Mvmt Flow	38	1069	1352	343	186	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1695	0	-	0	2497	1352
Stage 1	-	-	-	-	1352	-
Stage 2	-	-	-	-	1145	-
Critical Hdwy	4.1	-	-	-	6.05	6
Critical Hdwy Stg 1	-	-	-	-	5.05	-
Critical Hdwy Stg 2	-	-	-	-	5.05	-
Follow-up Hdwy	2.2	-	-	-	3.545	3.3
Pot Cap-1 Maneuver	381	-	-	-	~ 41	200
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	340	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	381	-	-	-	~ 37	200
Mov Cap-2 Maneuver	-	-	-	-	~ 37	-
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	340	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	$ 1809.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	381	-	-	-	37	200
HCM Lane V/C Ratio	0.1	-	-	-	5.038	0.117
HCM Control Delay (s)	15.5	-	-		$ 2033.8	25.4
HCM Lane LOS	C	-	-	-	F	D
HCM 95th %tile Q(veh)	0.3	-	-	-	21.9	0.4

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	978	39	99	1358	15	4
Future Volume (vph)	978	39	99	1358	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995				0.969	
Flt Protected			0.950		0.963	
Satd. Flow (prot)	1813	0	1796	3224	1878	0
Flt Permitted			0.950		0.963	
Satd. Flow (perm)	1813	0	1796	3224	1878	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	562	
Travel Time (s)	2.5			9.2	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1124	45	114	1561	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1169	0	114	1561	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	978	39	99	1358	15	4
Future Vol, veh/h	978	39	99	1358	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1124	45	114	1561	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1169	0	2156	1147
Stage 1	-	-	-	-	1147	-
Stage 2	-	-	-	-	1009	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	605	-	86	287
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	605	-	70	287
Mov Cap-2 Maneuver	-	-	-	-	70	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	63.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	83	-	-	605	-
HCM Lane V/C Ratio	0.263	-	-	0.188	-
HCM Control Delay (s)	63.2	-	-	12.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	483	220	182	745	76	200	109	79	194	178	502
Future Volume (vph)	324	483	220	182	745	76	200	109	79	194	178	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.986				0.850		0.889	
Flt Protected	0.950			0.950			0.950	0.977		0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3274	0	1580	3234	1496	1646	3130	0
Flt Permitted	0.950			0.950			0.950	0.977		0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3274	0	1580	3234	1496	1646	3130	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			238		7				89		328	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			1401			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	364	543	247	204	837	85	225	122	89	218	200	564
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	364	543	247	204	922	0	115	232	89	218	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

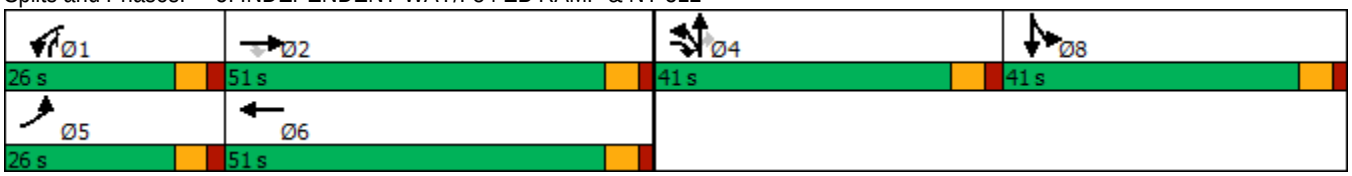
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	51.0	41.0	26.0	51.0		41.0	41.0	26.0	41.0	41.0	
Total Split (%)	16.4%	32.1%	25.8%	16.4%	32.1%		25.8%	25.8%	16.4%	25.8%	25.8%	
Maximum Green (s)	20.0	45.0	35.0	20.0	45.0		35.0	35.0	20.0	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	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	18.2	51.2	72.0	12.5	45.5		14.8	14.8	27.3	25.8	25.8	
Actuated g/C Ratio	0.14	0.40	0.56	0.10	0.35		0.12	0.12	0.21	0.20	0.20	
v/c Ratio	0.78	0.78	0.25	0.63	0.79		0.64	0.63	0.23	0.66	0.97dr	
Control Delay	67.2	45.4	3.0	66.4	44.8		71.9	63.0	5.5	58.1	38.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	67.2	45.4	3.0	66.4	44.8		71.9	63.0	5.5	58.1	38.6	
LOS	E	D	A	E	D		E	E	A	E	D	
Approach Delay		43.2			48.7			53.6			43.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	151	387	3	86	364		103	103	0	169	195	
Queue Length 95th (ft)	#241	#718	46	137	#551		184	158	23	269	284	
Internal Link Dist (ft)		525			1321			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	517	696	1201	522	1164		435	891	472	453	1099	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.70	0.78	0.21	0.39	0.79		0.26	0.26	0.19	0.48	0.70	

Intersection Summary

Area Type: Other
Cycle Length: 159
Actuated Cycle Length: 128.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 46.0 Intersection LOS: D
Intersection Capacity Utilization 79.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	529	237	519	474	18
Future Volume (vph)	94	529	237	519	474	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1599	1728	1854	1765	1454
Flt Permitted	0.950		0.185			
Satd. Flow (perm)	1703	1599	336	1854	1765	1454
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		433				21
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1401	537	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	1%	5%	3%	3%	10%
Adj. Flow (vph)	108	608	272	597	545	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	608	272	597	545	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	13.3	13.3	35.4	35.4	21.7	21.7
Actuated g/C Ratio	0.23	0.23	0.60	0.60	0.37	0.37
v/c Ratio	0.28	0.87	0.67	0.53	0.84	0.04
Control Delay	19.6	21.5	17.7	10.6	35.0	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	21.5	17.7	10.6	35.0	8.0
LOS	B	C	B	B	D	A
Approach Delay	21.2			12.8	34.0	
Approach LOS	C			B	C	
Queue Length 50th (ft)	31	53	42	115	183	0
Queue Length 95th (ft)	63	#158	#124	225	#383	13
Internal Link Dist (ft)	648			1321	457	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	586	833	441	1116	652	550
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.73	0.62	0.53	0.84	0.04

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 58.8
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 66.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	1	0	0	217	394	1	0	408	32
Future Volume (vph)	17	0	83	1	0	0	217	394	1	0	408	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950					
Satd. Flow (prot)	0	1405	1129	0	817	0	1771	1829	0	0	1728	0
Flt Permitted		0.757			0.746		0.382					
Satd. Flow (perm)	0	1120	1129	0	642	0	712	1829	0	0	1728	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116								6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	100%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	1	0	0	226	410	1	0	425	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	86	0	1	0	226	411	0	0	458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	60.0		45.0	45.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%		17.6%	70.6%		52.9%	52.9%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	Max		Max	Max	
Act Effct Green (s)		6.9	6.9		6.9		54.0	54.0			40.8	
Actuated g/C Ratio		0.09	0.09		0.09		0.74	0.74			0.56	
v/c Ratio		0.17	0.41		0.02		0.36	0.30			0.47	
Control Delay		33.9	9.7		30.0		4.6	4.0			12.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		33.9	9.7		30.0		4.6	4.0			12.1	
LOS		C	A		C		A	A			B	
Approach Delay		13.9			30.0			4.2			12.1	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		8	0		0		23	47			111	
Queue Length 95th (ft)		26	25		5		47	89			206	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)			355									
Base Capacity (vph)		291	379		167		657	1354			969	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.06	0.23		0.01		0.34	0.30			0.47	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 72.9
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.1 Intersection LOS: A
Intersection Capacity Utilization 63.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	762	171	7	0	223	214	7	15	2	142	18	921
Future Volume (vph)	762	171	7	0	223	214	7	15	2	142	18	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.991				0.850
Flt Protected	0.950							0.985			0.957	
Satd. Flow (prot)	1727	1757	0	1855	1845	1636	0	1873	0	0	1760	1615
Flt Permitted	0.428							0.896			0.728	
Satd. Flow (perm)	778	1757	0	1855	1845	1636	0	1704	0	0	1339	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				264		2				395
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	941	211	9	0	275	264	9	19	2	175	22	1137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	941	220	0	0	275	264	0	30	0	0	197	1137
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

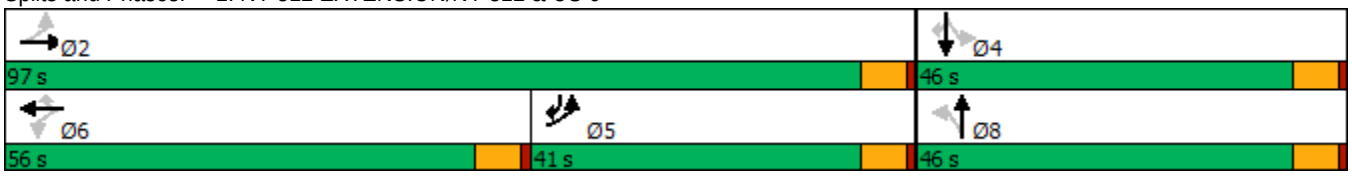
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	61.7	61.7			20.0	20.0		19.2			19.2	60.9
Actuated g/C Ratio	0.66	0.66			0.21	0.21		0.21			0.21	0.65
v/c Ratio	1.07	0.19			0.69	0.47		0.09			0.72	0.95
Control Delay	75.2	7.2			44.0	7.0		29.7			50.2	28.9
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	75.2	7.2			44.0	7.0		29.7			50.2	28.9
LOS	E	A			D	A		C			D	C
Approach Delay		62.3			25.9			29.7			32.1	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	~473	43			148	0		13			107	388
Queue Length 95th (ft)	#713	84			227	40		36			177	#705
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	878	1658			1007	1013		745			584	1192
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.07	0.13			0.27	0.26		0.04			0.34	0.95

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 93.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	954	37	144	1019
Future Volume (vph)	62	209	954	37	144	1019
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	984	38	148	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1022	0	148	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	62.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	954	37	144	1019
Future Vol, veh/h	62	209	954	37	144	1019
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	984	38	148	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2350	1003	0	0	1022	0
Stage 1	1003	-	-	-	-	-
Stage 2	1347	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 59	322	-	-	687	-
Stage 1	423	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 46	322	-	-	687	-
Mov Cap-2 Maneuver	~ 46	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	306	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 552.8	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	136	687	-
HCM Lane V/C Ratio	-	-	2.054	0.216	-
HCM Control Delay (s)	-	-	$ 552.8	11.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	22.6	0.8	-

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)	10	1153	1121	97	372	42
Future Volume (vph)	10	1153	1121	97	372	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			240	0	140
Storage Lanes	1			1	1	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1727	1906	1983	1433	1888	1740
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1727	1906	1983	1433	1888	1740
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	727		392	
Travel Time (s)		19.9	11.0		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	10%	3%	0%
Adj. Flow (vph)	12	1341	1303	113	433	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	1341	1303	113	433	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	781.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1153	1121	97	372	42
Future Vol, veh/h	10	1153	1121	97	372	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	240	0	140
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	-2	-	-2	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	10	3	0
Mvmt Flow	12	1341	1303	113	433	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1416	0	-	0	2668	1303
Stage 1	-	-	-	-	1303	-
Stage 2	-	-	-	-	1365	-
Critical Hdwy	4.1	-	-	-	6.03	6
Critical Hdwy Stg 1	-	-	-	-	5.03	-
Critical Hdwy Stg 2	-	-	-	-	5.03	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	487	-	-	-	~ 33	213
Stage 1	-	-	-	-	~ 293	-
Stage 2	-	-	-	-	~ 275	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	487	-	-	-	~ 32	213
Mov Cap-2 Maneuver	-	-	-	-	~ 32	-
Stage 1	-	-	-	-	~ 286	-
Stage 2	-	-	-	-	~ 275	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	$ 5276.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	487	-	-	-	32	213
HCM Lane V/C Ratio	0.024	-	-	-	13.517	0.229
HCM Control Delay (s)	12.6	-	-		$ 5869.3	26.9
HCM Lane LOS	B	-	-	-	F	D
HCM 95th %tile Q(veh)	0.1	-	-	-	53.1	0.9

Notes

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1500	25	24	1161	57	88
Future Volume (vph)	1500	25	24	1161	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.918	
Flt Protected			0.950		0.981	
Satd. Flow (prot)	1867	0	1744	3319	1791	0
Flt Permitted			0.950		0.981	
Satd. Flow (perm)	1867	0	1744	3319	1791	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	400	
Travel Time (s)	2.5			9.2	9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1579	26	25	1222	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1605	0	25	1222	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 95.7%	ICU Level of Service F
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	15.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1500	25	24	1161	57	88
Future Vol, veh/h	1500	25	24	1161	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1579	26	25	1222	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1605	0	2253	1592
Stage 1	-	-	-	-	1592	-
Stage 2	-	-	-	-	661	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	402	-	76	164
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	402	-	71	164
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 304.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	-	-	402	-
HCM Lane V/C Ratio	1.413	-	-	0.063	-
HCM Control Delay (s)	$ 304.1	-	-	14.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	10.9	-	-	0.2	-

Notes

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

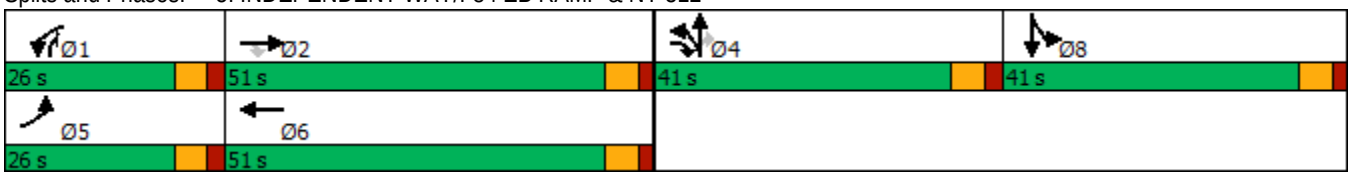
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	808	328	253	604	82	325	102	347	88	105	172
Future Volume (vph)	421	808	328	253	604	82	325	102	347	88	105	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.91	0.91	1.00	1.00	0.95	0.95
Frt			0.850		0.982				0.850		0.907	
Flt Protected	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3493	0	1626	3347	1599	1711	3222	0
Flt Permitted	0.950			0.950			0.950	0.970		0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3493	0	1626	3347	1599	1711	3222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			213		9				294		176	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			1402			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	430	824	335	258	616	84	332	104	354	90	107	176
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	430	824	335	258	700	0	166	270	354	90	283	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)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	6	20	40	6		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	
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	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0	0.0	0.0	0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	4	1	6		4	4	1	8	8	
Permitted Phases			2						4			
Detector Phase	5	2	4	1	6		4	4	1	8	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0	5.0	3.0	10.0		5.0	5.0	3.0	5.0	5.0	
Minimum Split (s)	9.0	16.0	11.0	9.0	16.0		11.0	11.0	9.0	11.0	11.0	
Total Split (s)	26.0	51.0	41.0	26.0	51.0		41.0	41.0	26.0	41.0	41.0	
Total Split (%)	16.4%	32.1%	25.8%	16.4%	32.1%		25.8%	25.8%	16.4%	25.8%	25.8%	
Maximum Green (s)	20.0	45.0	35.0	20.0	45.0		35.0	35.0	20.0	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	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag				Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	None	None	Max		None	None	None	None	None	
Act Effct Green (s)	19.6	51.2	74.9	13.7	45.3		17.6	17.6	31.3	10.8	10.8	
Actuated g/C Ratio	0.17	0.44	0.64	0.12	0.39		0.15	0.15	0.27	0.09	0.09	
v/c Ratio	0.74	1.01	0.31	0.64	0.52		0.68	0.54	0.55	0.57	0.62	
Control Delay	56.3	68.7	4.6	58.1	30.4		62.2	50.4	7.3	67.1	26.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	56.3	68.7	4.6	58.1	30.4		62.2	50.4	7.3	67.1	26.4	
LOS	E	E	A	E	C		E	D	A	E	C	
Approach Delay		51.8			37.9			33.6			36.2	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	159	606	33	97	208		131	104	25	66	40	
Queue Length 95th (ft)	#258	#1133	92	151	320		221	157	69	130	91	
Internal Link Dist (ft)		528			1322			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		
Base Capacity (vph)	596	816	1298	591	1352		487	1003	713	513	1089	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.72	1.01	0.26	0.44	0.52		0.34	0.27	0.50	0.18	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 159
Actuated Cycle Length: 117.5
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 42.8 Intersection LOS: D
Intersection Capacity Utilization 87.5% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	86	504	692	551	435	66
Future Volume (vph)	86	504	692	551	435	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1814	1909	1800	1480
Flt Permitted	0.950		0.244			
Satd. Flow (perm)	1736	1615	466	1909	1800	1480
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		459				72
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1402	536	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	548	752	599	473	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	548	752	599	473	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

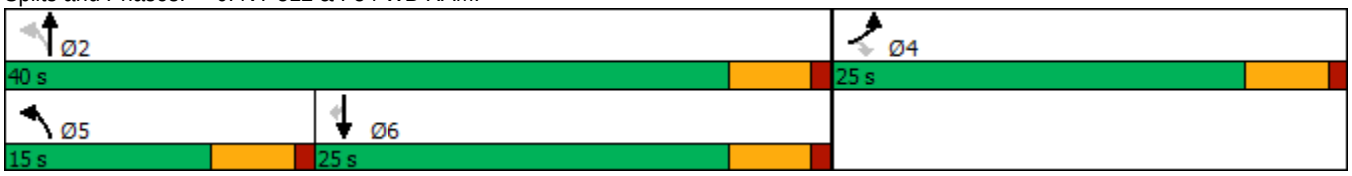
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	10.0	10.0	10.0
Minimum Split (s)	8.0	8.0	10.0	15.0	15.0	15.0
Total Split (s)	25.0	25.0	15.0	40.0	25.0	25.0
Total Split (%)	38.5%	38.5%	23.1%	61.5%	38.5%	38.5%
Maximum Green (s)	20.0	20.0	10.0	35.0	20.0	20.0
Yellow Time (s)	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
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	Max	Max	Max
Act Effct Green (s)	10.5	10.5	35.3	35.3	20.2	20.2
Actuated g/C Ratio	0.19	0.19	0.63	0.63	0.36	0.36
v/c Ratio	0.29	0.81	1.40	0.50	0.73	0.12
Control Delay	20.7	14.8	207.6	8.7	26.2	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	14.8	207.6	8.7	26.2	5.3
LOS	C	B	F	A	C	A
Approach Delay	15.7			119.4	23.4	
Approach LOS	B			F	C	
Queue Length 50th (ft)	27	26	~261	82	127	0
Queue Length 95th (ft)	58	113	#569	235	#329	25
Internal Link Dist (ft)	648			1322	456	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	627	876	538	1206	650	580
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.63	1.40	0.50	0.73	0.12

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 55.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.40
Intersection Signal Delay: 72.6 Intersection LOS: E
Intersection Capacity Utilization 78.5% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	0	0	1	80	557	0	5	377	12
Future Volume (vph)	29	0	124	0	0	1	80	557	0	5	377	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865						0.996	
Flt Protected		0.950					0.950				0.999	
Satd. Flow (prot)	0	1721	1546	0	744	0	1675	1919	0	0	1790	0
Flt Permitted		0.757					0.447				0.993	
Satd. Flow (perm)	0	1371	1546	0	744	0	788	1919	0	0	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		308						2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	100%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	0	0	1	89	619	0	6	419	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	138	0	1	0	89	619	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		9.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	60.0		45.0	45.0	
Total Split (%)	29.4%	29.4%	29.4%	29.4%	29.4%		17.6%	70.6%		52.9%	52.9%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0		6.0	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	Max		Max	Max	
Act Effct Green (s)		7.5	7.5		7.5		54.0	54.0			44.6	
Actuated g/C Ratio		0.10	0.10		0.10		0.73	0.73			0.61	
v/c Ratio		0.23	0.49		0.00		0.14	0.44			0.41	
Control Delay		34.1	12.5		0.0		3.6	5.2			10.3	
Queue Delay		0.0	0.0		0.0		0.0	0.4			0.0	
Total Delay		34.1	12.5		0.0		3.6	5.6			10.3	
LOS		C	B		A		A	A			B	
Approach Delay		16.5						5.4			10.3	
Approach LOS		B						A			B	
Queue Length 50th (ft)		14	0		0		9	84			99	
Queue Length 95th (ft)		38	47		0		23	163			189	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)			355									
Base Capacity (vph)		354	501		420		687	1409			1078	
Starvation Cap Reductn		0	0		0		0	334			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.09	0.28		0.00		0.13	0.58			0.41	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 73.6
Natural Cycle: 45
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

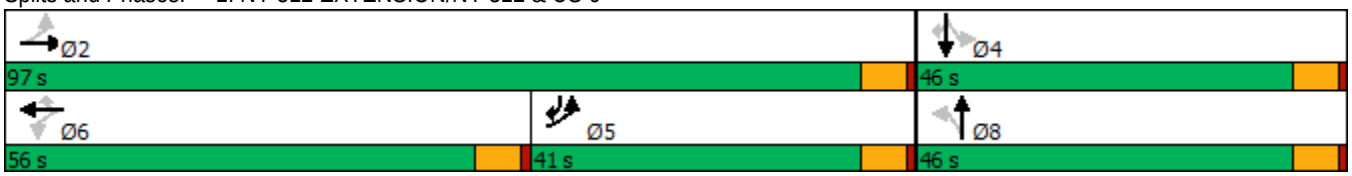
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	660	186	2	3	133	130	5	24	21	213	12	710
Future Volume (vph)	660	186	2	3	133	130	5	24	21	213	12	710
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.995			0.955	
Satd. Flow (prot)	1661	1668	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.644			0.629				0.969			0.698	
Satd. Flow (perm)	1126	1668	0	1167	1761	1479	0	1507	0	0	1153	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				143		23				639
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	725	204	2	3	146	143	5	26	23	234	13	780
Shared Lane Traffic (%)												
Lane Group Flow (vph)	725	206	0	3	146	143	0	54	0	0	247	780
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	52.3	52.3		13.6	13.6	13.6		23.9			23.9	62.6
Actuated g/C Ratio	0.59	0.59		0.15	0.15	0.15		0.27			0.27	0.71
v/c Ratio	0.84	0.21		0.02	0.54	0.41		0.13			0.80	0.61
Control Delay	29.6	10.1		35.7	45.3	10.6		17.3			50.5	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	29.6	10.1		35.7	45.3	10.6		17.3			50.5	3.3
LOS	C	B		D	D	B		B			D	A
Approach Delay		25.3			28.2			17.3			14.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	268	49		2	78	0		13			132	21
Queue Length 95th (ft)	#668	110		10	156	53		44			238	69
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	931	1591		682	1029	924		716			539	1285
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.78	0.13		0.00	0.14	0.15		0.08			0.46	0.61

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 88.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 77.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	756	58	218	896
Future Volume (vph)	39	141	756	58	218	896
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.990			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1733	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1733	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1307
Travel Time (s)	18.1		16.6			19.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	933	72	269	1106
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1005	0	269	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	62.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	756	58	218	896
Future Vol, veh/h	39	141	756	58	218	896
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	933	72	269	1106

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2613	969	0	0	1005	0
Stage 1	969	-	-	-	-	-
Stage 2	1644	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 42	332	-	-	697	-
Stage 1	436	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 26	332	-	-	697	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	230	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 717.6	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	94	697	-
HCM Lane V/C Ratio	-	-	2.364	0.386	-
HCM Control Delay (s)	-	-	$ 717.6	13.4	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.2	1.8	-

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)	31	866	1095	278	151	19
Future Volume (vph)	31	866	1095	278	151	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.983	
Flt Protected	0.950				0.957	
Satd. Flow (prot)	1727	1834	1836	1531	3577	0
Flt Permitted	0.039				0.957	
Satd. Flow (perm)	71	1834	1836	1531	3577	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				343		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1307	394		392	
Travel Time (s)		19.8	6.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	3%	5%	0%
Adj. Flow (vph)	38	1069	1352	343	186	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	1069	1352	343	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	125.0	114.0	15.0	15.0	
Total Split (%)	7.9%	89.3%	81.4%	10.7%	10.7%	
Maximum Green (s)	5.0	119.0	108.0	9.0	9.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	107.4	105.8	97.8	115.5	9.5	
Actuated g/C Ratio	0.84	0.83	0.76	0.90	0.07	
v/c Ratio	0.30	0.71	0.96	0.24	0.79	
Control Delay	18.0	7.1	31.4	0.5	83.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.0	7.1	31.4	0.5	83.1	
LOS	B	A	C	A	F	
Approach Delay		7.5	25.1		83.1	
Approach LOS		A	C		F	
Queue Length 50th (ft)	4	268	926	0	99	
Queue Length 95th (ft)	11	279	909	5	#147	
Internal Link Dist (ft)		1227	314		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	127	1613	1500	1415	264	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.66	0.90	0.24	0.79	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 127.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 22.7 Intersection LOS: C
Intersection Capacity Utilization 72.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	978	39	99	1358	15	4
Future Volume (vph)	978	39	99	1358	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995				0.969	
Flt Protected			0.950		0.963	
Satd. Flow (prot)	1813	0	1796	3224	1878	0
Flt Permitted			0.950		0.963	
Satd. Flow (perm)	1813	0	1796	3224	1878	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	562	
Travel Time (s)	2.5			9.2	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1124	45	114	1561	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1169	0	114	1561	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	978	39	99	1358	15	4
Future Vol, veh/h	978	39	99	1358	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1124	45	114	1561	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1169	0	2156	1147
Stage 1	-	-	-	-	1147	-
Stage 2	-	-	-	-	1009	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	605	-	86	287
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	605	-	70	287
Mov Cap-2 Maneuver	-	-	-	-	70	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	63.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	83	-	-	605	-
HCM Lane V/C Ratio	0.263	-	-	0.188	-
HCM Control Delay (s)	63.2	-	-	12.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	483	220	182	745	76	200	109	79	194	178	502
Future Volume (vph)	324	483	220	182	745	76	200	109	79	194	178	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3274	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3274	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					13							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			1401			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	364	543	247	204	837	85	225	122	89	218	200	564
Shared Lane Traffic (%)												
Lane Group Flow (vph)	364	543	247	204	922	0	225	122	89	218	200	564
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	16.0	40.0	15.0	16.0	40.0		15.0	15.0	16.0	25.0	25.0	16.0
Total Split (%)	16.7%	41.7%	15.6%	16.7%	41.7%		15.6%	15.6%	16.7%	26.0%	26.0%	16.7%
Maximum Green (s)	12.0	35.0	10.0	12.0	35.0		10.0	10.0	12.0	20.0	20.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	11.9	35.5	50.2	11.9	35.5		9.7	9.7	22.6	19.8	19.8	36.8
Actuated g/C Ratio	0.12	0.37	0.52	0.12	0.37		0.10	0.10	0.24	0.21	0.21	0.38
v/c Ratio	0.89	0.84	0.30	0.49	0.76		0.66	0.67	0.25	0.64	0.53	0.93
Control Delay	66.8	41.4	14.3	38.4	30.1		51.7	60.5	17.5	44.5	39.8	52.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	41.4	14.3	38.4	30.1		51.7	60.5	17.5	44.5	39.8	52.8
LOS	E	D	B	D	C		D	E	B	D	D	D
Approach Delay		43.6			31.6			47.1			48.3	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	114	301	81	56	265		69	73	25	122	109	323
Queue Length 95th (ft)	#190	#477	130	m86	179		106	#144	49	198	177	#524
Internal Link Dist (ft)		525			1321			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	410	648	812	415	1219		350	188	353	342	380	609
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.84	0.30	0.49	0.76		0.64	0.65	0.25	0.64	0.53	0.93

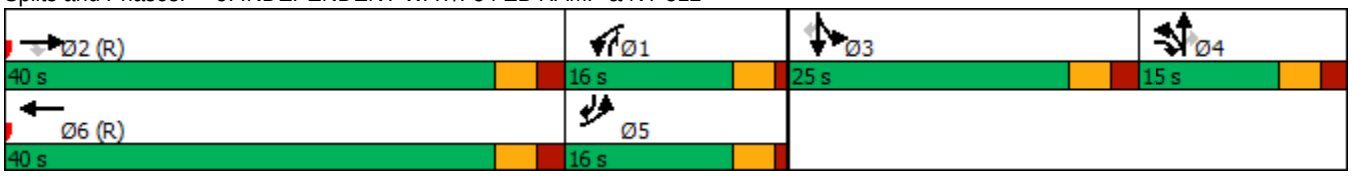
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 41.6 Intersection LOS: D
Intersection Capacity Utilization 72.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	529	237	519	474	18
Future Volume (vph)	94	529	237	519	474	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1599	1728	1854	1765	1454
Flt Permitted	0.950		0.235			
Satd. Flow (perm)	1703	1599	427	1854	1765	1454
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1401	537	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	1%	5%	3%	3%	10%
Adj. Flow (vph)	108	608	272	597	545	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	608	272	597	545	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	24.0	37.0	37.0	72.0	35.0	35.0
Total Split (%)	25.0%	38.5%	38.5%	75.0%	36.5%	36.5%
Maximum Green (s)	19.0	32.0	32.0	67.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.9	48.9	74.1	74.1	37.1	37.1
Actuated g/C Ratio	0.12	0.51	0.77	0.77	0.39	0.39
v/c Ratio	0.51	0.75	0.36	0.42	0.80	0.04
Control Delay	46.5	24.6	13.7	7.8	33.7	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	24.6	13.7	7.8	33.7	16.3
LOS	D	C	B	A	C	B
Approach Delay	27.9			9.6	33.1	
Approach LOS	C			A	C	
Queue Length 50th (ft)	63	283	61	136	288	6
Queue Length 95th (ft)	102	329	m101	m215	#522	m20
Internal Link Dist (ft)	648			1321	457	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	337	932	763	1430	681	561
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.65	0.36	0.42	0.80	0.04

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 66.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	1	0	0	217	394	1	0	408	32
Future Volume (vph)	17	0	83	1	0	0	217	394	1	0	408	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950					
Satd. Flow (prot)	0	1405	1129	0	817	0	1771	1829	0	0	1728	0
Flt Permitted		0.757			0.746		0.471					
Satd. Flow (perm)	0	1120	1129	0	642	0	878	1829	0	0	1728	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102								6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	100%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	1	0	0	226	410	1	0	425	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	86	0	1	0	226	411	0	0	458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	11.0		10.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	66.0		56.0	56.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		10.4%	68.8%		58.3%	58.3%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		4.0	60.0		50.0	50.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.5	7.5		7.5		76.5	76.5			66.5	
Actuated g/C Ratio		0.08	0.08		0.08		0.80	0.80			0.69	
v/c Ratio		0.21	0.47		0.02		0.31	0.28			0.38	
Control Delay		45.9	15.2		40.0		3.0	2.3			7.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		45.9	15.2		40.0		3.0	2.3			7.5	
LOS		D	B		D		A	A			A	
Approach Delay		20.5			40.0			2.6			7.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		11	0		1		14	33			98	
Queue Length 95th (ft)		32	34		6		38	81			172	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)			355									
Base Capacity (vph)		280	358		160		736	1457			1198	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.06	0.24		0.01		0.31	0.28			0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 6.0 Intersection LOS: A
Intersection Capacity Utilization 62.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	762	171	7	0	223	214	7	15	2	142	18	921
Future Volume (vph)	762	171	7	0	223	214	7	15	2	142	18	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.991				0.850
Flt Protected	0.950							0.985			0.957	
Satd. Flow (prot)	1727	1757	0	1855	1845	1636	0	1873	0	0	1760	1615
Flt Permitted	0.428							0.896			0.728	
Satd. Flow (perm)	778	1757	0	1855	1845	1636	0	1704	0	0	1339	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				264		2				395
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	941	211	9	0	275	264	9	19	2	175	22	1137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	941	220	0	0	275	264	0	30	0	0	197	1137
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

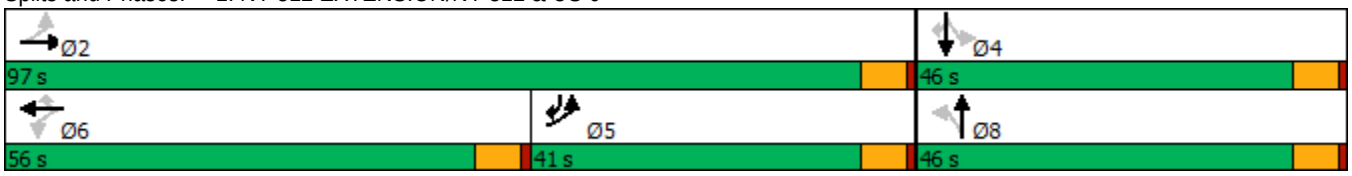
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	61.7	61.7			20.0	20.0		19.2			19.2	60.9
Actuated g/C Ratio	0.66	0.66			0.21	0.21		0.21			0.21	0.65
v/c Ratio	1.07	0.19			0.69	0.47		0.09			0.72	0.95
Control Delay	75.2	7.2			44.0	7.0		29.7			50.2	28.9
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	75.2	7.2			44.0	7.0		29.7			50.2	28.9
LOS	E	A			D	A		C			D	C
Approach Delay		62.3			25.9			29.7			32.1	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	~473	43			148	0		13			107	388
Queue Length 95th (ft)	#713	84			227	40		36			177	#705
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	878	1658			1007	1013		745			584	1192
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.07	0.13			0.27	0.26		0.04			0.34	0.95

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 93.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	954	37	144	1019
Future Volume (vph)	62	209	954	37	144	1019
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			1312
Travel Time (s)	18.1		16.6			19.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	984	38	148	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1022	0	148	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	62.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	954	37	144	1019
Future Vol, veh/h	62	209	954	37	144	1019
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	984	38	148	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2350	1003	0	0	1022	0
Stage 1	1003	-	-	-	-	-
Stage 2	1347	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 59	322	-	-	687	-
Stage 1	423	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 46	322	-	-	687	-
Mov Cap-2 Maneuver	~ 46	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	306	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 552.8	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	136	687	-
HCM Lane V/C Ratio	-	-	2.054	0.216	-
HCM Control Delay (s)	-	-	$ 552.8	11.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	22.6	0.8	-

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)	10	1153	1121	97	372	42
Future Volume (vph)	10	1153	1121	97	372	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	13	13	11	14	14
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	130			210	0	140
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	0.95
Frt				0.850	0.985	
Flt Protected	0.950				0.957	
Satd. Flow (prot)	1727	1906	1983	1433	3645	0
Flt Permitted	0.043				0.957	
Satd. Flow (perm)	78	1906	1983	1433	3645	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)				113		
Link Speed (mph)		45	45		30	
Link Distance (ft)		1312	420		392	
Travel Time (s)		19.9	6.4		8.9	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	10%	3%	0%
Adj. Flow (vph)	12	1341	1303	113	433	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	1341	1303	113	482	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		11	11		28	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.06	0.97	0.95	1.03	0.91	0.91
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	2	2	2	2	
Detector Template	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	
Leading Detector (ft)	83	83	83	83	83	
Trailing Detector (ft)	-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40	40	40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	43	43	43	43	43	
Detector 2 Size(ft)	40	40	40	40	40	
Detector 2 Type	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	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA	pm+ov	Prot	
Protected Phases	5	2	6	3	3	
Permitted Phases	2			6		
Detector Phase	5	2	6	3	3	
Switch Phase						
Minimum Initial (s)	4.0	15.0	15.0	5.0	5.0	
Minimum Split (s)	11.0	21.0	21.0	11.0	11.0	
Total Split (s)	11.0	115.0	104.0	25.0	25.0	
Total Split (%)	7.9%	82.1%	74.3%	17.9%	17.9%	
Maximum Green (s)	5.0	109.0	98.0	19.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	None	
Act Effct Green (s)	94.0	91.6	87.7	117.4	19.4	
Actuated g/C Ratio	0.76	0.74	0.71	0.95	0.16	
v/c Ratio	0.09	0.95	0.92	0.08	0.84	
Control Delay	6.8	28.2	27.9	0.3	67.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.8	28.2	27.9	0.3	67.2	
LOS	A	C	C	A	E	
Approach Delay		28.0	25.7		67.2	
Approach LOS		C	C		E	
Queue Length 50th (ft)	2	786	661	0	228	
Queue Length 95th (ft)	6	958	1133	5	#316	
Internal Link Dist (ft)		1232	340		312	
Turn Bay Length (ft)	130			210		
Base Capacity (vph)	128	1652	1619	1353	580	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.81	0.80	0.08	0.83	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 123.4
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 32.8 Intersection LOS: C
Intersection Capacity Utilization 82.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: NY 312 & PUGSLEY RD

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1500	25	24	1161	57	88
Future Volume (vph)	1500	25	24	1161	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.918	
Flt Protected			0.950		0.981	
Satd. Flow (prot)	1867	0	1744	3319	1791	0
Flt Permitted			0.950		0.981	
Satd. Flow (perm)	1867	0	1744	3319	1791	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	400	
Travel Time (s)	2.5			9.2	9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1579	26	25	1222	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1605	0	25	1222	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.7%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1500	25	24	1161	57	88
Future Vol, veh/h	1500	25	24	1161	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1579	26	25	1222	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1605	0	2253	1592
Stage 1	-	-	-	-	1592	-
Stage 2	-	-	-	-	661	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	402	-	76	164
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	402	-	71	164
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 304.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	-	-	402	-
HCM Lane V/C Ratio	1.413	-	-	0.063	-
HCM Control Delay (s)	$ 304.1	-	-	14.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	10.9	-	-	0.2	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	808	328	253	604	82	325	102	347	88	105	172
Future Volume (vph)	421	808	328	253	604	82	325	102	347	88	105	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3493	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3493	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					20							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			1402			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	430	824	335	258	616	84	332	104	354	90	107	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	430	824	335	258	700	0	332	104	354	90	107	176
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

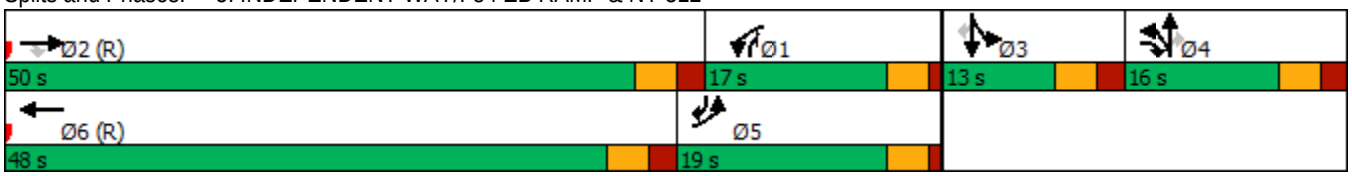
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	12.0	15.0		8.0	8.0	12.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	16.0	20.0		13.0	13.0	16.0	13.0	13.0	8.0
Total Split (s)	19.0	50.0	16.0	17.0	48.0		16.0	16.0	17.0	13.0	13.0	19.0
Total Split (%)	19.8%	52.1%	16.7%	17.7%	50.0%		16.7%	16.7%	17.7%	13.5%	13.5%	19.8%
Maximum Green (s)	15.0	45.0	11.0	13.0	43.0		11.0	11.0	13.0	8.0	8.0	15.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	15.0	45.1	61.0	13.0	43.1		10.9	10.9	24.9	8.0	8.0	28.0
Actuated g/C Ratio	0.16	0.47	0.64	0.14	0.45		0.11	0.11	0.26	0.08	0.08	0.29
v/c Ratio	0.79	0.94	0.33	0.55	0.44		0.85	0.48	0.86	0.63	0.69	0.38
Control Delay	50.8	43.9	9.2	41.0	17.0		62.4	47.9	45.5	63.5	66.0	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	43.9	9.2	41.0	17.0		62.4	47.9	45.5	63.5	66.0	30.1
LOS	D	D	A	D	B		E	D	D	E	E	C
Approach Delay		38.4			23.5			52.9			48.4	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	131	460	86	82	152		104	60	152	54	65	85
Queue Length 95th (ft)	#199	#720	134	117	180		#174	113	#228	#122	#143	146
Internal Link Dist (ft)		528			1322			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	544	880	996	467	1580		397	219	414	142	156	461
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.94	0.34	0.55	0.44		0.84	0.47	0.86	0.63	0.69	0.38

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 38.7 Intersection LOS: D
Intersection Capacity Utilization 82.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	86	504	692	551	435	66
Future Volume (vph)	86	504	692	551	435	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1814	1909	1800	1480
Flt Permitted	0.950		0.321			
Satd. Flow (perm)	1736	1615	613	1909	1800	1480
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1402	536	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	548	752	599	473	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	548	752	599	473	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	24.0	36.0	36.0	72.0	36.0	36.0
Total Split (%)	25.0%	37.5%	37.5%	75.0%	37.5%	37.5%
Maximum Green (s)	19.0	31.0	31.0	67.0	31.0	31.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.0	47.0	75.0	75.0	39.0	39.0
Actuated g/C Ratio	0.11	0.49	0.78	0.78	0.41	0.41
v/c Ratio	0.47	0.69	0.87	0.40	0.65	0.12
Control Delay	46.0	23.7	28.2	6.9	25.2	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	23.7	28.2	6.9	25.2	15.5
LOS	D	C	C	A	C	B
Approach Delay	26.9			18.7	23.9	
Approach LOS	C			B	C	
Queue Length 50th (ft)	54	250	218	159	226	19
Queue Length 95th (ft)	94	311	m#335	m210	#420	57
Internal Link Dist (ft)	648			1322	456	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	343	925	866	1491	730	601
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.59	0.87	0.40	0.65	0.12

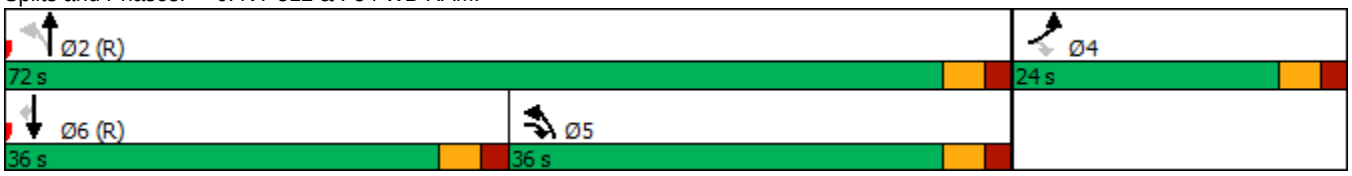
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 78.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	0	0	1	80	557	0	5	377	12
Future Volume (vph)	29	0	124	0	0	1	80	557	0	5	377	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865						0.996	
Flt Protected		0.950					0.950				0.999	
Satd. Flow (prot)	0	1721	1546	0	744	0	1675	1919	0	0	1790	0
Flt Permitted		0.757					0.514				0.993	
Satd. Flow (perm)	0	1371	1546	0	744	0	906	1919	0	0	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		301						2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	100%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	0	0	1	89	619	0	6	419	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	138	0	1	0	89	619	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	11.0		10.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	66.0		56.0	56.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		10.4%	68.8%		58.3%	58.3%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		4.0	60.0		50.0	50.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		8.1	8.1		8.1		75.9	75.9			67.9	
Actuated g/C Ratio		0.08	0.08		0.08		0.79	0.79			0.71	
v/c Ratio		0.28	0.54		0.00		0.12	0.41			0.35	
Control Delay		46.3	15.4		0.0		2.3	3.2			7.1	
Queue Delay		0.0	0.0		0.0		0.0	0.1			0.0	
Total Delay		46.3	15.4		0.0		2.3	3.3			7.1	
LOS		D	B		A		A	A			A	
Approach Delay		21.2						3.2			7.1	
Approach LOS		C						A			A	
Queue Length 50th (ft)		19	0		0		5	55			95	
Queue Length 95th (ft)		46	53		0		20	117			167	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)			355									
Base Capacity (vph)		342	490		411		748	1517			1259	
Starvation Cap Reductn		0	0		0		0	224			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.09	0.28		0.00		0.12	0.48			0.35	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

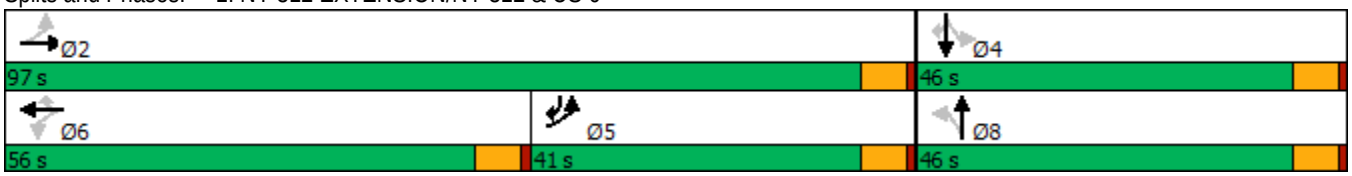
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	660	186	2	3	133	130	5	24	21	213	12	710
Future Volume (vph)	660	186	2	3	133	130	5	24	21	213	12	710
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.942				0.850
Flt Protected	0.950			0.950				0.995			0.955	
Satd. Flow (prot)	1661	1668	0	1762	1761	1479	0	1548	0	0	1577	1553
Flt Permitted	0.644			0.629				0.969			0.698	
Satd. Flow (perm)	1126	1668	0	1167	1761	1479	0	1507	0	0	1153	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				143		23				639
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	9%	0%	0%	9%	14%	40%	26%	0%	13%	0%	5%
Adj. Flow (vph)	725	204	2	3	146	143	5	26	23	234	13	780
Shared Lane Traffic (%)												
Lane Group Flow (vph)	725	206	0	3	146	143	0	54	0	0	247	780
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	52.3	52.3		13.6	13.6	13.6		23.9			23.9	62.6
Actuated g/C Ratio	0.59	0.59		0.15	0.15	0.15		0.27			0.27	0.71
v/c Ratio	0.84	0.21		0.02	0.54	0.41		0.13			0.80	0.61
Control Delay	29.6	10.1		35.7	45.3	10.6		17.3			50.5	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	29.6	10.1		35.7	45.3	10.6		17.3			50.5	3.3
LOS	C	B		D	D	B		B			D	A
Approach Delay		25.3			28.2			17.3			14.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	268	49		2	78	0		13			132	21
Queue Length 95th (ft)	#668	110		10	156	53		44			238	69
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390			105		260						
Base Capacity (vph)	931	1591		682	1029	924		716			539	1285
Starvation Cap Reductn	0	0		0	0	0		0			0	0
Spillback Cap Reductn	0	0		0	0	0		0			0	0
Storage Cap Reductn	0	0		0	0	0		0			0	0
Reduced v/c Ratio	0.78	0.13		0.00	0.14	0.15		0.08			0.46	0.61

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 88.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 77.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	141	756	58	218	896
Future Volume (vph)	39	141	756	58	218	896
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.990			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1610	0	1733	0	1815	1900
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1610	0	1733	0	1815	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			991
Travel Time (s)	18.1		16.6			15.0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	4%	7%	0%	4%
Adj. Flow (vph)	48	174	933	72	269	1106
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	0	1005	0	269	1106
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	62.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	141	756	58	218	896
Future Vol, veh/h	39	141	756	58	218	896
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	3	4	7	0	4
Mvmt Flow	48	174	933	72	269	1106

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2613	969	0	0	1005	0
Stage 1	969	-	-	-	-	-
Stage 2	1644	-	-	-	-	-
Critical Hdwy	5.8	5.93	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	~ 42	332	-	-	697	-
Stage 1	436	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 26	332	-	-	697	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	230	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 717.6	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	94	697	-
HCM Lane V/C Ratio	-	-	2.364	0.386	-
HCM Control Delay (s)	-	-	$ 717.6	13.4	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	20.2	1.8	-

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)	31	866	1095	278	151	19
Future Volume (vph)	31	866	1095	278	151	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.970		0.983	
Flt Protected		0.998			0.957	
Satd. Flow (prot)	0	3709	3636	0	3688	0
Flt Permitted		0.998			0.957	
Satd. Flow (perm)	0	3709	3636	0	3688	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		308	394		392	
Travel Time (s)		4.7	6.0		8.9	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	6%	8%	3%	5%	0%
Adj. Flow (vph)	38	1069	1352	343	186	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1107	1695	0	209	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1107	1695	209
Demand Flow Rate, veh/h	1171	1813	218
Vehicles Circulating, veh/h	195	38	1460
Vehicles Exiting, veh/h	1483	1328	38
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.0	8.3	15.5
Approach LOS	A	A	C

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.532	0.468
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	353	4.645	4.328
Entry Flow, veh/h	550	621	686	774	1327	116	102
Cap Entry Lane, veh/h	1128	1203	1303	1375	0.971	352	410
Entry HV Adj Factor	0.946	0.945	0.926	0.926	343	0.955	0.963
Flow Entry, veh/h	520	587	635	716	1289	111	98
Cap Entry, veh/h	1067	1137	1207	1273	0.266	337	395
V/C Ratio	0.488	0.516	0.526	0.563	5.1	0.329	0.248
Control Delay, s/veh	9.0	9.1	8.9	9.2	A	17.5	13.3
LOS	A	A	A	A	1	C	B
95th %tile Queue, veh	3	3	3	4		1	1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	978	39	99	1358	15	4
Future Volume (vph)	978	39	99	1358	15	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.995				0.969	
Flt Protected			0.950		0.963	
Satd. Flow (prot)	1813	0	1796	3224	1878	0
Flt Permitted			0.950		0.963	
Satd. Flow (perm)	1813	0	1796	3224	1878	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	164			605	562	
Travel Time (s)	2.5			9.2	12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	5%	0%	0%	4%	0%	0%
Adj. Flow (vph)	1124	45	114	1561	17	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1169	0	114	1561	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	978	39	99	1358	15	4
Future Vol, veh/h	978	39	99	1358	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	0	0	4	0	0
Mvmt Flow	1124	45	114	1561	17	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1169	0	2156	1147
Stage 1	-	-	-	-	1147	-
Stage 2	-	-	-	-	1009	-
Critical Hdwy	-	-	4.1	-	5.6	5.7
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	605	-	86	287
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	420	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	605	-	70	287
Mov Cap-2 Maneuver	-	-	-	-	70	-
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	420	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	63.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	83	-	-	605	-
HCM Lane V/C Ratio	0.263	-	-	0.188	-
HCM Control Delay (s)	63.2	-	-	12.3	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	483	220	182	745	76	200	109	79	194	178	502
Future Volume (vph)	324	483	220	182	745	76	200	109	79	194	178	502
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3287	1750	1575	3320	3274	0	3368	1810	1496	1646	1827	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3287	1750	1575	3320	3274	0	3368	1810	1496	1646	1827	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					13							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		605			1401			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	8%	2%	6%	9%	12%	5%	6%	9%	6%	4%	2%
Adj. Flow (vph)	364	543	247	204	837	85	225	122	89	218	200	564
Shared Lane Traffic (%)												
Lane Group Flow (vph)	364	543	247	204	922	0	225	122	89	218	200	564
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	8.0	15.0		8.0	8.0	8.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	12.0	20.0		13.0	13.0	12.0	13.0	13.0	8.0
Total Split (s)	16.0	40.0	15.0	16.0	40.0		15.0	15.0	16.0	25.0	25.0	16.0
Total Split (%)	16.7%	41.7%	15.6%	16.7%	41.7%		15.6%	15.6%	16.7%	26.0%	26.0%	16.7%
Maximum Green (s)	12.0	35.0	10.0	12.0	35.0		10.0	10.0	12.0	20.0	20.0	12.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	11.9	35.5	50.2	11.9	35.5		9.7	9.7	22.6	19.8	19.8	36.8
Actuated g/C Ratio	0.12	0.37	0.52	0.12	0.37		0.10	0.10	0.24	0.21	0.21	0.38
v/c Ratio	0.89	0.84	0.30	0.49	0.76		0.66	0.67	0.25	0.64	0.53	0.93
Control Delay	66.8	41.4	14.3	38.4	30.1		51.7	60.5	17.5	44.5	39.8	52.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	41.4	14.3	38.4	30.1		51.7	60.5	17.5	44.5	39.8	52.8
LOS	E	D	B	D	C		D	E	B	D	D	D
Approach Delay		43.6			31.6			47.1			48.3	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	114	301	81	56	265		69	73	25	122	109	323
Queue Length 95th (ft)	#190	#477	130	m86	179		106	#144	49	198	177	#524
Internal Link Dist (ft)		525			1321			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	410	648	812	415	1219		350	188	353	342	380	609
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.84	0.30	0.49	0.76		0.64	0.65	0.25	0.64	0.53	0.93

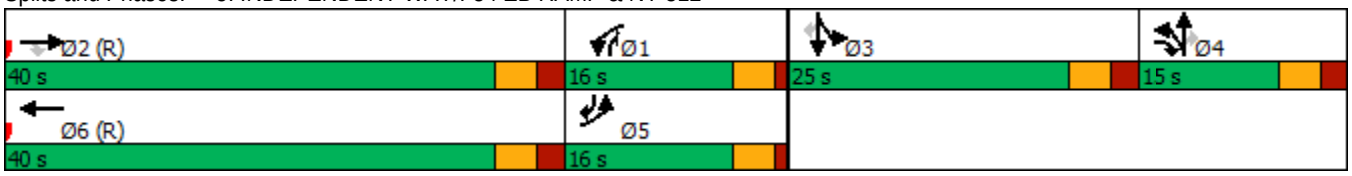
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 41.6 Intersection LOS: D
Intersection Capacity Utilization 72.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	529	237	519	474	18
Future Volume (vph)	94	529	237	519	474	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1703	1599	1728	1854	1765	1454
Flt Permitted	0.950		0.235			
Satd. Flow (perm)	1703	1599	427	1854	1765	1454
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1401	537	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	6%	1%	5%	3%	3%	10%
Adj. Flow (vph)	108	608	272	597	545	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	608	272	597	545	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	24.0	37.0	37.0	72.0	35.0	35.0
Total Split (%)	25.0%	38.5%	38.5%	75.0%	36.5%	36.5%
Maximum Green (s)	19.0	32.0	32.0	67.0	30.0	30.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.9	48.9	74.1	74.1	37.1	37.1
Actuated g/C Ratio	0.12	0.51	0.77	0.77	0.39	0.39
v/c Ratio	0.51	0.75	0.36	0.42	0.80	0.04
Control Delay	46.5	24.6	13.7	7.8	33.7	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	24.6	13.7	7.8	33.7	16.3
LOS	D	C	B	A	C	B
Approach Delay	27.9			9.6	33.1	
Approach LOS	C			A	C	
Queue Length 50th (ft)	63	283	61	136	288	6
Queue Length 95th (ft)	102	329	m101	m215	#522	m20
Internal Link Dist (ft)	648			1321	457	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	337	932	763	1430	681	561
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.65	0.36	0.42	0.80	0.04

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 66.0% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	83	1	0	0	217	394	1	0	408	32
Future Volume (vph)	17	0	83	1	0	0	217	394	1	0	408	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850								0.990	
Flt Protected		0.950			0.950		0.950					
Satd. Flow (prot)	0	1405	1129	0	817	0	1771	1829	0	0	1728	0
Flt Permitted		0.757			0.746		0.471					
Satd. Flow (perm)	0	1120	1129	0	642	0	878	1829	0	0	1728	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102								6	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		557			300			537			573	
Travel Time (s)		12.7			6.8			8.1			8.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	31%	0%	41%	100%	0%	0%	5%	7%	0%	0%	6%	0%
Adj. Flow (vph)	18	0	86	1	0	0	226	410	1	0	425	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	86	0	1	0	226	411	0	0	458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	11.0		10.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	66.0		56.0	56.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		10.4%	68.8%		58.3%	58.3%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		4.0	60.0		50.0	50.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		7.5	7.5		7.5		76.5	76.5			66.5	
Actuated g/C Ratio		0.08	0.08		0.08		0.80	0.80			0.69	
v/c Ratio		0.21	0.47		0.02		0.31	0.28			0.38	
Control Delay		45.9	15.2		40.0		3.0	2.3			7.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	
Total Delay		45.9	15.2		40.0		3.0	2.3			7.5	
LOS		D	B		D		A	A			A	
Approach Delay		20.5			40.0			2.6			7.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		11	0		1		14	33			98	
Queue Length 95th (ft)		32	34		6		38	81			172	
Internal Link Dist (ft)		477			220			457			493	
Turn Bay Length (ft)			355									
Base Capacity (vph)		280	358		160		736	1457			1198	
Starvation Cap Reductn		0	0		0		0	0			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.06	0.24		0.01		0.31	0.28			0.38	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 6.0 Intersection LOS: A
Intersection Capacity Utilization 62.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	762	171	7	0	223	214	7	15	2	142	18	921
Future Volume (vph)	762	171	7	0	223	214	7	15	2	142	18	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	13	12	12	12	11	11	12
Grade (%)		2%			-2%			-2%			-2%	
Storage Length (ft)	390		0	105		260	0		0	180		0
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850		0.991				0.850
Flt Protected	0.950							0.985			0.957	
Satd. Flow (prot)	1727	1757	0	1855	1845	1636	0	1873	0	0	1760	1615
Flt Permitted	0.428							0.896			0.728	
Satd. Flow (perm)	778	1757	0	1855	1845	1636	0	1704	0	0	1339	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				264		2				395
Link Speed (mph)		55			55			30			45	
Link Distance (ft)		763			765			339			1392	
Travel Time (s)		9.5			9.5			7.7			21.1	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	3%	0%	0%	4%	3%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	941	211	9	0	275	264	9	19	2	175	22	1137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	941	220	0	0	275	264	0	30	0	0	197	1137
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.03	0.99	0.95	0.99	0.99	0.99	1.03	1.03	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	1	2		1	2	2
Detector Template	NYSDOT	NYSDOT		NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		Left	NYSDOT	NYSDOT
Leading Detector (ft)	83	83		83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40	40	20	40		20	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

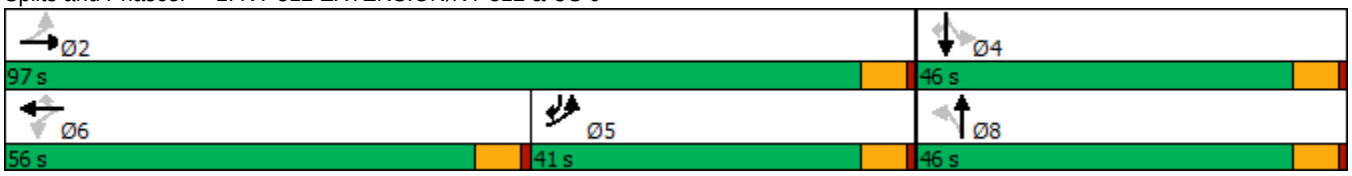
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	21.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Total Split (s)	41.0	97.0		56.0	56.0	56.0	46.0	46.0		46.0	46.0	41.0
Total Split (%)	28.7%	67.8%		39.2%	39.2%	39.2%	32.2%	32.2%		32.2%	32.2%	28.7%
Maximum Green (s)	35.0	91.0		50.0	50.0	50.0	40.0	40.0		40.0	40.0	35.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0			6.0	6.0
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	6.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	None	None	None	None		None	None	None
Act Effct Green (s)	61.7	61.7			20.0	20.0		19.2			19.2	60.9
Actuated g/C Ratio	0.66	0.66			0.21	0.21		0.21			0.21	0.65
v/c Ratio	1.07	0.19			0.69	0.47		0.09			0.72	0.95
Control Delay	75.2	7.2			44.0	7.0		29.7			50.2	28.9
Queue Delay	0.0	0.0			0.0	0.0		0.0			0.0	0.0
Total Delay	75.2	7.2			44.0	7.0		29.7			50.2	28.9
LOS	E	A			D	A		C			D	C
Approach Delay		62.3			25.9			29.7			32.1	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)	~473	43			148	0		13			107	388
Queue Length 95th (ft)	#713	84			227	40		36			177	#705
Internal Link Dist (ft)		683			685			259			1312	
Turn Bay Length (ft)	390					260						
Base Capacity (vph)	878	1658			1007	1013		745			584	1192
Starvation Cap Reductn	0	0			0	0		0			0	0
Spillback Cap Reductn	0	0			0	0		0			0	0
Storage Cap Reductn	0	0			0	0		0			0	0
Reduced v/c Ratio	1.07	0.13			0.27	0.26		0.04			0.34	0.95

Intersection Summary

Area Type: Other
Cycle Length: 143
Actuated Cycle Length: 93.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: NY 312 EXTENSION/NY 312 & US 6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	62	209	954	37	144	1019
Future Volume (vph)	62	209	954	37	144	1019
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	12
Grade (%)	-3%		8%			-8%
Storage Length (ft)	0	0		0	190	
Storage Lanes	1	0		0	1	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1652	0	1798	0	1815	1956
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1652	0	1798	0	1815	1956
Link Speed (mph)	30		45			45
Link Distance (ft)	795		1095			986
Travel Time (s)	18.1		16.6			14.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	64	215	984	38	148	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	279	0	1022	0	148	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.05	1.05	0.99	0.95
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	62.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	209	954	37	144	1019
Future Vol, veh/h	62	209	954	37	144	1019
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	190	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	8	-	-	-8
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	64	215	984	38	148	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2350	1003	0	0	1022	0
Stage 1	1003	-	-	-	-	-
Stage 2	1347	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.1	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 59	322	-	-	687	-
Stage 1	423	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 46	322	-	-	687	-
Mov Cap-2 Maneuver	~ 46	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	306	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 552.8	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	136	687	-
HCM Lane V/C Ratio	-	-	2.054	0.216	-
HCM Control Delay (s)	-	-	$ 552.8	11.7	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	22.6	0.8	-

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)	10	1153	1121	97	372	42
Future Volume (vph)	10	1153	1121	97	372	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15
Grade (%)		2%	-2%		-2%	
Storage Length (ft)	100			105	0	95
Storage Lanes	1			1	2	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	0.95
Frt			0.988		0.985	
Flt Protected					0.957	
Satd. Flow (prot)	0	3855	3931	0	3759	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	3855	3931	0	3759	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		312	420		774	
Travel Time (s)		4.7	6.4		17.6	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	2%	0%	10%	3%	0%
Adj. Flow (vph)	12	1341	1303	113	433	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1353	1416	0	482	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		30	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.89	0.89	0.87	0.87	0.87	0.87
Turning Speed (mph)	15			9	15	9
Sign Control		Yield	Yield		Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1353	1416	482
Demand Flow Rate, veh/h	1380	1427	495
Vehicles Circulating, veh/h	446	12	1303
Vehicles Exiting, veh/h	1352	1814	12
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.9	7.1	22.9
Approach LOS	C	A	C

Lane	Left	Right	Left	Right	Bypass	Left	Right
Designated Moves	LT	TR	LT	TR	R	L	LTR
Assumed Moves	LT	TR	LT	TR	R	L	LTR
RT Channelized					Yield		
Lane Util	0.470	0.530	0.470	0.530		0.529	0.471
Follow-Up Headway, s	2.667	2.535	2.667	2.535		2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	124	4.645	4.328
Entry Flow, veh/h	649	731	612	691	1363	262	233
Cap Entry Lane, veh/h	896	972	1335	1406	0.909	407	469
Entry HV Adj Factor	0.980	0.981	1.001	0.999	113	0.975	0.972
Flow Entry, veh/h	636	717	612	691	1239	255	227
Cap Entry, veh/h	878	954	1336	1405	0.091	397	456
V/C Ratio	0.725	0.752	0.458	0.492	3.7	0.644	0.497
Control Delay, s/veh	17.7	18.0	7.2	7.5	A	27.3	17.9
LOS	C	C	A	A	0	D	C
95th %tile Queue, veh	6	7	2	3		4	3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1500	25	24	1161	57	88
Future Volume (vph)	1500	25	24	1161	57	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	13	13
Grade (%)	-1%			1%	-5%	
Storage Length (ft)		0	70		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt	0.998				0.918	
Flt Protected			0.950		0.981	
Satd. Flow (prot)	1867	0	1744	3319	1791	0
Flt Permitted			0.950		0.981	
Satd. Flow (perm)	1867	0	1744	3319	1791	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	165			608	400	
Travel Time (s)	2.5			9.2	9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	7%	3%	1%	0%	2%
Adj. Flow (vph)	1579	26	25	1222	60	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1605	0	25	1222	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	1.10	0.93	0.93
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.7%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	15.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1500	25	24	1161	57	88
Future Vol, veh/h	1500	25	24	1161	57	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-5	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	3	1	0	2
Mvmt Flow	1579	26	25	1222	60	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1605	0	2253	1592
Stage 1	-	-	-	-	1592	-
Stage 2	-	-	-	-	661	-
Critical Hdwy	-	-	4.145	-	5.6	5.73
Critical Hdwy Stg 1	-	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	-	4.8	-
Follow-up Hdwy	-	-	2.2285	-	3.5	3.319
Pot Cap-1 Maneuver	-	-	402	-	76	164
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	402	-	71	164
Mov Cap-2 Maneuver	-	-	-	-	71	-
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	$ 304.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	108	-	-	402	-
HCM Lane V/C Ratio	1.413	-	-	0.063	-
HCM Control Delay (s)	$ 304.1	-	-	14.6	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	10.9	-	-	0.2	-

Notes

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	421	808	328	253	604	82	325	102	347	88	105	172
Future Volume (vph)	421	808	328	253	604	82	325	102	347	88	105	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Grade (%)		1%			-1%			-2%			0%	
Storage Length (ft)	360		240	190		270	315		315	320		200
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3484	1872	1591	3450	3493	0	3467	1919	1599	1711	1881	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3484	1872	1591	3450	3493	0	3467	1919	1599	1711	1881	1583
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					20							
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		608			1402			539			757	
Travel Time (s)		9.2			21.2			12.3			17.2	
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 (%)	0%	1%	1%	2%	2%	2%	2%	0%	2%	2%	1%	2%
Adj. Flow (vph)	430	824	335	258	616	84	332	104	354	90	107	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	430	824	335	258	700	0	332	104	354	90	107	176
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)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.99	0.99	0.99	0.99	0.99	0.99	1.04	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0	0	2	0		2	2	2	2	2	2
Detector Template	NYSDOT			NYSDOT			NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT	NYSDOT
Leading Detector (ft)	83	0	0	83	0		83	83	83	83	83	83
Trailing Detector (ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	-5	0	0	-5	0		-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	40	6	20	40	6		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	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	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	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	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

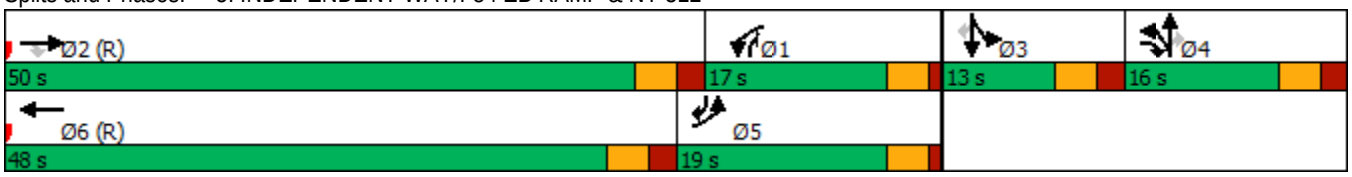
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	4	1	6		4	4	1	3	3	5
Permitted Phases			2						4			3
Detector Phase	5	2	4	1	6		4	4	1	3	3	3
Switch Phase												
Minimum Initial (s)	4.0	15.0	8.0	12.0	15.0		8.0	8.0	12.0	8.0	8.0	4.0
Minimum Split (s)	8.0	20.0	13.0	16.0	20.0		13.0	13.0	16.0	13.0	13.0	8.0
Total Split (s)	19.0	50.0	16.0	17.0	48.0		16.0	16.0	17.0	13.0	13.0	19.0
Total Split (%)	19.8%	52.1%	16.7%	17.7%	50.0%		16.7%	16.7%	17.7%	13.5%	13.5%	19.8%
Maximum Green (s)	15.0	45.0	11.0	13.0	43.0		11.0	11.0	13.0	8.0	8.0	15.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		2.0	2.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0		5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	15.0	45.1	61.0	13.0	43.1		10.9	10.9	24.9	8.0	8.0	28.0
Actuated g/C Ratio	0.16	0.47	0.64	0.14	0.45		0.11	0.11	0.26	0.08	0.08	0.29
v/c Ratio	0.79	0.94	0.33	0.55	0.44		0.85	0.48	0.86	0.63	0.69	0.38
Control Delay	50.8	43.9	9.2	41.0	17.0		62.4	47.9	45.5	63.5	66.0	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.8	43.9	9.2	41.0	17.0		62.4	47.9	45.5	63.5	66.0	30.1
LOS	D	D	A	D	B		E	D	D	E	E	C
Approach Delay		38.4			23.5			52.9			48.4	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	131	460	86	82	152		104	60	152	54	65	85
Queue Length 95th (ft)	#199	#720	134	117	180		#174	113	#228	#122	#143	146
Internal Link Dist (ft)		528			1322			459			677	
Turn Bay Length (ft)	360		240	190			315		315	320		200
Base Capacity (vph)	544	880	996	467	1580		397	219	414	142	156	461
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.94	0.34	0.55	0.44		0.84	0.47	0.86	0.63	0.69	0.38

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 38.7 Intersection LOS: D
Intersection Capacity Utilization 82.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 5: INDEPENDENT WAY/I-84 EB RAMP & NY 312



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	86	504	692	551	435	66
Future Volume (vph)	86	504	692	551	435	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	12
Grade (%)	0%			-1%	2%	
Storage Length (ft)	100	0	325			235
Storage Lanes	1	1	1			1
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1615	1814	1909	1800	1480
Flt Permitted	0.950		0.321			
Satd. Flow (perm)	1736	1615	613	1909	1800	1480
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	45	
Link Distance (ft)	728			1402	536	
Travel Time (s)	16.5			21.2	8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	0%	0%	0%	1%	8%
Adj. Flow (vph)	93	548	752	599	473	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	548	752	599	473	72
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.06	1.01
Turning Speed (mph)	15	9	15			9
Number of Detectors	2	2	2	0	0	0
Detector Template	NYSDOT	NYSDOT	NYSDOT			
Leading Detector (ft)	83	83	83	0	0	0
Trailing Detector (ft)	-5	-5	-5	0	0	0
Detector 1 Position(ft)	-5	-5	-5	0	0	0
Detector 1 Size(ft)	40	40	40	6	6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)	43	43	43			
Detector 2 Size(ft)	40	40	40			
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0	0.0			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Type	Prot	pm+ov	pm+pt	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	11.0	11.0	11.0
Minimum Split (s)	9.0	9.0	9.0	16.0	16.0	16.0
Total Split (s)	24.0	36.0	36.0	72.0	36.0	36.0
Total Split (%)	25.0%	37.5%	37.5%	75.0%	37.5%	37.5%
Maximum Green (s)	19.0	31.0	31.0	67.0	31.0	31.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lag	Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	11.0	47.0	75.0	75.0	39.0	39.0
Actuated g/C Ratio	0.11	0.49	0.78	0.78	0.41	0.41
v/c Ratio	0.47	0.69	0.87	0.40	0.65	0.12
Control Delay	46.0	23.7	28.2	6.9	25.2	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	23.7	28.2	6.9	25.2	15.5
LOS	D	C	C	A	C	B
Approach Delay	26.9			18.7	23.9	
Approach LOS	C			B	C	
Queue Length 50th (ft)	54	250	218	159	226	19
Queue Length 95th (ft)	94	311	m#335	m210	#420	57
Internal Link Dist (ft)	648			1322	456	
Turn Bay Length (ft)	100		325			235
Base Capacity (vph)	343	925	866	1491	730	601
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.59	0.87	0.40	0.65	0.12

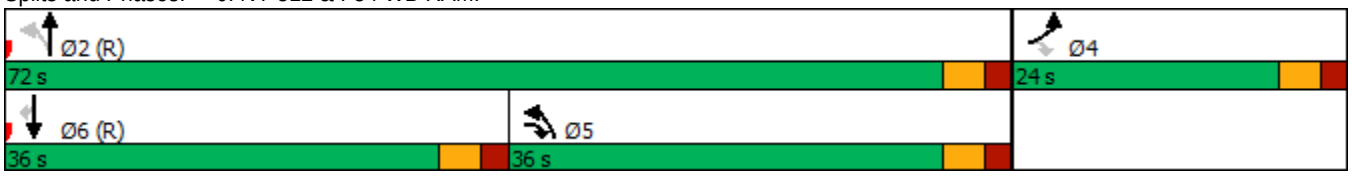
Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 64 (67%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 21.9 Intersection LOS: C
Intersection Capacity Utilization 78.5% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 6: NY 312 & I-84 WB RAMP



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	124	0	0	1	80	557	0	5	377	12
Future Volume (vph)	29	0	124	0	0	1	80	557	0	5	377	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	11	10	10	10	12	12	12	12	12	12
Grade (%)		-4%			6%			-6%			6%	
Storage Length (ft)	0		355	0		0	0		0	0		0
Storage Lanes	0		1	0		0	1		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.865						0.996	
Flt Protected		0.950					0.950				0.999	
Satd. Flow (prot)	0	1721	1546	0	744	0	1675	1919	0	0	1790	0
Flt Permitted		0.757					0.514				0.993	
Satd. Flow (perm)	0	1371	1546	0	744	0	906	1919	0	0	1779	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		301						2	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		500			303			536			589	
Travel Time (s)		11.4			6.9			8.1			8.9	
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 (%)	7%	0%	3%	0%	0%	100%	11%	2%	0%	0%	2%	18%
Adj. Flow (vph)	32	0	138	0	0	1	89	619	0	6	419	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	138	0	1	0	89	619	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	0.97	1.02	1.14	1.14	1.14	0.96	0.96	0.96	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	1	2		2	0		1	0	
Detector Template	NYSDOT	NYSDOT	NYSDOT	Left	NYSDOT		NYSDOT			Left		
Leading Detector (ft)	83	83	83	20	83		83	0		20	0	
Trailing Detector (ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Position(ft)	-5	-5	-5	0	-5		-5	0		0	0	
Detector 1 Size(ft)	40	40	40	20	40		40	6		20	6	
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					
Detector 2 Size(ft)	40	40	40		40		40					
Detector 2 Type	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					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm		NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0	30.0	11.0	11.0		10.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		10.0	66.0		56.0	56.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		10.4%	68.8%		58.3%	58.3%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		4.0	60.0		50.0	50.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	
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)	3.0	3.0	3.0	3.0	3.0		2.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)		8.1	8.1		8.1		75.9	75.9			67.9	
Actuated g/C Ratio		0.08	0.08		0.08		0.79	0.79			0.71	
v/c Ratio		0.28	0.54		0.00		0.12	0.41			0.35	
Control Delay		46.3	15.4		0.0		2.3	3.2			7.1	
Queue Delay		0.0	0.0		0.0		0.0	0.1			0.0	
Total Delay		46.3	15.4		0.0		2.3	3.3			7.1	
LOS		D	B		A		A	A			A	
Approach Delay		21.2						3.2			7.1	
Approach LOS		C						A			A	
Queue Length 50th (ft)		19	0		0		5	55			95	
Queue Length 95th (ft)		46	53		0		20	117			167	
Internal Link Dist (ft)		420			223			456			509	
Turn Bay Length (ft)			355									
Base Capacity (vph)		342	490		411		748	1517			1259	
Starvation Cap Reductn		0	0		0		0	224			0	
Spillback Cap Reductn		0	0		0		0	0			0	
Storage Cap Reductn		0	0		0		0	0			0	
Reduced v/c Ratio		0.09	0.28		0.00		0.12	0.48			0.35	

Intersection Summary

Area Type: Other
Cycle Length: 96
Actuated Cycle Length: 96
Offset: 56 (58%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: NY 312 & INTERNATIONAL BLVD

PART E

MUTCD TRAFFIC SIGNAL WARRANTS

CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES

Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

Standard:

01 **An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.**

02 **The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:**

Warrant 1, Eight-Hour Vehicular Volume
Warrant 2, Four-Hour Vehicular Volume
Warrant 3, Peak Hour
Warrant 4, Pedestrian Volume
Warrant 5, School Crossing
Warrant 6, Coordinated Signal System
Warrant 7, Crash Experience
Warrant 8, Roadway Network
Warrant 9, Intersection Near a Grade Crossing

03 **The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.**

Support:

04 Sections 8C.09 and 8C.10 contain information regarding the use of traffic control signals instead of gates and/or flashing-light signals at highway-rail grade crossings and highway-light rail transit grade crossings, respectively.

Guidance:

05 *A traffic control signal should not be installed unless one or more of the factors described in this Chapter are met.*

06 *A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.*

07 *A traffic control signal should not be installed if it will seriously disrupt progressive traffic flow.*

08 *The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants listed in Paragraph 2.*

09 *Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. The site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left-turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles.*

10 *Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.*

11 *At a location that is under development or construction and where it is not possible to obtain a traffic count that would represent future traffic conditions, hourly volumes should be estimated as part of an engineering study for comparison with traffic signal warrants. Except for locations where the engineering study uses the satisfaction of Warrant 8 to justify a signal, a traffic control signal installed under projected conditions should have an engineering study done within 1 year of putting the signal into stop-and-go operation to determine if the signal is justified. If not justified, the signal should be taken out of stop-and-go operation or removed.*

12 *For signal warrant analysis, a location with a wide median, even if the median width is greater than 30 feet, should be considered as one intersection.*

Option:

13 At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher of the major-street left-turn volumes as the "minor-street" volume and the corresponding single direction of opposing traffic on the major street as the "major-street" volume.

14 For signal warrants requiring conditions to be present for a certain number of hours in order to be satisfied, any four sequential 15-minute periods may be considered as 1 hour if the separate 1-hour periods used in the warrant analysis do not overlap each other and both the major-street volume and the minor-street volume are for the same specific one-hour periods.

15 For signal warrant analysis, bicyclists may be counted as either vehicles or pedestrians.

Support:

16 When performing a signal warrant analysis, bicyclists riding in the street with other vehicular traffic are usually counted as vehicles and bicyclists who are clearly using pedestrian facilities are usually counted as pedestrians.

Option:

17 Engineering study data may include the following:

A. The number of vehicles entering the intersection in each hour from each approach during 12 hours of an average day. It is desirable that the hours selected contain the greatest percentage of the 24-hour traffic volume.
B. Vehicular volumes for each traffic movement from each approach, classified by vehicle type (heavy trucks, passenger cars and light trucks, public-transit vehicles, and, in some locations, bicycles), during each 15-minute period of the 2 hours in the morning and 2 hours in the afternoon during which total traffic entering the intersection is greatest.
C. Pedestrian volume counts on each crosswalk during the same periods as the vehicular counts in Item B and during hours of highest pedestrian volume. Where young, elderly, and/or persons with physical or visual disabilities need special consideration, the pedestrians and their crossing times may be classified by general observation.
D. Information about nearby facilities and activity centers that serve the young, elderly, and/or persons with disabilities, including requests from persons with disabilities for accessible crossing improvements at the location under study. These persons might not be adequately reflected in the pedestrian volume count if the absence of a signal restrains their mobility.
E. The posted or statutory speed limit or the 85th-percentile speed on the uncontrolled approaches to the location.
F. A condition diagram showing details of the physical layout, including such features as intersection geometrics, channelization, grades, sight-distance restrictions, transit stops and routes, parking conditions, pavement markings, roadway lighting, driveways, nearby railroad crossings, distance to nearest traffic control signals, utility poles and fixtures, and adjacent land use.
G. A collision diagram showing crash experience by type, location, direction of movement, severity, weather, time of day, date, and day of week for at least 1 year.

18 The following data, which are desirable for a more precise understanding of the operation of the intersection, may be obtained during the periods described in Item B of Paragraph 17:

A. Vehicle-hours of stopped time delay determined separately for each approach.
B. The number and distribution of acceptable gaps in vehicular traffic on the major street for entrance from the minor street.
C. The posted or statutory speed limit or the 85th-percentile speed on controlled approaches at a point near to the intersection but unaffected by the control.
D. Pedestrian delay time for at least two 30-minute peak pedestrian delay periods of an average weekday or like periods of a Saturday or Sunday.
E. Queue length on stop-controlled approaches.

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

01 The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

02 The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Standard:

04 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

06 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*

Standard:

07 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and

B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Option:

08 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume

Support:

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

02 **The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.**

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

Section 4C.04 Warrant 3, Peak Hour

Support:

01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Standard:

02 **This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.**

03 **The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:**

- **A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:**
  1. **The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and**
  2. **The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and**
  3. **The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.**
- **B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.**

Option:

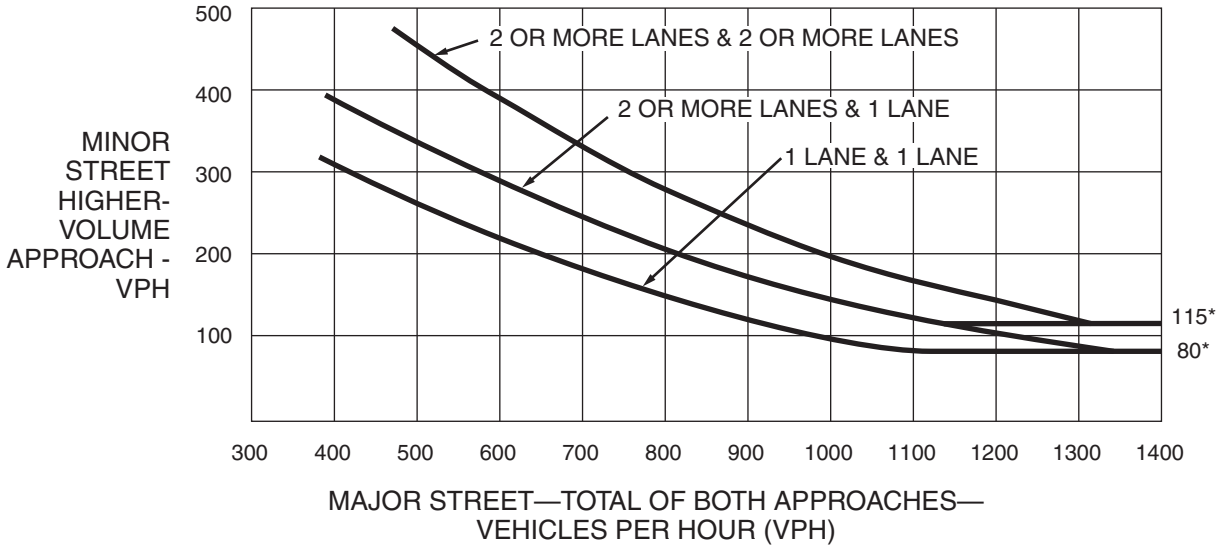
04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in the second category of the Standard.

05 If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met.

Guidance:

06 *If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal should be traffic-actuated.*

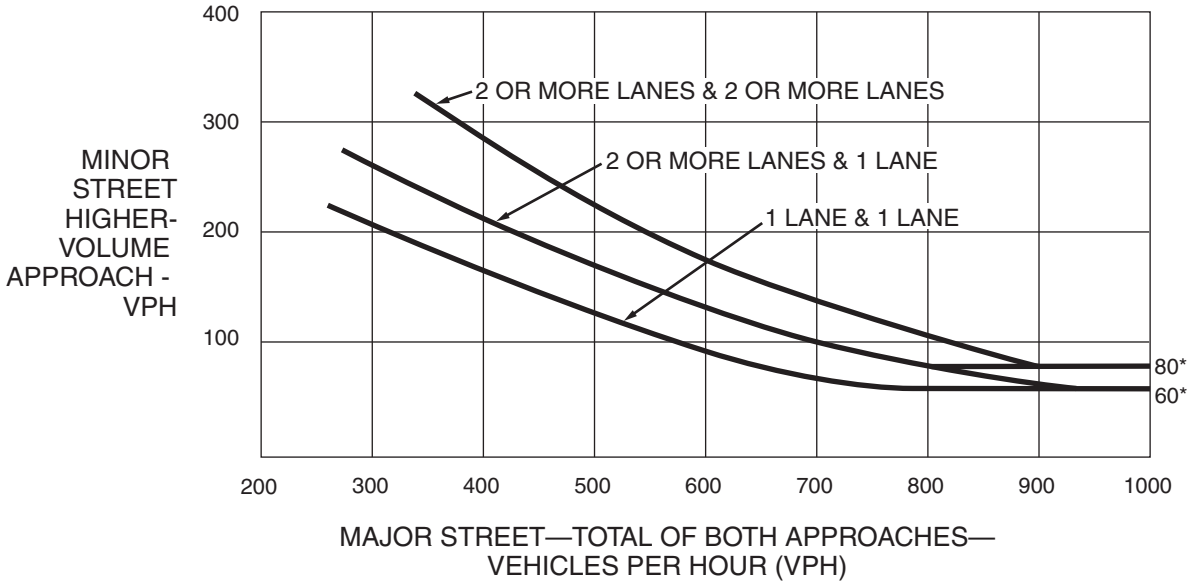
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

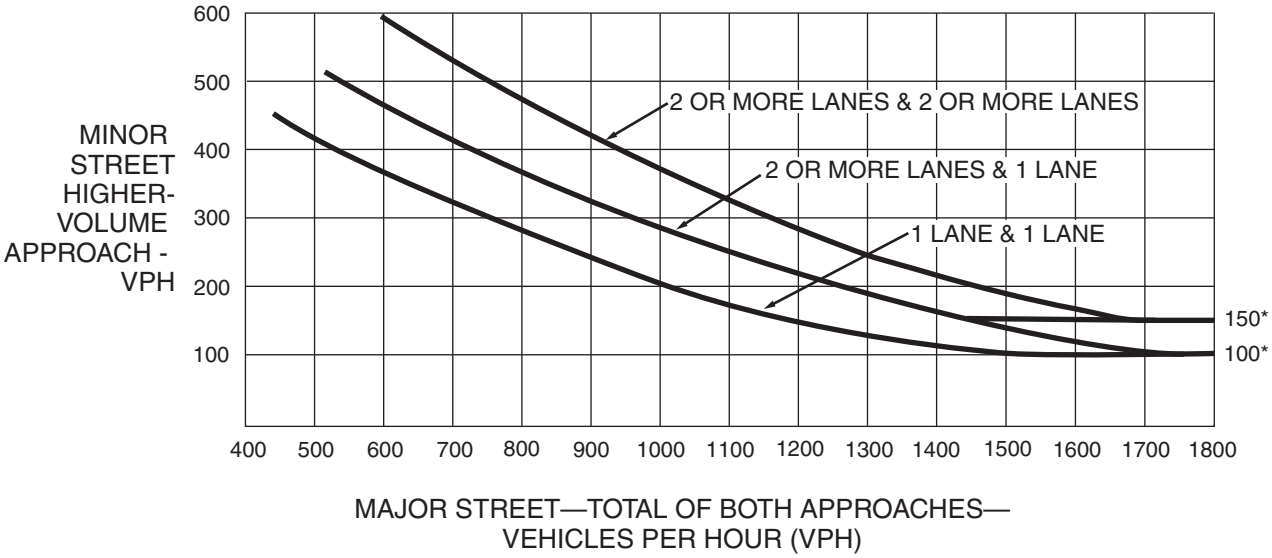
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

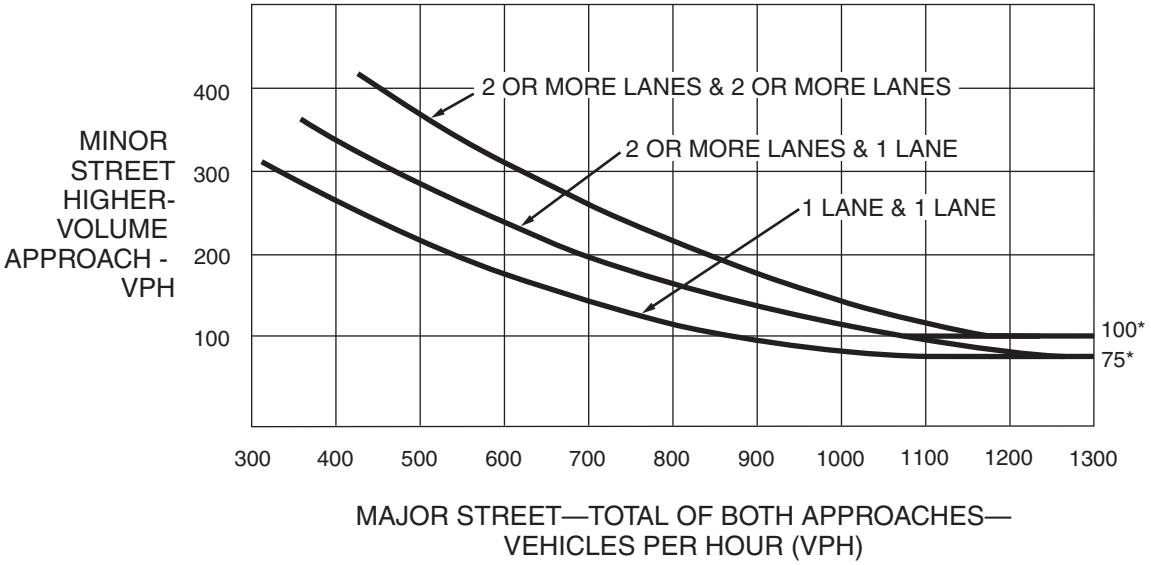
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Section 4C.05 Warrant 4, Pedestrian Volume

Support:

01 The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Standard:

02 **The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:**

A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or

B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 35 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-6 may be used in place of Figure 4C-5 to evaluate Criterion A in Paragraph 2, and Figure 4C-8 may be used in place of Figure 4C-7 to evaluate Criterion B in Paragraph 2.

Standard:

04 **The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.**

05 **If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4E.**

Guidance:

06 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*

A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.

B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.

C. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

Option:

07 The criterion for the pedestrian volume crossing the major street may be reduced as much as 50 percent if the 15th-percentile crossing speed of pedestrians is less than 3.5 feet per second.

08 A traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street.

Section 4C.06 Warrant 5, School Crossing

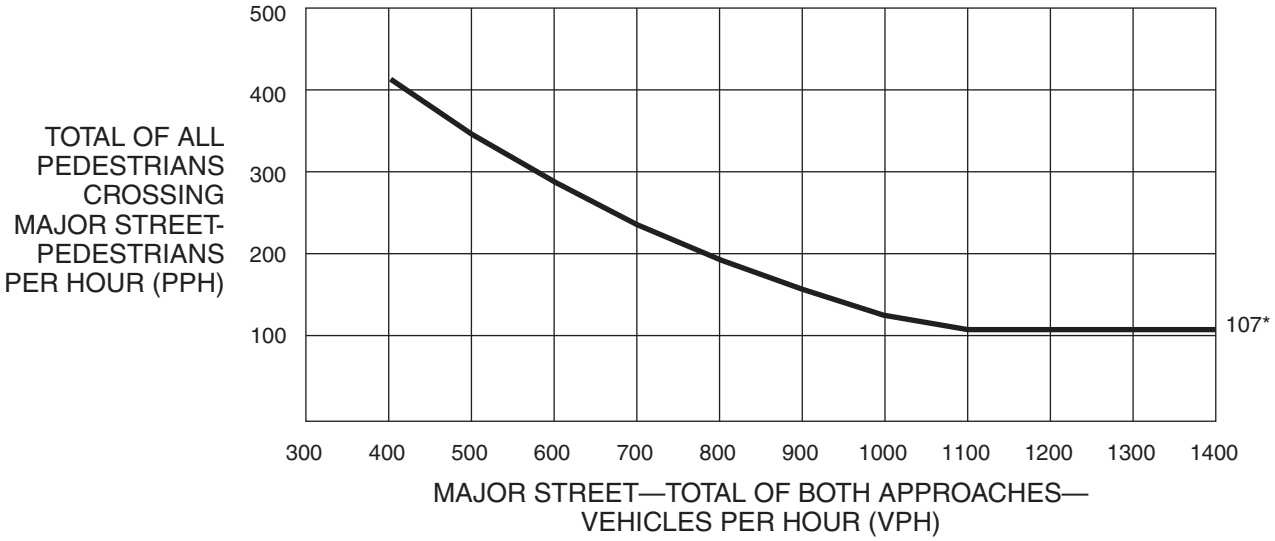
Support:

01 The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word “schoolchildren” includes elementary through high school students.

Standard:

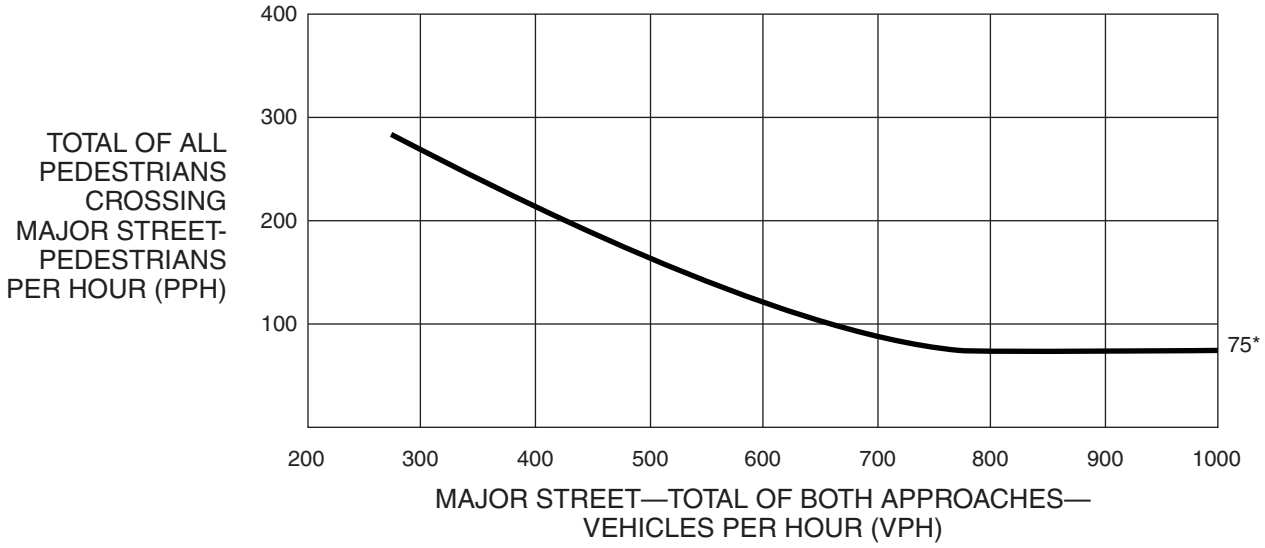
02 **The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 schoolchildren during the highest crossing hour.**

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



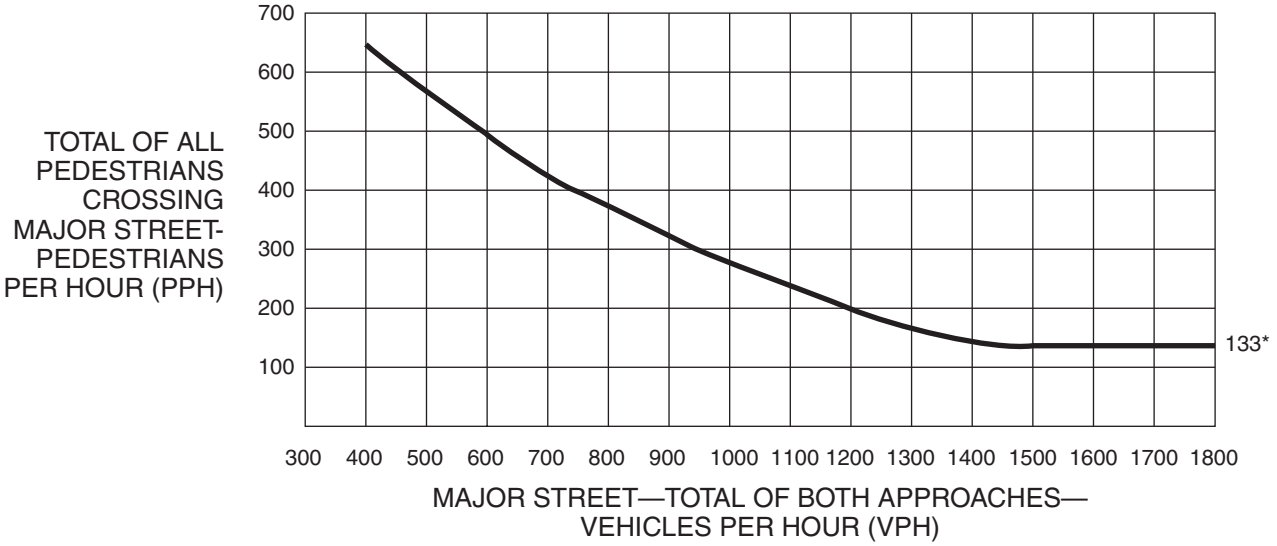
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



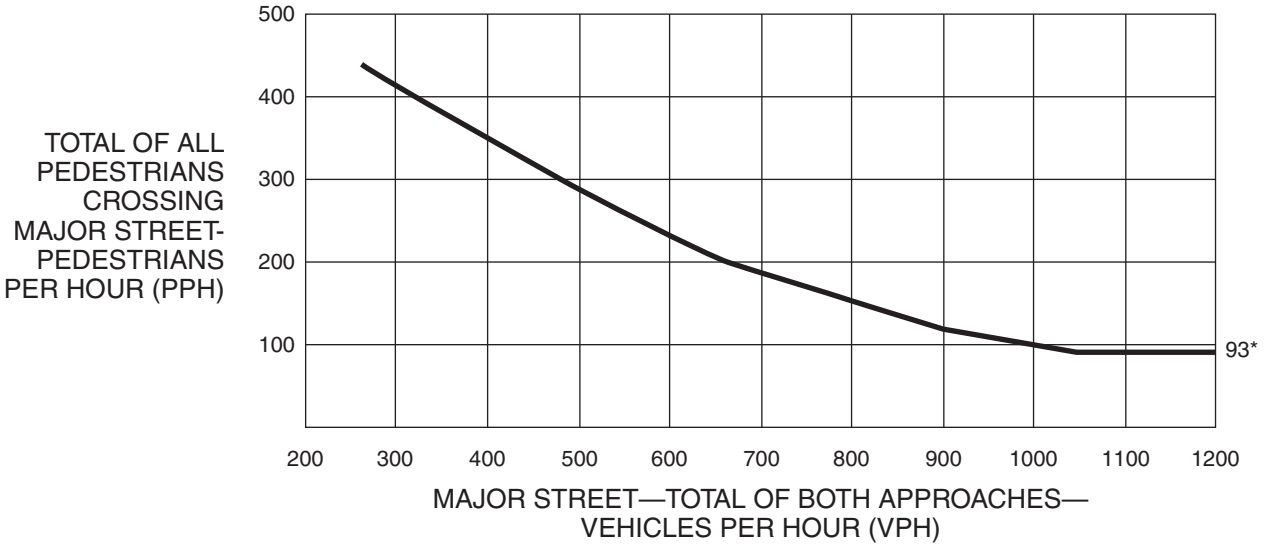
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

03 **Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.**

04 **The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.**

Guidance:

05 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*

A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.

B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.

C. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

Section 4C.07 Warrant 6, Coordinated Signal System

Support:

01 Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Standard:

02 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:**

A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.

B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

Guidance:

03 *The Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.*

Section 4C.08 Warrant 7, Crash Experience

Support:

01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

02 **The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:**

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.09 Warrant 8, Roadway Network

Support:

01 Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

Standard:

02 **The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:**

A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or

B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).

03 **A major route as used in this signal warrant shall have at least one of the following characteristics:**

A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow.

B. It includes rural or suburban highways outside, entering, or traversing a city.

C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Section 4C.10 Warrant 9, Intersection Near a Grade Crossing

Support:

01 The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

Guidance:

02 *This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that should be considered or tried are:*

A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or

B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach.

Standard:

03 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:**

A. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and

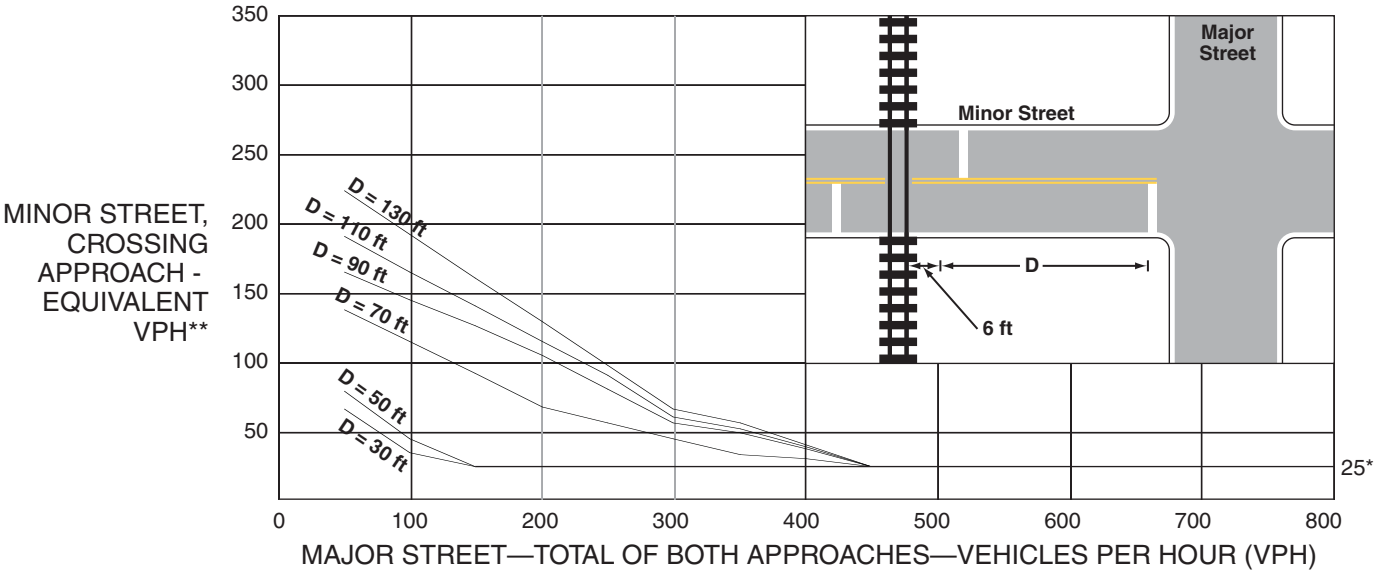
B. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13.

Guidance:

04 *The following considerations apply when plotting the traffic volume data on Figure 4C-9 or 4C-10:*

A. Figure 4C-9 should be used if there is only one lane approaching the intersection at the track crossing location and Figure 4C-10 should be used if there are two or more lanes approaching the intersection at the track crossing location.

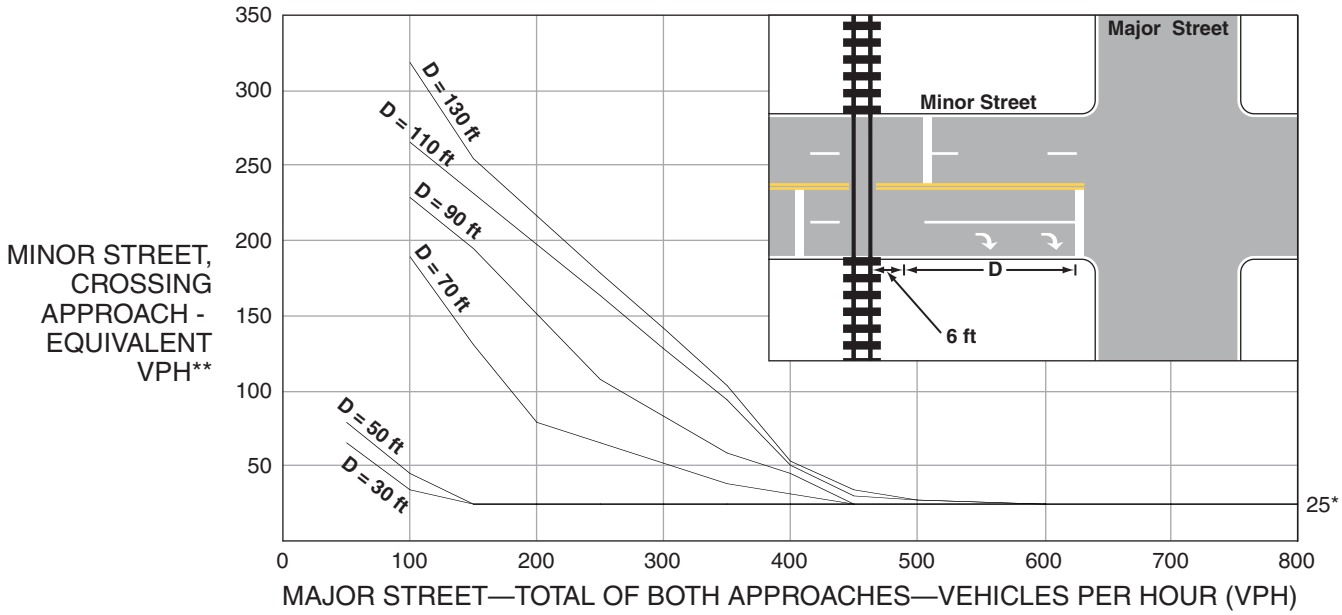
Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

B. After determining the actual distance D, the curve for the distance D that is nearest to the actual distance D should be used. For example, if the actual distance D is 95 feet, the plotted point should be compared to the curve for D = 90 feet.

C. If the rail traffic arrival times are unknown, the highest traffic volume hour of the day should be used.

Option:

05 The minor-street approach volume may be multiplied by up to three adjustment factors as provided in Paragraphs 6 through 8.

06 Because the curves are based on an average of four occurrences of rail traffic per day, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-2 for the appropriate number of occurrences of rail traffic per day.

07 Because the curves are based on typical vehicle occupancy, if at least 2% of the vehicles crossing the track are buses carrying at least 20 people, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-3 for the appropriate percentage of high-occupancy buses.

08 Because the curves are based on tractor-trailer trucks comprising 10% of the vehicles crossing the track, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-4 for the appropriate distance and percentage of tractor-trailer trucks.

Standard:

09 **If this warrant is met and a traffic control signal at the intersection is justified by an engineering study, then:**

A. The traffic control signal shall have actuation on the minor street;

B. Preemption control shall be provided in accordance with Sections 4D.27, 8C.09, and 8C.10; and

C. The grade crossing shall have flashing-light signals (see Chapter 8C).

Guidance:

10 *If this warrant is met and a traffic control signal at the intersection is justified by an engineering study, the grade crossing should have automatic gates (see Chapter 8C).*

Table 4C-2. Warrant 9, Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Warrant 9, Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor-Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people.

Table 4C-4. Warrant 9, Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

PART F

NYSDOT TRAFFIC SIGNAL TIMING

TE-26X

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

STUDY :
CONTRACT :
PIN :
FILE :

P 31 — SIGNAL NO(S)

PUTNAM — COUNTY

INTERSECTION RTE. 6 @ RTE. 312

☐ CITY ☐ VILLAGE ☒ TOWN OF SOUTHEAST

Department Order filed _____ as Section 2037.09 Subdivision (e)

Prior specifications hereby superseded ☐ None ☒ October 11, 1985

Purpose : UPGRADE TO PRESSENCE DETECTORS ON RTE. 312.

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 Phase timing changes 12-21-07 CAM

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

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

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

cc:
(1) ☒ Main Office
(2) ☒ Region 8 Traffic Engineer
(2) ☒ FRED HAALCK
(1) ☒ RES. 84

7/30/96	W. D. F.	RTE
Date	Signature	Title

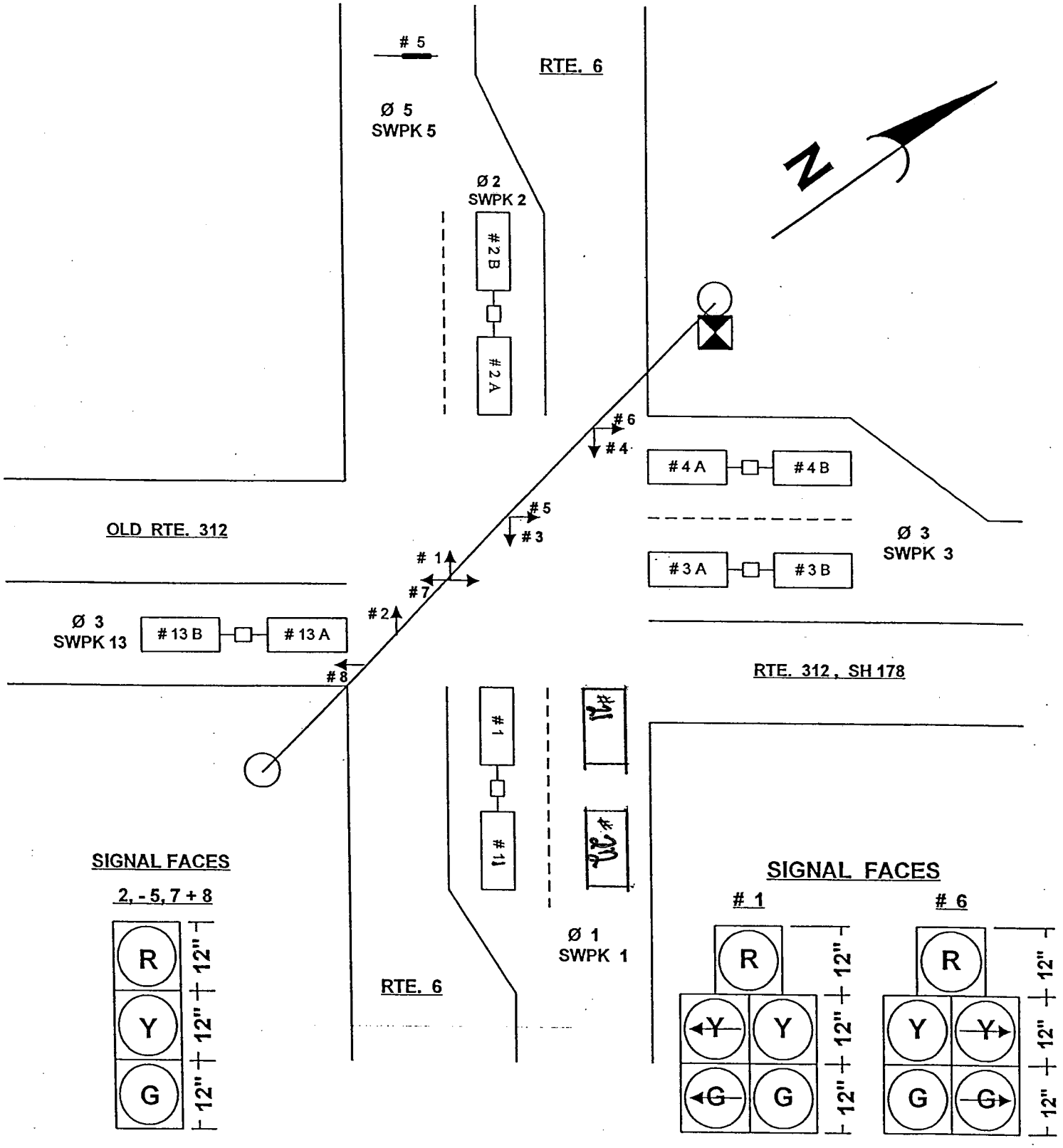
Installation Date _____

Modification Date July 30, 1996

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

STUDY:
CONTRACT:
PIN:
FILE:

P 31	PUTNAM	7/31/96	PAGE 3 OF 20 PAGES
SIGNAL NO(S)	COUNTY	DATE	



STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	5	5	5		15			
Gap, Ext	3	3	3		6			
Max 1	50	35	40		50			
Max 2								
Yel Clearance	5	5	5		5			
Red Clearance	1	1	1		1			
Walk								
Ped Clearance								
Red Revert								
Add Initial					25			
Max Initial					20			
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce					20			
Reduce By					10			
Min Gap					4			
DyMaxLim		55	55					
Max Step		10	5					
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	On	On	On		On			
Min Recall					On			
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		On		On		On		On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

ID: 4031 RTE 6 @ RTE 312

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

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

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coord									13	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
2	Coord									14	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
3	Coord									15	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
4	Coord									16	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
5	Coord									17	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
6	Coord									18	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
7	Coord									19	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
8	Coord									20	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
9	Coord									21	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
10	Coord									22	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
11	Coord									23	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON
12	Coord									24	Coord	0	0	0	0	0	0	0	0
	####										####	NON	NON	NON	NON	NON	NON	NON	NON

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	On
2	1	RED	On
3	1	RED	On
4	1	RED	Off
5	2	GREEN	On
6	2	RED	Off
7	2	RED	Off
8	2	RED	Off

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	45
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

04/22/16 **Page 1**

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

1	Included Ø	2	3							NORMAL		9	Included Ø											NORMAL	
	Modifier Ø	3								Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	5		Conflict Ø											Yel	3.5
A	Conflict Olap									Red	1	I	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
2	Included Ø									NORMAL		10	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
3	Included Ø									NORMAL		11	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
4	Included Ø									NORMAL		12	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
5	Included Ø									NORMAL		13	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
6	Included Ø									NORMAL		14	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
7	Included Ø									NORMAL		15	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
8	Included Ø									NORMAL		16	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3		5				1				3											
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

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

Channel Params[1.8.3] C1 IO Mode USER | Single BIU Map SINGLE | Invert Rail Input OFF

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22	0	0	0	0	0	0	EndGRN				
2	12	22	0	0	0	0	0	0	EndGRN				
3	12	22	0	0	0	0	0	0	EndGRN				
4	12	22	0	0	0	0	0	0	EndGRN				
5	12	22	0	0	0	0	0	0	EndGRN				
6	12	22	0	0	0	0	0	0	EndGRN				
7	12	22	0	0	0	0	0	0	EndGRN				
8	12	22	0	0	0	0	0	0	EndGRN				
9	12	22	0	0	0	0	0	0	EndGRN				
10	12	22	0	0	0	0	0	0	EndGRN				
11	12	22	0	0	0	0	0	0	EndGRN				
12	12	22	0	0	0	0	0	0	EndGRN				
13	12	22	0	0	0	0	0	0	EndGRN				
14	12	22	0	0	0	0	0	0	EndGRN				
15	12	22	0	0	0	0	0	0	EndGRN				
16	12	22	0	0	0	0	0	0	EndGRN				
17	12	22	0	0	0	0	0	0	EndGRN				
18	12	22	0	0	0	0	0	0	EndGRN				
19	12	22	0	0	0	0	0	0	EndGRN				
20	12	22	0	0	0	0	0	0	EndGRN				
21	12	22	0	0	0	0	0	0	EndGRN				
22	12	22	0	0	0	0	0	0	EndGRN				
23	12	22	0	0	0	0	0	0	EndGRN				
24	12	22	0	0	0	0	0	0	EndGRN				
25	0	0	0	0	0	0	0	0	BegGRN				
26	0	0	0	0	0	0	0	0	BegGRN				
27	0	0	0	0	0	0	0	0	BegGRN				
28	0	0	0	0	0	0	0	0	BegGRN				
29	0	0	0	0	0	0	0	0	BegGRN				
30	0	0	0	0	0	0	0	0	BegGRN				
31	0	0	0	0	0	0	0	0	BegGRN				
32	0	0	0	0	0	0	0	0	BegGRN				
33	0	0	0	0	0	0	0	0	BegGRN				
34	0	0	0	0	0	0	0	0	BegGRN				
35	0	0	0	0	0	0	0	0	BegGRN				
36	0	0	0	0	0	0	0	0	BegGRN				
37	0	0	0	0	0	0	0	0	BegGRN				
38	0	0	0	0	0	0	0	0	BegGRN				
39	0	0	0	0	0	0	0	0	BegGRN				
40	0	0	0	0	0	0	0	0	BegGRN				
41	0	0	0	0	0	0	0	0	BegGRN				
42	0	0	0	0	0	0	0	0	BegGRN				
43	0	0	0	0	0	0	0	0	BegGRN				
44	0	0	0	0	0	0	0	0	BegGRN				
45	0	0	0	0	0	0	0	0	BegGRN				
46	0	0	0	0	0	0	0	0	BegGRN				
47	0	0	0	0	0	0	0	0	BegGRN				
48	0	0	0	0	0	0	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	30
2	2		3				45	50	15
3	3		3				45	50	24
4	3		5				45	50	24
5	5						45	50	30
6									
7									
8									
9									
10									
11	1						45	50	30
12									
13	3		3				45	50	24
14									
15									
16									
17									
18									
19									
20									
21	1						45	50	30
22	1						45	50	30
23									
24									
25									
26									
27									
28									
29									
30									
31									
32									

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33	0	0	0	0	0	0	45	50	0
34	0	0	0	0	0	0	45	50	0
35	0	0	0	0	0	0	45	50	0
36	0	0	0	0	0	0	45	50	0
37	0	0	0	0	0	0	45	50	0
38	0	0	0	0	0	0	45	50	0
39	0	0	0	0	0	0	45	50	0
40	0	0	0	0	0	0	45	50	0
41	0	0	0	0	0	0	45	50	0
42	0	0	0	0	0	0	45	50	0
43	0	0	0	0	0	0	45	50	0
44	0	0	0	0	0	0	45	50	0
45	0	0	0	0	0	0	45	50	0
46	0	0	0	0	0	0	45	50	0
47	0	0	0	0	0	0	45	50	0
48	0	0	0	0	0	0	45	50	0
49	0	0	0	0	0	0	45	50	0
50	0	0	0	0	0	0	45	50	0
51	0	0	0	0	0	0	45	50	0
52	0	0	0	0	0	0	45	50	0
53	0	0	0	0	0	0	45	50	0
54	0	0	0	0	0	0	45	50	0
55	0	0	0	0	0	0	45	50	0
56	0	0	0	0	0	0	45	50	0
57	0	0	0	0	0	0	45	50	0
58	0	0	0	0	0	0	45	50	0
59	0	0	0	0	0	0	45	50	0
60	0	0	0	0	0	0	45	50	0
61	0	0	0	0	0	0	45	50	0
62	0	0	0	0	0	0	45	50	0
63	0	0	0	0	0	0	45	50	0
64	0	0	0	0	0	0	45	50	0

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	On	On		On				
2	On	On		On				
3	On	On		On				
4	On	On		On				
5	On	On		On				
6	On	On		On				
7	On	On		On				
8	On	On		On				
9	On	On		On				
10	On	On		On				
11	On	On		On				
12	On	On		On				
13	On	On		On				
14	On	On		On				
15	On	On		On				
16	On	On		On				
17	On	On		On				
18	On	On		On				
19	On	On		On				
20	On	On		On				
21	On	On		On				
22	On	On		On				
23	On	On		On				
24	On	On		On				
25	On	On		On				
26	On	On		On				
27	On	On		On				
28	On	On		On				
29	On	On		On				
30	On	On		On				
31	On	On		On				
32	On	On		On				

Vehicle Options 1-64 [5.2]

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

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1				0	0	NORM	
2				0	0	NORM	
3				0	0	NORM	
4				0	0	NORM	
5				0	0	NORM	
6				0	0	NORM	
7				0	0	NORM	
8				0	0	NORM	
9				0	0	NORM	
10				0	0	NORM	
11				0	0	NORM	
12				0	0	NORM	
13				0	0	NORM	
14				0	0	NORM	
15				0	0	NORM	
16				0	0	NORM	
17				0	0	NORM	
18				0	0	NORM	
19				0	0	NORM	
20				0	0	NORM	
21				0	0	NORM	
22				0	0	NORM	
23				0	0	NORM	
24				0	0	NORM	
25				0	0	NORM	
26				0	0	NORM	
27				0	0	NORM	
28				0	0	NORM	
29				0	0	NORM	
30				0	0	NORM	
31				0	0	NORM	
32				0	0	NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33				0	0	NORM	0	44				0	0	NORM	0	55				0	0	NORM	0
34				0	0	NORM	0	45				0	0	NORM	0	56				0	0	NORM	0
35				0	0	NORM	0	46				0	0	NORM	0	57				0	0	NORM	0
36				0	0	NORM	0	47				0	0	NORM	0	58				0	0	NORM	0
37				0	0	NORM	0	48				0	0	NORM	0	59				0	0	NORM	0
38				0	0	NORM	0	49				0	0	NORM	0	60				0	0	NORM	0
39				0	0	NORM	0	50				0	0	NORM	0	61				0	0	NORM	0
40				0	0	NORM	0	51				0	0	NORM	0	62				0	0	NORM	0
41				0	0	NORM	0	52				0	0	NORM	0	63				0	0	NORM	0
42				0	0	NORM	0	53				0	0	NORM	0	64				0	0	NORM	0
43				0	0	NORM	0	54				0	0	NORM	0								

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	0	0	15	0
2	0	0	15	0
3	0	0	15	0
4	0	0	15	0
5	0	0	15	0
6	0	0	15	0
7	0	0	15	0
8	0	0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max		
7	OFF				
8	OFF				
9	OFF				
10	OFF				

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase			
1				
2				
3				
4				
5				
6				

Preemption 1, Options+ [3.6]

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

Alt# 1 Times Table [1.1.6.1]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

Alt# 1 Options Table [1.1.6.2]

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

Annual Schedule [4.3] Month of Year | Day of Week | Date | Day Plan | Link To

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

Day Plans [4.4]

Day Plan 1

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

Day Plan 2

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

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

ID: 4031 **RTE 6 @ RTE 312**

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	3	Veh Call 3
I1-5	5	Veh Call 5
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	11	Veh Call 11
I2-4	189	Unused
I2-5	13	Veh Call 13
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	21	Veh Call 21
I3-6	22	Veh Call 22
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY
I	0	=	I	----	0	I	----	0	I	---- 0	DLY

Security Access Levels [8.2]

1	SWLOAD	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	4031
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	
Dial Time	
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

ID: 4031 RTE 6 @ RTE 312

TE 252-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # P 31 COUNTY # PUTNAM DATE 7/30/96

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø 1	RED	3 + 4	SP 1 R	14 / 10C - D - R		SP 1 R	
		YELLOW		SP 1 Y	- O		SP 1 Y	
		GREEN		SP 1 G	- G		SP 1 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
2	Ø 2		1	SP 2 R	----------		SP 2 R	
		⊖		SP 2 Y	14 / 10C - C - O		SP 2 Y	
		←	←	SP 2 G	- G		SP 2 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
3	Ø 3	RED	5 + 6	SP 3 R	14 / 10C - D - R		SP 3 R	
		YELLOW		SP 3 Y	- O		SP 3 Y	
		GREEN		SP 3 G	- G		SP 3 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø 5	RED	1 + 2	SP 5 R	14 / 15C - D - R		SP 5 R	
		YELLOW		SP 5 Y	- O		SP 5 Y	
		GREEN		SP 5 G	- G		SP 5 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9	OVL. A Ø 2 + 3		6	SP 9 R	----------		SP 9 R	
		⊖		SP 9 Y	14 / 10C - C - O		SP 9 Y	
		→	→	SP 9 G	- G		SP 9 G	
		Ground Wire		Grnd Bus	- 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	Ø 3	RED	7+ 8	SP 13 R	14 / 15C - D - R		SP 13 R	
		YELLOW		SP 13 Y	- O		SP 13 Y	
		GREEN		SP 13 G	- G		SP 13 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-13 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE 19 OF 20

SIGNAL # P 31 COUNTY # PUTNAM DATE 7/30/96

CONFLICT/CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP.1 - SP.5				SP. 2, 4, 6, - 12, + 14
SP.2 - SP.5				
SP.2 - SP.9				
SP.3 - SP.9				
SP.3 - SP.13				
SP.5 - SP.9				
SP.9 - SP.13				

NOTES: _____

TE 262-14 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

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

SIGNAL # P 31 COUNTY # PUTNAM DATE 7/30/96

TABLE OF INPUT WIRING

TERM NUMBER	FUNCTION	DET. NO.	DET. TYPE	DET. AN OVER	REMARKS
1A, 1B	Ø 1	1A +B	NORM.		PRES. LOOP
2A, 2B	Ø 2	2A + B	NORM.		PRES. LOOP
3A, 3B	Ø 3	3A + B	NORM.		PRES. LOOP
4A, 4B	Ø 3	4A + B	NORM.		PRES. LOOP
5A, 5B	Ø 5	5	NORM.		MAG.PROBE
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B	Ø 1	11	NORM		MAG. PROBE
12A, 12B					
13A, 13B	Ø 3	13A + B	NORM		PRES. LOOP
14A, 14B					
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

P-63
Signal #

STATE OF NEW YORK – DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATION

County of PUTNAM

Study:
Contract: D256460
PIN:
File: 37.09-312

INTERSECTION: RTE 312 AT I-84 EASTBOUND EXIT RAMP

☐ CITY ☐ VILLAGE ☑ TOWN OF: SOUTHEAST

Department Order filed previously as Section: 2037.09 Subdivision: (I)

Prior specification hereby superseded ☐ None ☑ Dated: all

Purpose: Update NOA to current conditions on 11-15-2012.

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

This signal shall

A. Operate in accordance with the table of operations and / or change intervals as shown on the attached pages as a:

☐ Pretimed Signal
☐ Semi-traffic actuated
☐ Full-traffic actuated
☐ Pedestrian actuated
☐ Other

B.
☑ Display vehicular indications
☐ Display pedestrian indications
☑ Be equipped with vehicle detectors
☐ Be equipped with pedestrian buttons

as shown in the attached plans / drawings.

C. Be equipped with ☐ Pre-emption ☐ Interconnection and/or coordination which are described as follows:

Description:

cc:
☑ Region 8 Traffic Engineer
☑ Signal Shop
☐ Contract Maintainer
☐ Main Office

11-15-2012
Date

R.T.E.
Signature Title

Installation Date

Reinstallation/Modification

CCS = 84B Signal # = 63 Rte = 0312 Rte Seq # = 130
Description: RTE 312 @ INDEPENDENT WAY/I84 EASTBOUND

DATE: 12/08/01 TIME: 11:34:14

++

*** Phase Notes ***

Phase 1: RTE 312 SOUTHBOUND
Phase 2: RTE 312 NORTHBOUND LEFTS
Phase 3: INDEPENDENT WAY
Phase 4: I84 EASTBOUND
Phase 5: RTE 312 NORTHBOUND
Phase 6: RTE 312 SOUTHBOUND LEFTS
Phase 7:
Phase 8:

Cabinet Copy from 11-15-2012

~~DRAFT~~

~~DEC 10 2001~~

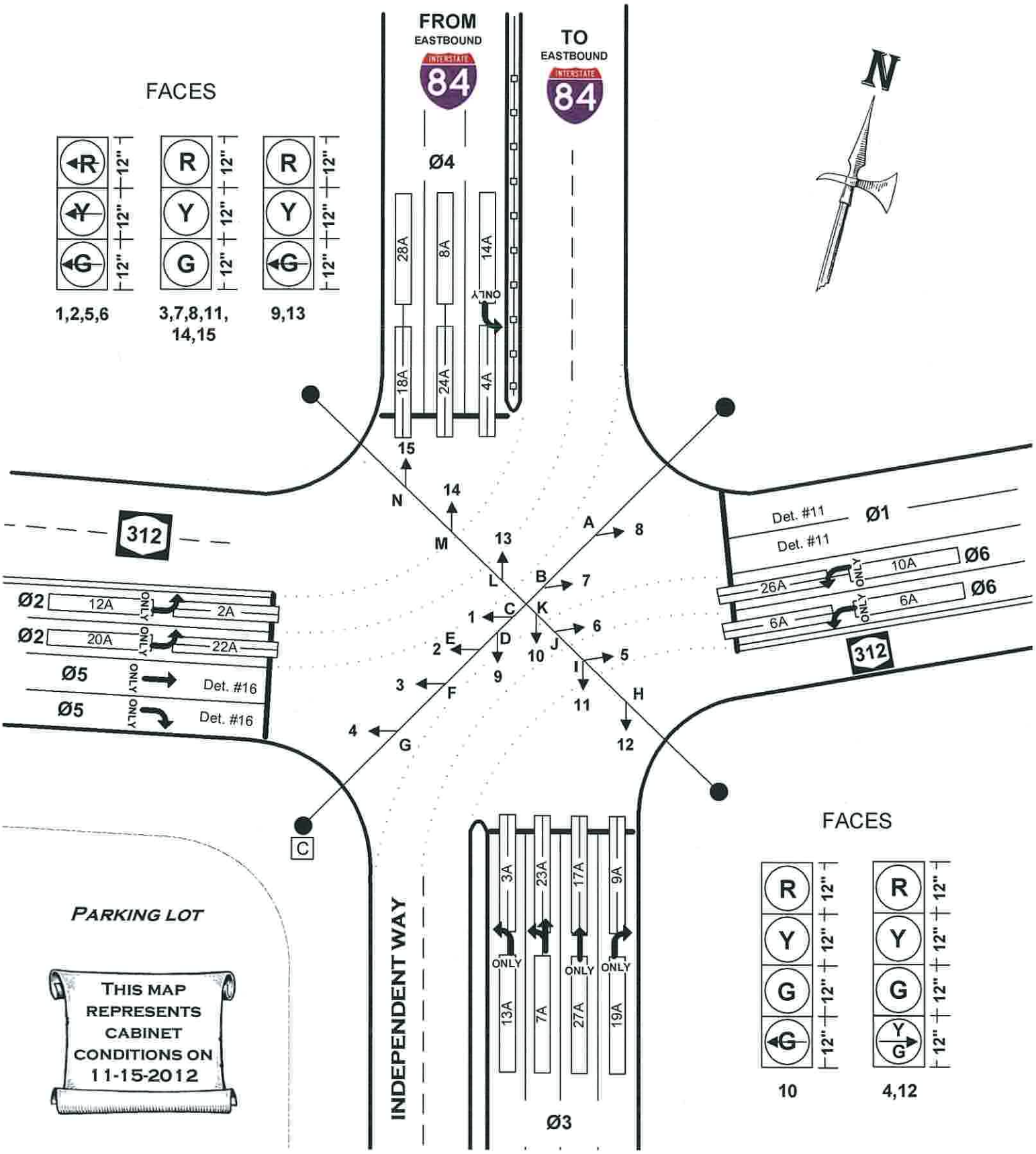
* * * * * *

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

P-63
SIGNAL NO(S)

PUTNAM
COUNTY

CONTRACT:
PIN:
FILE: 37.09-312



P-63
STD8
11-15-2012

Cabinet Copy

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10	3	5	5	10	3		
Gap, Ext	2	2	2	2	2	2		
Max 1	45	20	35	35	45	20		
Max 2								
Yel Clearance	4	4	4	4	4	4		
Red Clearance	2	2	2	2	2	2		
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	1	1	1	1	1	1		
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls	1				1			
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Conflicting Phase								
Init Yellow								
[illegible]								

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	130	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	0	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coord 1	36	26	34	34	36	26	34	34	13	Coord	0	0	0	0	0	0	0	0
2	Coord	0	0	0	0	0	0	0	0	14	Coord	0	0	0	0	0	0	0	0
3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	1
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 Spit	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 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

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

11/15/2012

P1

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON

1 A	Included Ø	3	5									NORMAL	9 I	Included Ø											NORMAL
	Modifier Ø											Grn		Modifier Ø											Grn
	Conflict Ø											Yel 4		Conflict Ø											Yel 3.5
	Conflict Olap											Red 1		Conflict Olap											Red 1.5
	Conflict Ped											LG		Conflict Ped											LG
2 B	Included Ø	6	3									NORMAL	10 J	Included Ø											NORMAL
	Modifier Ø											Grn		Modifier Ø											Grn
	Conflict Ø											Yel 4		Conflict Ø											Yel 3.5
	Conflict Olap											Red 1		Conflict Olap											Red 1.5
	Conflict Ped											LG		Conflict Ped											LG
3 C	Included Ø											NORMAL	11 K	Included Ø											NORMAL
	Modifier Ø											Grn		Modifier Ø											Grn
	Conflict Ø											Yel 3.5		Conflict Ø											Yel 3.5
	Conflict Olap											Red 1.5		Conflict Olap											Red 1.5
	Conflict Ped											LG		Conflict Ped											LG
4 D	Included Ø											NORMAL	12 L	Included Ø											NORMAL
	Modifier Ø											Grn		Modifier Ø											Grn
	Conflict Ø											Yel 3.5		Conflict Ø											Yel 3.5
	Conflict Olap											Red 1.5		Conflict Olap											Red 1.5
	Conflict Ped											LG		Conflict Ped											LG
5 E	Included Ø											NORMAL	13 M	Included Ø											NORMAL
	Modifier Ø											Grn		Modifier Ø											Grn
	Conflict Ø											Yel 3.5		Conflict Ø											Yel 3.5
	Conflict Olap											Red 1.5		Conflict Olap											Red 1.5
	Conflict Ped											LG		Conflict Ped											LG
6 F	Included Ø											NORMAL	14 N	Included Ø											NORMAL
	Modifier Ø											Grn		Modifier Ø											Grn
	Conflict Ø											Yel 3.5		Conflict Ø											Yel 3.5
	Conflict Olap											Red 1.5		Conflict Olap											Red 1.5
	Conflict Ped											LG		Conflict Ped											LG
7 G	Included Ø											NORMAL	15 O	Included Ø											NORMAL
	Modifier Ø											Grn		Modifier Ø											Grn
	Conflict Ø											Yel 3.5		Conflict Ø											Yel 3.5
	Conflict Olap											Red 1.5		Conflict Olap											Red 1.5
	Conflict Ped											LG		Conflict Ped											LG
8 H	Included Ø											NORMAL	16 P	Included Ø											NORMAL
	Modifier Ø											Grn		Modifier Ø											Grn
	Conflict Ø											Yel 3.5		Conflict Ø											Yel 3.5
	Conflict Olap											Red 1.5		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	4	5	6	1	2	3				3	4										
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

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

Ol Params[1.8.3]	C1 IO Mode	USER	Single BIU Map	SINGLE	Invert Rail Input	OFF	

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø	E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22				EndGRN				
2	12	22				EndGRN				
3	12	22				EndGRN				
4	12	22				EndGRN				
5	12	22				EndGRN				
6	12	22				EndGRN				
7	12	22				EndGRN				
8	12	22				EndGRN				
9	12	22				EndGRN				
10	12	22				EndGRN				
11	12	22				EndGRN				
12	12	22				EndGRN				
13	12	22				EndGRN				
14	12	22				EndGRN				
15	12	22				EndGRN				
16	12	22				EndGRN				
17	12	22				EndGRN				
18	12	22				EndGRN				
19	12	22				EndGRN				
20	12	22				EndGRN				
21	12	22				EndGRN				
22	12	22				EndGRN				
23	12	22				EndGRN				
24	12	22				EndGRN				
25	0	0				BegGRN				
26	0	0				BegGRN				
27	0	0				BegGRN				
28	0	0				BegGRN				
29	0	0				BegGRN				
30	0	0				BegGRN				
31	0	0				BegGRN				
32	0	0				BegGRN				
33	0	0				BegGRN				
34	0	0				BegGRN				
35	0	0				BegGRN				
36	0	0				BegGRN				
37	0	0				BegGRN				
38	0	0				BegGRN				
39	0	0				BegGRN				
40	0	0				BegGRN				
41	0	0				BegGRN				
42	0	0				BegGRN				
43	0	0				BegGRN				
44	0	0				BegGRN				
45	0	0				BegGRN				
46	0	0				BegGRN				
47	0	0				BegGRN				
48	0	0				BegGRN				

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11/15/2012

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIn	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
						NORM		51						NORM		62						NORM	
						NORM		52						NORM		63						NORM	
						NORM		53						NORM		64						NORM	
						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1		0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

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RTE 312 @ I84 EASTBOUND RAMP (ID 4063) (Standard File)

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Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	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 Dwell	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 Enrty								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

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Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	6	3	1	9			
2	9	3	99	10			
3	16	0	1	11			
4	20	0	99	12			
5	0	0	99	13			
6				14			
7				15			
8				16			

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	9	0	1	9			
2	20	0	99	10			
3				11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

	Hour	Min	Act		Hour	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												
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	Mo2
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																
48																

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C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	189	Unused
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	9	Veh Call 9
I2-2	10	Veh Call 10
I2-3	189	Unused
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	189	Unused
I2-8	16	Veh Call 16
I3-1	17	Veh Call 17
I3-2	18	Veh Call 18
I3-3	19	Veh Call 19
I3-4	20	Veh Call 20
I3-5	189	Unused
I3-6	22	Veh Call 22
I3-7	23	Veh Call 23
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	189	Unused
I5-2	26	Veh Call 26
I5-3	27	Veh Call 27
I5-4	28	Veh Call 28
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0
I	0	=	I	0	---	I	0	---	I	0 DLY	0

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	4063
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SysUp	ASYNC2
CMU/MMU	NONE	SysDown	ASYNC1
Opticom	NONE	Shed	NONE
Loop Det	NONE		
GPS	NONE		

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SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS
STUDY #
FILE #
PAGE OF

SIGNAL # P63 COUNTY # PUTNAM DATE

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	Red	7	SP 1 R	14 / 5C - B - R	8	SP 1 R	14 / 5C - A - R
		Yellow		SP 1 Y	- O		SP 1 Y	- O
		Green		SP 1 G	- G		SP 1 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
2	Ø2	Red	1	SP 2 R	14 / 5C - C - R	2	SP 2 R	14 / 5C - E - 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	9	SP 3 R	14 / 5C - D - R	10	SP 3 R	14 / 10C - K - R
		Yellow		SP 3 Y	- O		SP 3 Y	- O
		Green		SP 3 G	- G		SP 3 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
4	Ø4	Red	13	SP 4 R	14 / 5C - L - R	14	SP 4 R	14 / 5C - M - R
		Yellow		SP 4 Y	- O		SP 4 Y	- O
		Green		SP 4 G	- G		SP 4 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
5	Ø5	Red	3	SP 5 R	14 / 5C - F - R	4	SP 5 R	14 / 10C - G - R
		Yellow		SP 5 Y	- O		SP 5 Y	- O
		Green		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6	Ø6	Red	5	SP 6 R	14 / 10C - I - R	6	SP 6 R	14 / 5C - J - R
		Yellow		SP 6 Y	- O		SP 6 Y	- O
		Green		SP 6 G	- G		SP 6 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
7	OVL. 'A' Ø3+Ø5	- - - - -	4	SP 7 R	----------		SP 7 R	
		⊖→		SP 7 Y	14 / 10C - G - O / B		SP 7 Y	
		→		SP 7 G	- G / B		SP 7 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
8	OVL. 'B' Ø3+Ø6	- - - - -	12	SP 8 R	----------		SP 8 R	
		⊖→		SP 8 Y	14 / 10C - H - O / B		SP 8 Y	
		→		SP 8 G	- G / B		SP 8 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
9	Ø3	- - - - -	10	SP 9 R	----------		SP 9 R	
		⊖←		SP 9 Y	14 / 10C - K - O / B		SP 9 Y	
		←		SP 9 G	- G / B		SP 9 G	
		Ground Wire		Grnd Bus	- W / B		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	11	SP 13 R	14 / 10C - I - R / B	12	SP 13 R	14 / 10C - H - R
		Yellow		SP 13 Y	- O / B		SP 13 Y	- O
		Green		SP 13 G	- G / B		SP 13 G	- G
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W
14	Ø4	Red	15	SP 14 R	14 / 5C - N - R		SP 14 R	
		Yellow		SP 14 Y	- O		SP 14 Y	
		Green		SP 14 G	- G		SP14 G	
		Ground Wire		Grnd Bus	- W		Grnd Bus	

Cabinet photo 11-15-2012

11/15

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # P63 COUNTY # PUTNAM DATE _____

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5	SP4 - SP14			7, 8, 9, 10, 11, 12, 14
SP1 - SP6				
SP1 - SP7	SP5 - SP7			
SP1 - SP8				
	SP6 - SP8			
SP2 - SP5				
SP2 - SP6	SP7 - SP8			
SP2 - SP7	SP7 - SP9			
SP2 - SP8	SP7 - SP13			
SP3 - SP7	SP8 - SP9			
SP3 - SP8	SP8 - SP13			
SP3 - SP9				
SP3 - SP13	SP9 - SP13			

NOTES: _____

11/15/2012

Cabinet photo

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # P63 COUNTY # PUTNAM DATE _____

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. YPE	DET. AN OVER	REMARKS
1A, 1B					
2A, 2B	Ø2	2A	QUAD.		PRESENCE
3A, 3B	Ø3	3A	QUAD.		PRESENCE
4A, 4B	Ø4	4A	QUAD.		PRESENCE
5A, 5B					
6A, 6B	Ø6	6A	QUAD.		PRESENCE
7A, 7B	Ø3	7A	NORMAL		PRESENCE
8A, 8B	Ø4	8A	NORMAL		PRESENCE
9A, 9B	Ø3	9A	QUAD.		PRESENCE
10A, 10B	Ø6	10A	NORMAL		PRESENCE
11A, 11B	Ø1	11A			micro
12A, 12B	~~Ø2~~	12A	NORMAL		PRESENCE
13A, 13B	Ø3	13A	NORMAL		PRESENCE
14A, 14B	Ø4	14A	NORMAL		PRESENCE
15A, 15B					
16A, 16B	~~Ø6~~ Ø5	16A	~~NORMAL~~		~~PRESENCE~~ micro
17A, 17B	Ø3	17A	QUAD.		PRESENCE
18A, 18B	Ø4	18A	QUAD.		PRESENCE
19A, 19B	Ø3	19A	NORMAL		PRESENCE
20A, 20B	Ø2	20A	NORMAL		PRESENCE
21A, 21B					
22A, 22B	Ø2	22A	QUAD.		PRESENCE
23A, 23B	Ø3	23A	QUAD.		PRESENCE
24A, 24B	Ø4	24A	QUAD.		PRESENCE
25A, 25B					
26A, 26B	Ø6	26A	QUAD.		PRESENCE
27A, 27B	Ø3	27A	NORMAL		PRESENCE
28A, 28B	Ø4	28A	NORMAL		PRESENCE

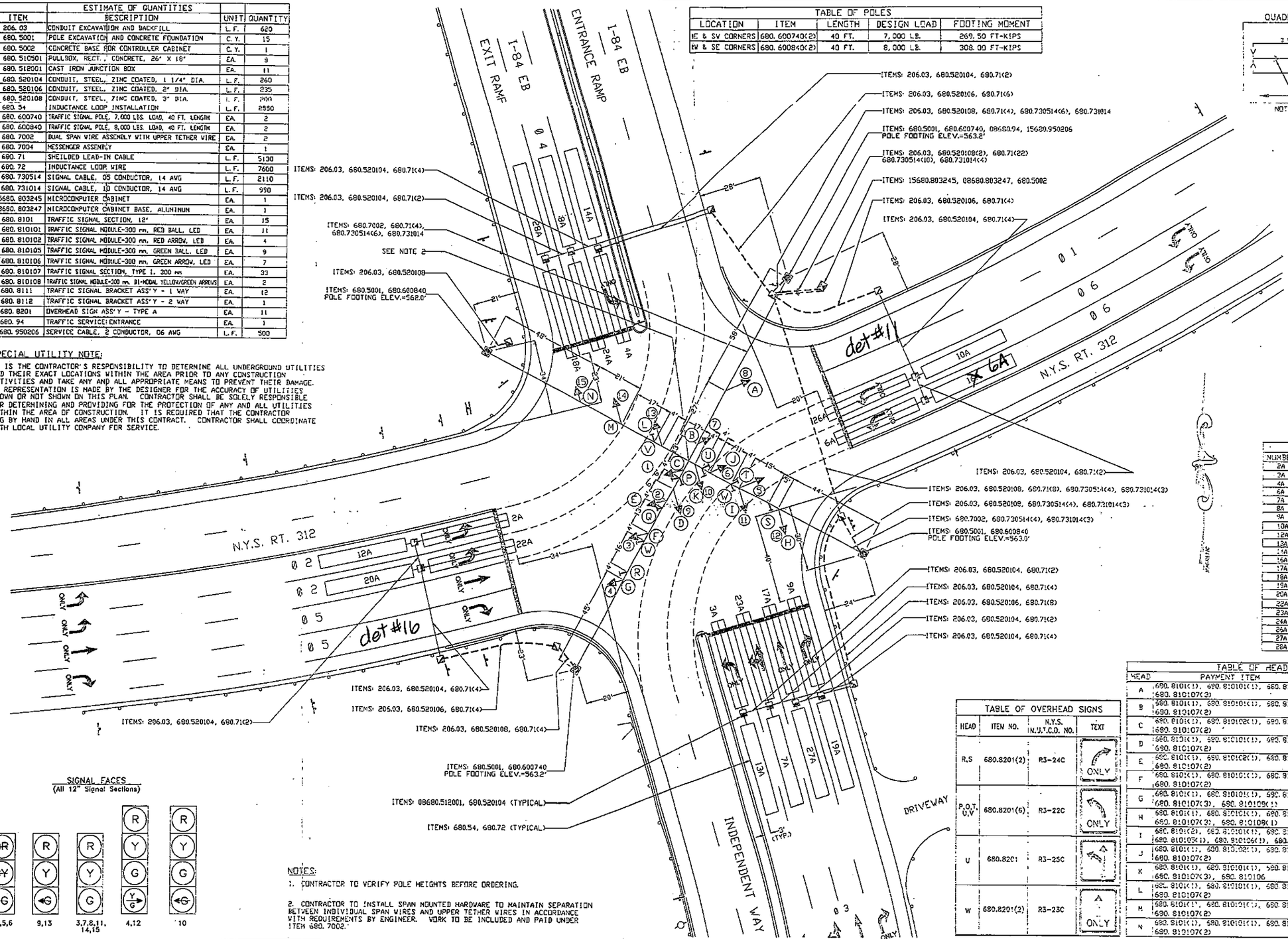
11-15-2012 Cabinet photo

ESTIMATE OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	L.F.	620
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	C.Y.	15
680.5002	CONCRETE BASE FOR CONTROLLER CABINET	C.Y.	1
680.510501	PULLBOX, RECT., CONCRETE, 26" X 16"	EA.	9
680.512001	CAST IRON JUNCTION BOX	EA.	11
680.520104	CONDUIT, STEEL, ZINC COATED, 1 1/4" DIA.	L.F.	260
680.520106	CONDUIT, STEEL, ZINC COATED, 2" DIA.	L.F.	335
680.520108	CONDUIT, STEEL, ZINC COATED, 3" DIA.	L.F.	200
680.54	INDUCTANCE LOOP INSTALLATION	L.F.	2550
680.600740	TRAFFIC SIGNAL POLE, 7,000 LBS. LOAD, 40 FT. LENGTH	EA.	2
680.600840	TRAFFIC SIGNAL POLE, 8,000 LBS. LOAD, 40 FT. LENGTH	EA.	2
680.7002	DUAL SPAN WIRE ASSEMBLY WITH UPPER TETHER WIRE	EA.	2
680.7004	MESSENGER ASSEMBLY	EA.	1
680.71	SHEILDED LEAD-IN CABLE	L.F.	5130
680.72	INDUCTANCE LOOP WIRE	L.F.	7600
680.730514	SIGNAL CABLE, 05 CONDUCTOR, 14 AWG	L.F.	2110
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG	L.F.	990
15680.803245	MICROCOMPUTER CABINET	EA.	1
08680.803247	MICROCOMPUTER CABINET BASE, ALUMINUM	EA.	1
680.8101	TRAFFIC SIGNAL SECTION, 12"	EA.	15
680.810101	TRAFFIC SIGNAL MODULE-300 mm, RED BALL, LED	EA.	11
680.810102	TRAFFIC SIGNAL MODULE-300 mm, RED ARROW, LED	EA.	4
680.810105	TRAFFIC SIGNAL MODULE-300 mm, GREEN BALL, LED	EA.	9
680.810106	TRAFFIC SIGNAL MODULE-300 mm, GREEN ARROW, LED	EA.	7
680.810107	TRAFFIC SIGNAL SECTION, TYPE I, 300 mm	EA.	33
680.810108	TRAFFIC SIGNAL MODULE-300 mm, BI-MODAL YELLOW/GREEN ARROWS	EA.	2
680.8111	TRAFFIC SIGNAL BRACKET ASS'Y - 1 WAY	EA.	12
680.8112	TRAFFIC SIGNAL BRACKET ASS'Y - 2 WAY	EA.	1
680.8201	OVERHEAD SIGN ASS'Y - TYPE A	EA.	11
08680.94	TRAFFIC SERVICE ENTRANCE	EA.	1
15680.950206	SERVICE CABLE, 2 CONDUCTOR, 06 AWG	L.F.	500

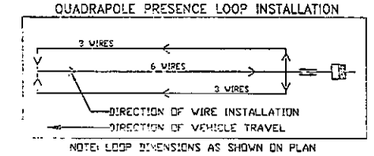
SPECIAL UTILITY NOTE:

IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL UNDERGROUND UTILITIES AND THEIR EXACT LOCATIONS WITHIN THE AREA PRIOR TO ANY CONSTRUCTION ACTIVITIES AND TAKE ANY AND ALL APPROPRIATE MEANS TO PREVENT THEIR DAMAGE. NO REPRESENTATION IS MADE BY THE DESIGNER FOR THE ACCURACY OF UTILITIES SHOWN OR NOT SHOWN ON THIS PLAN. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING AND PROVIDING FOR THE PROTECTION OF ANY AND ALL UTILITIES WITHIN THE AREA OF CONSTRUCTION. IT IS REQUIRED THAT THE CONTRACTOR DIG BY HAND IN ALL AREAS UNDER THIS CONTRACT. CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY COMPANY FOR SERVICE.

TABLE OF POLES				
LOCATION	ITEM	LENGTH	DESIGN LOAD	FOOTING MOMENT
NE & SW CORNERS	680.600740(2)	40 FT.	7,000 LB.	269.50 FT-KIPS
NW & SE CORNERS	680.600840(2)	40 FT.	8,000 LB.	308.00 FT-KIPS



QUADRAPOLE PRESENCE LOOP INSTALLATION



NOTE: LOOP DIMENSIONS AS SHOWN ON PLAN

LEGEND

	EXISTING	NEW
SIGNAL POLE		
PEDESTRIAN POST		
PULLBOX		
JUNCTION BOX		
SIGNAL FACE		
PEDESTRIAN SIGNAL FACE		
CONTROLLER CABINET		
PEDESTRIAN PUSH BUTTON		
UNDERGROUND CONDUIT		
SPAN WIRE MOUNTED SIGN		
GROUND MOUNTED SIGN		
STREET NAMES SIGN		
CATCHBASIN	CB	
UTILITY POLE		
TREE		
PAVEMENT MARKINGS (SYMBOLS)		
PAVEMENT MARKINGS (LETTERS)	ONLY	

TABLE OF DETECTORS				
NUMBER	TYPE	FUNCTION	SIZE	TURNS
2A	QUAD	@ 2 PRESENCE	2 - 3' X 40'	3
3A	QUAD	@ 3 PRESENCE	2 - 3' X 40'	3
4A	QUAD	@ 4 PRESENCE	2 - 3' X 40'	3
6A	QUAD	@ 6 PRESENCE	2 - 3' X 40'	3
7A	LOOP	@ 3 PRESENCE	6' X 40'	3
8A	LOOP	@ 4 PRESENCE	6' X 40'	3
9A	QUAD	@ 3 PRESENCE	2 - 3' X 40'	3
10A	LOOP	@ 6 PRESENCE	6' X 40'	3
12A	LOOP	@ 2 PRESENCE	6' X 40'	3
13A	LOOP	@ 3 PRESENCE	6' X 40'	3
14A	LOOP	@ 4 PRESENCE	6' X 40'	3
16A	LOOP	@ 6 PRESENCE	6' X 40'	3
17A	QUAD	@ 3 PRESENCE	2 - 3' X 40'	3
18A	QUAD	@ 4 PRESENCE	2 - 3' X 40'	3
19A	LOOP	@ 3 PRESENCE	6' X 40'	3
20A	LOOP	@ 2 PRESENCE	6' X 40'	3
22A	QUAD	@ 2 PRESENCE	2 - 3' X 40'	3
23A	QUAD	@ 3 PRESENCE	2 - 3' X 40'	3
24A	QUAD	@ 4 PRESENCE	2 - 3' X 40'	3
26A	QUAD	@ 6 PRESENCE	2 - 3' X 40'	3
27A	LOOP	@ 3 PRESENCE	6' X 40'	3
28A	LOOP	@ 4 PRESENCE	6' X 40'	3

TABLE OF HEADS AND CABLE				
HEAD	PAYMENT ITEM	BRACKET	CABLE	ITEM
A	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(3)	680.8111	14/05C-A-X/X	680.730514
B	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(2)	680.8111	14/05C-B-X/X	680.730514
C	680.8101(1), 680.810102(1), 680.810106(1), 680.810107(2)	680.8111	14/05C-C-X/X	680.730514
D	680.8101(1), 680.810101(1), 680.810106(1), 680.810107(2)	680.8111	14/05C-D-X/X	680.730514
E	680.8101(1), 680.810102(1), 680.810106(1), 680.810107(2)	680.8111	14/05C-E-X/X	680.730514
F	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(2)	680.8111	14/05C-F-X/X	680.730514
G	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(3), 680.810108(1)	680.8111	14/10C-G-X/X	680.731014
H	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(3), 680.810108(1)	680.8111	14/10C-H-X/X	680.731014
I	680.8101(2), 680.810101(1), 680.810102(1), 680.810105(1), 680.810106(1), 680.810107(4)	680.8112	14/10C-I-X/X	680.731014
J	680.8101(1), 680.810102(1), 680.810106(1), 680.810107(2)	680.8111	14/05C-J-X/X	680.730514
K	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(3), 680.810106	680.8111	14/10C-K-X/X	680.731014
L	680.8101(1), 680.810101(1), 680.810106(1), 680.810107(2)	680.8111	14/05C-L-X/X	680.730514
M	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(2)	680.8111	14/05C-M-X/X	680.730514
N	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(2)	680.8111	14/05C-N-X/X	680.730514

TABLE OF OVERHEAD SIGNS			
HEAD	ITEM NO.	N.Y.S. M.U.T.C.D. NO.	TEXT
R,S	680.8201(2)	R3-24C	ONLY
P,O,T,U,V	680.8201(6)	R3-22C	ONLY
U	680.8201	R3-25C	
W	680.8201(2)	R3-23C	ONLY

SIGNAL FACES
(All 12" Signal Sections)

NOTES:

1. CONTRACTOR TO VERIFY POLE HEIGHTS BEFORE ORDERING.

2. CONTRACTOR TO INSTALL SPAN MOUNTED HARDWARE TO MAINTAIN SEPARATION BETWEEN INDIVIDUAL SPAN WIRES AND UPPER TETHER WIRES IN ACCORDANCE WITH REQUIREMENTS BY ENGINEER. WORK TO BE INCLUDED AND PAID UNDER ITEM 680.7002.

REVISIONS							
NO.	DESCRIPTION	DATE	BY	NO.	DESCRIPTION	DATE	BY
1	REVISIONS PER NYSDOT	3/27/01	MJS				
2	REVISIONS PER NYSDOT	4/11/01	MJS				
3	REVISED PAVEMENT MARKING ARROWS PER NYSDOT	4/24/01	MJS				
4	INSTALLED BASE FOR CONTROLLER CABINET AND NOTE FOR SEPARATION OF SPAN WIRES	5/17/01	MJS				

SIGNAL P-63
N. Y. S. RT. 312 @
I-84 EB RAMPS & INDEPENDENT WAY
TOWN OF SOUTHEAST, NEW YORK

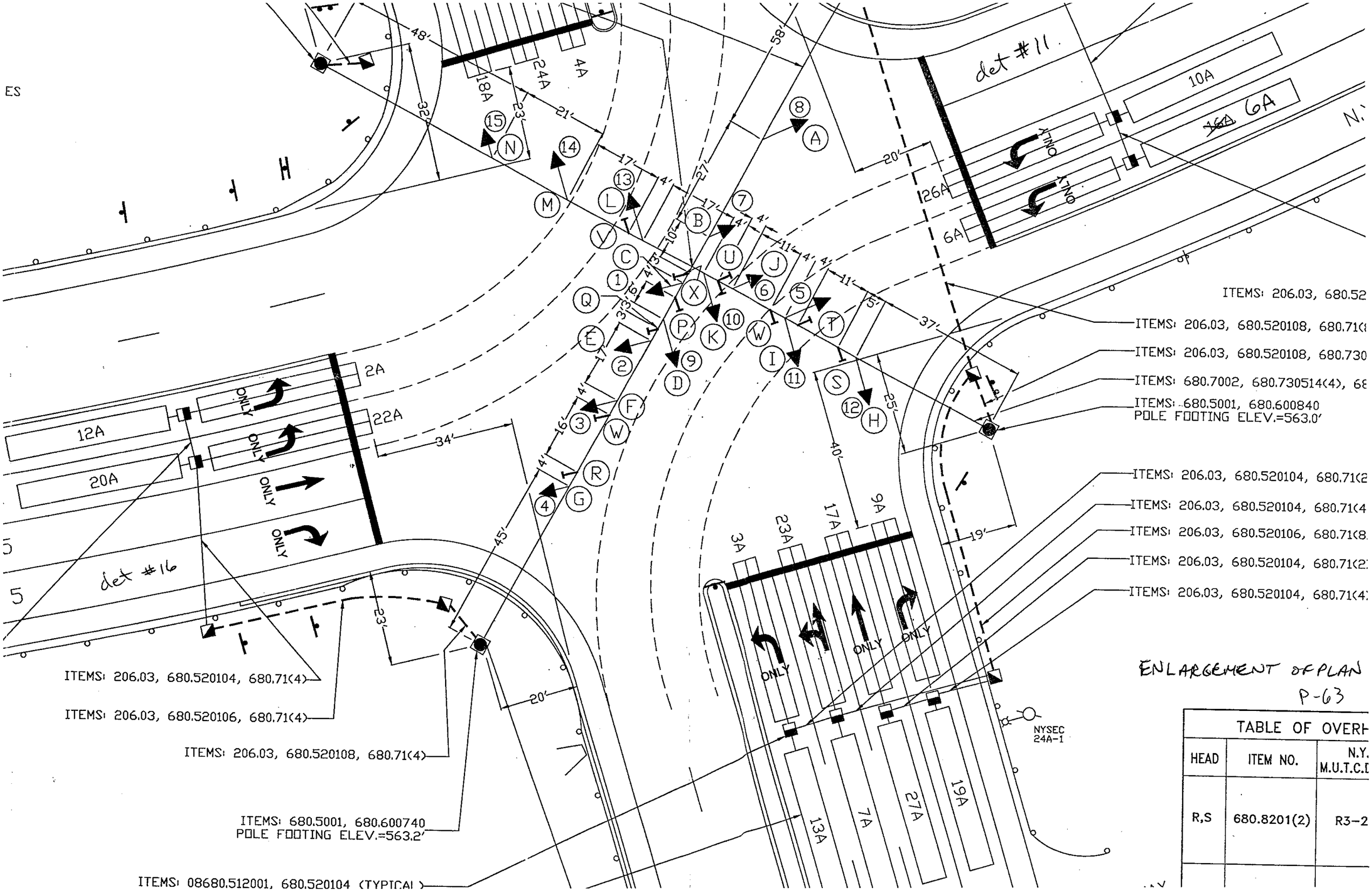
TRAFFIC CONTROL SIGNAL
PLAN

PSC Engineering
CONSULTING ENGINEERS
3 Eddy Drive
Huntington Station, N.Y. 11746

DESIGNED BY: PSC
DRAWN BY: MJS
DATE: 9/6/00
REVISION: 1
SCALE: 1" = 20'

Traffic Signal# P-63

APPROVED BY:
DRAWING NO.: 3 OF 8



ENLARGEMENT OF PLAN
P-63

TABLE OF OVERH		
HEAD	ITEM NO.	N.Y. M.U.T.C.D
R,S	680.8201(2)	R3-2

CCS = 84B Signal # = 76 Rte = 0312 Rte Seq # = 132
Description: RTE 312 @ I84 WESTBOUND

DATE: 12/11/01 TIME: 14:02:54

++

*** Phase Notes ***

Phase 1: RTE 312 SOUTHBOUND
Phase 2: RTE 312 NORTHBOUND LEFTS
Phase 3: I84 WESTBOUND
Phase 4:
Phase 5: RTE 312 NORTHBOUND
Phase 6:
Phase 7:
Phase 8:

DRAFT

DEC 13 2001

* * * * * *

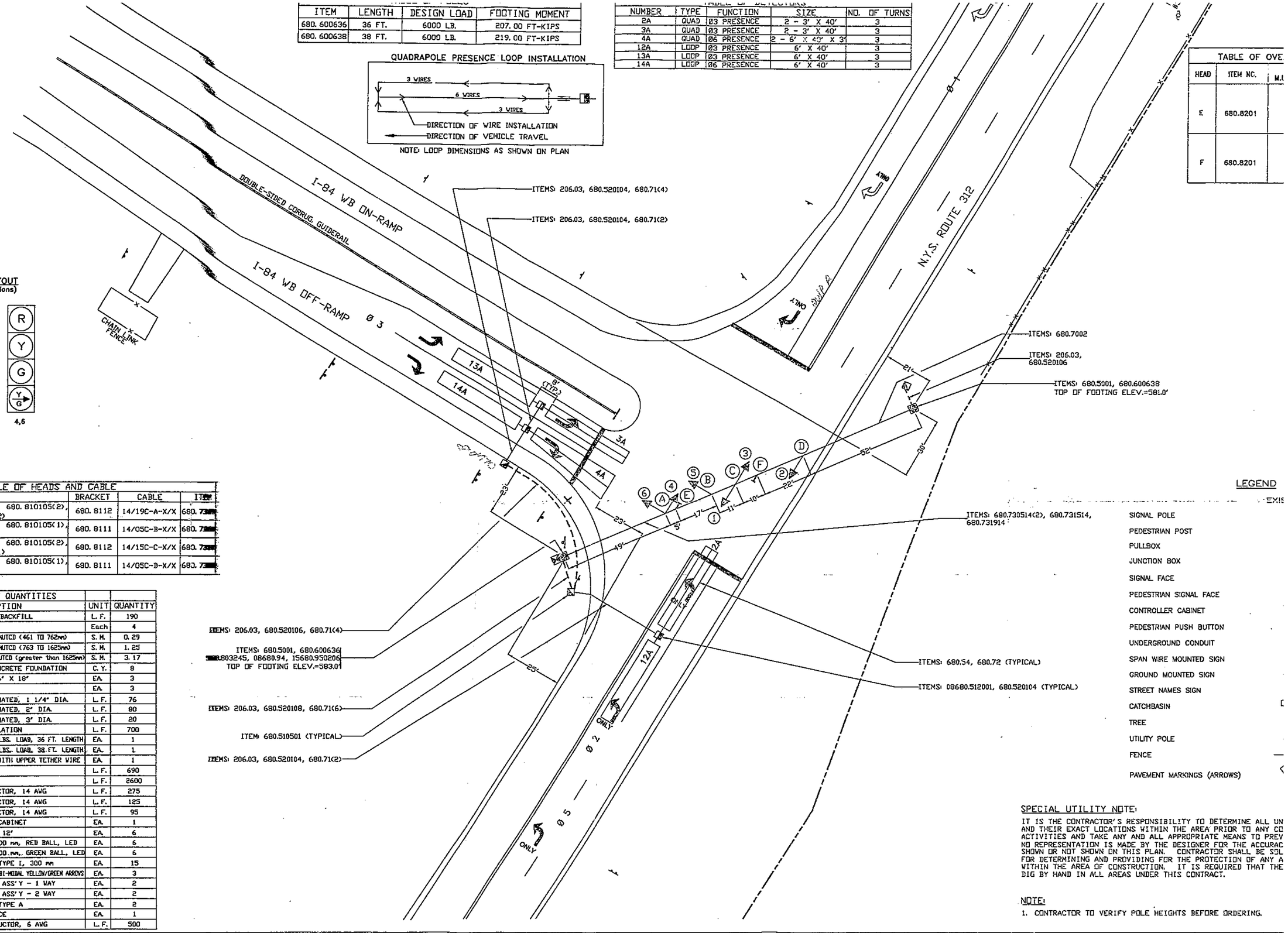
ITEM	LENGTH	DESIGN LOAD	FOOTING MOMENT
680.600636	36 FT.	6000 LB.	207.00 FT-KIPS
680.600638	38 FT.	6000 LB.	219.00 FT-KIPS

NUMBER	TYPE	FUNCTION	SIZE	NO. OF TURNS
2A	QUAD	Ø3 PRESENCE	2 - 3' X 40'	3
3A	QUAD	Ø3 PRESENCE	2 - 3' X 40'	3
4A	QUAD	Ø6 PRESENCE	2 - 6' X 40' X 3'	3
12A	LOOP	Ø3 PRESENCE	6' X 40'	3
13A	LOOP	Ø3 PRESENCE	6' X 40'	3
14A	LOOP	Ø6 PRESENCE	6' X 40'	3

QUADRAPOLE PRESENCE LOOP INSTALLATION

NOTE: LOOP DIMENSIONS AS SHOWN ON PLAN

TABLE OF OVE		
HEAD	ITEM NO.	M.U
E	680.8201	
F	680.8201	



SIGNAL FACE LAYOUT
(All 12" Signal Sections)

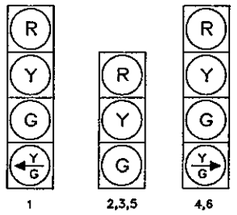


TABLE OF HEADS AND CABLE				
HEAD	PAYMENT ITEM	BRACKET	CABLE	ITEM
A	680.8101(2), 680.810101(2), 680.810105(2), 680.810107(6), 680.810108(2)	680.8112	14/19C-A-X/X	680.73[redacted]
B	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(2)	680.8111	14/05C-B-X/X	680.7[redacted]
C	680.8101(2), 680.810101(2), 680.810105(2), 680.810107(5), 680.810108(1)	680.8112	14/15C-C-X/X	680.73[redacted]
D	680.8101(1), 680.810101(1), 680.810105(1), 680.810107(2)	680.8111	14/05C-D-X/X	680.73[redacted]

ESTIMATE OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
206.03	CONDUIT EXCAVATION AND BACKFILL	L.F.	190
645.81	TYPE A SIGN POST	Each	4
645.7102	GROUND MOUNTED SIGN PANEL MUTCD (461 TO 762mm)	S.M.	0.29
645.7103	GROUND MOUNTED SIGN PANEL MUTCD (763 TO 1625mm)	S.M.	1.25
645.7104	GROUND MOUNTED SIGN PANEL MUTCD (greater than 1625mm)	S.M.	3.17
680.5001	POLE EXCAVATION AND CONCRETE FOUNDATION	C.Y.	8
680.510501	PULLBOX, RECT. CONC. 26" X 18"	EA.	3
08680.512001	JUNCTION BOX	EA.	3
680.520104	CONDUIT, STEEL, ZINC COATED, 1 1/4" DIA.	L.F.	76
680.520106	CONDUIT, STEEL, ZINC COATED, 2" DIA.	L.F.	80
680.520108	CONDUIT, STEEL, ZINC COATED, 3" DIA.	L.F.	20
680.54	INDUCTANCE LOOP INSTALLATION	L.F.	700
680.600636	TRAFFIC SIGNAL POLE, 6000 LBS. LOAD, 36 FT. LENGTH	EA.	1
680.600638	TRAFFIC SIGNAL POLE, 6000 LBS. LOAD, 38 FT. LENGTH	EA.	1
680.7002	DUAL SPAN WIRE ASSEMBLY WITH UPPER TETHER WIRE	EA.	1
680.71	SHEILDED LEAD-IN CABLE	L.F.	690
680.72	INDUCTANCE LOOP WIRE	L.F.	2600
680.730514	SIGNAL CABLE, 05 CONDUCTOR, 14 AWG	L.F.	275
680.731514	SIGNAL CABLE, 15 CONDUCTOR, 14 AWG	L.F.	125
680.731914	SIGNAL CABLE, 19 CONDUCTOR, 14 AWG	L.F.	95
15680.803245	INSTALL MICROCOMPUTER CABINET	EA.	1
08680.8101	TRAFFIC SIGNAL SECTION, 12"	EA.	6
680.810101	TRAFFIC SIGNAL MODULE-300 mm, RED BALL, LED	EA.	6
680.810105	TRAFFIC SIGNAL MODULE-300 mm, GREEN BALL, LED	EA.	6
680.810107	TRAFFIC SIGNAL SECTION-TYPE I, 300 mm	EA.	15
680.810108	TRAFIC SIGNAL MODULE-300 mm, BI-MODAL YELLOW/GREEN ARROWS	EA.	3
08680.8111	TRAFFIC SIGNAL BRACKET ASS'Y - 1 WAY	EA.	2
08680.8112	TRAFFIC SIGNAL BRACKET ASS'Y - 2 WAY	EA.	2
680.8201	OVERHEAD SIGN ASS'Y - TYPE A	EA.	2
08680.94	TRAFFIC SERVICE ENTRANCE	EA.	1
15680.950206	SERVICE CABLE, 02 CONDUCTOR, 6 AWG	L.F.	500

LEGEND

EXIS

SIGNAL POLE
PEDESTRIAN POST
PULLBOX
JUNCTION BOX
SIGNAL FACE
PEDESTRIAN SIGNAL FACE
CONTROLLER CABINET
PEDESTRIAN PUSH BUTTON
UNDERGROUND CONDUIT
SPAN WIRE MOUNTED SIGN
GROUND MOUNTED SIGN
STREET NAMES SIGN
CATCHBASIN
TREE
UTILITY POLE
FENCE
PAVEMENT MARKINGS (ARROWS)

SPECIAL UTILITY NOTE:

IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL UN AND THEIR EXACT LOCATIONS WITHIN THE AREA PRIOR TO ANY CO ACTIVITIES AND TAKE ANY AND ALL APPROPRIATE MEANS TO PREV NO REPRESENTATION IS MADE BY THE DESIGNER FOR THE ACCURAC SHOWN OR NOT SHOWN ON THIS PLAN. CONTRACTOR SHALL BE SOL FOR DETERMINING AND PROVIDING FOR THE PROTECTION OF ANY A WITHIN THE AREA OF CONSTRUCTION. IT IS REQUIRED THAT THE DIG BY HAND IN ALL AREAS UNDER THIS CONTRACT.

NOTE:

1. CONTRACTOR TO VERIFY POLE HEIGHTS BEFORE ORDERING.

REVISIONS

NO.	DESCRIPTION	DATE	BY	NO.	DESCRIPTION	DATE	BY
1	REVISIONS PER NYSDOT	3/27/01	MJS				
2	REVISIONS PER NYSDOT	4/11/01	MJS				
3	REVISED PAVEMENT MARKING ARROWS PER NYSDOT	4/24/01	MJS				
4	AS BUILT FIELD MEASUREMENTS	7/23/02	MJS				

SIGNAL P-76
N. Y. S. RT. 312 @ I-84
WB ON/OFF RAMPS
TOWN OF SOUTHEAST, NEW YORK

TRAFFIC CONTROL SIGNAL
AS BUILT PLAN

PSC Engineering
CONSULTING ENGINEERS
3 Eddy Drive
Huntington Station, N.Y. 11746

DESIGNED BY: PSC
DRAWN BY: MJS
APPROVED BY:

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	10	3	3		10			
Gap, Ext	2	2	2		2			
Max 1	20	10	25		20			
Max 2								
Yel Clearance	4	4	4		4			
Red Clearance	1	1	1		1			
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	1	1	1		1			
Min Recall								
Max Recall	1				1			
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1		1		1		1
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
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	65	0	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	0	0	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coord	25	15	25	0	25	15	25	0	13	Coord	0	0	0	0	0	0	0	0
	1	MAX				MAX													
2	Coord	0	0	0	0	0	0	0	0	14	Coord	0	0	0	0	0	0	0	0
3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	GREEN	1
2	1	RED	1
3	1	RED	1
4	1	RED	0
5	2	GREEN	1
6	2	RED	0
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	3
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON

	Included Ø	3	1							NORMAL			Included Ø										NORMAL	
1	Modifier Ø	1								Grn		9	Modifier Ø										Grn	
	Conflict Ø									Yel	4		Conflict Ø										Yel	3.5
A	Conflict Olap									Red	1	I	Conflict Olap										Red	1.5
	Conflict Ped									LG			Conflict Ped										LG	
	Included Ø	2	3							NORMAL			Included Ø										NORMAL	
2	Modifier Ø									Grn		10	Modifier Ø										Grn	
	Conflict Ø									Yel	4		Conflict Ø										Yel	3.5
B	Conflict Olap									Red	1	J	Conflict Olap										Red	1.5
	Conflict Ped									LG			Conflict Ped										LG	
	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			1	2															
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

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

Channel Params[1.8.3] C1 IO Mode USER | Single BIU Map SINGLE | Invert Rail Input OFF

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø					E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22								EndGRN				
2	12	22								EndGRN				
3	12	22								EndGRN				
4	12	22								EndGRN				
5	12	22								EndGRN				
6	12	22								EndGRN				
7	12	22								EndGRN				
8	12	22								EndGRN				
9	12	22								EndGRN				
10	12	22								EndGRN				
11	12	22								EndGRN				
12	12	22								EndGRN				
13	12	22								EndGRN				
14	12	22								EndGRN				
15	12	22								EndGRN				
16	12	22								EndGRN				
17	12	22								EndGRN				
18	12	22								EndGRN				
19	12	22								EndGRN				
20	12	22								EndGRN				
21	12	22								EndGRN				
22	12	22								EndGRN				
23	12	22								EndGRN				
24	12	22								EndGRN				
25	0	0								BegGRN				
26	0	0								BegGRN				
27	0	0								BegGRN				
28	0	0								BegGRN				
29	0	0								BegGRN				
30	0	0								BegGRN				
31	0	0								BegGRN				
32	0	0								BegGRN				
33	0	0								BegGRN				
34	0	0								BegGRN				
35	0	0								BegGRN				
36	0	0								BegGRN				
37	0	0								BegGRN				
38	0	0								BegGRN				
39	0	0								BegGRN				
40	0	0								BegGRN				
41	0	0								BegGRN				
42	0	0								BegGRN				
43	0	0								BegGRN				
44	0	0								BegGRN				
45	0	0								BegGRN				
46	0	0								BegGRN				
47	0	0								BegGRN				
48	0	0								BegGRN				

Veh Par 1-64 [5.1]

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

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

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

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
40						NORM		51						NORM		62						NORM	
41						NORM		52						NORM		63						NORM	
42						NORM		53						NORM		64						NORM	
43						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1		0	15	0
2		0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max		
7	OFF	0	0		
8	OFF	0	0		
9	OFF	0	0		
10	OFF	0	0		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase			
1				
2				
3				
4				
5				
6				

Preemption 1, Options+ [3.6]

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

Alt# 1 Times Table [1.1.6.1]

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

Alt# 2 Times Table [1.1.6.1]

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

Alt# 3 Times Table [1.1.6.1]

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

Alt# 1 Options Table [1.1.6.2]

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

Annual Schedule [4.3] Month of Year | Day of Week | Date

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

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	6	3	1	9			
2	9	3	99	10			
3	16	0	1	11			
4	20	0	99	12			
5	0	0	99	13			
6				14			
7				15			
8				16			

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	9	0	1	9			
2	20	0	99	10			
3	0	0	99	11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	189	Unused
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	189	Unused
I1-6	189	Unused
I1-7	189	Unused
I1-8	189	Unused
I2-1	189	Unused
I2-2	189	Unused
I2-3	189	Unused
I2-4	12	Veh Call 12
I2-5	13	Veh Call 13
I2-6	14	Veh Call 14
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0
I	0	=	I	0	----	I	0	----	I	0 DLY	0

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6.1]

Station ID	4076
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	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 Failur		
27	BIU Detector Failure	1	1
28	Queue detector alarm	1	
29	Ped Detector Fault	1	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B	1	
47	Coord Active	1	
48	Preempt Active		
49	Preempt 1 Input	1	
50	Preempt 2 Input	1	
51	Preempt 3 Input	1	
52	Preempt 4 Input	1	
53	Preempt 5 Input	1	
54	Preempt 6 Input	1	
55	Preempt 7 Input	1	
56	Preempt 8 Input	1	
57	Preempt 9 Input	1	
58	Preempt 10 Input	1	
61	In Transition	1	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

RTE 312 @ I84 WESTBOUND (ID 4076) (Standard File)

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE ____ OF ____

SIGNAL # P76 COUNTY # PUTNAM DATE _____

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	Red	3	SP 1 R	14 / 15C - C - R / W	4	SP 1 R	14 / 19C - A - R
		Yellow		SP 1 Y	- BL / W		SP 1 Y	- O
		Green		SP 1 G	- G / W		SP 1 G	- G
		Ground Wire		Grnd Bus	- B / W		Grnd Bus	- W
2	Ø2	- - - - -	1	SP 2 R	----------		SP 2 R	
		⇦		SP 2 Y	14 / 15C - C - O / B		SP 2 Y	
		←		SP 2 G	- G / B		SP 2 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
3	Ø3	Red	5	SP 3 R	14 / 5C - B - R	6	SP 3 R	14 / 19C - A - R / W
		Yellow		SP 3 Y	- O		SP 3 Y	-BL / W
		Green		SP 3 G	- G		SP 3 G	- G / W
		Ground Wire		Grnd Bus	- W		Grnd Bus	- B / W
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5	Ø5	Red	1	SP 5 R	14 / 15C - C - R	2	SP 5 R	14 / 5C - D - R
		Yellow		SP 5 Y	- O		SP 5 Y	- O
		Green		SP 5 G	- G		SP 5 G	- G
		Ground Wire		Grnd Bus	- W		Grnd Bus	- W
6				SP 6 R			SP 6 R	
				SP 6 Y			SP 6 Y	
				SP 6 G			SP 6 G	
		Ground Wire		Grnd Bus			Grnd Bus	
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8	OVL. 'A' Ø3+Ø1-Ø1G	- - - - -	4	SP 8 R	----------		SP 8 R	
		⇨		SP 8 Y	14 / 19C - A - O / B		SP 8 Y	
		→		SP 8 G	- G / B		SP 8 G	
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	
9	OVL. 'B' Ø3 + Ø2	- - - - -	6	SP 9 R	----------		SP 9 R	
		⇨		SP 9 Y	14 / 19C - A - O / R		SP 9 Y	
		→		SP 9 G	- BL / R		SP 9 G	
		Ground Wire		Grnd Bus	- W / R		Grnd Bus	
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # P76 COUNTY # PUTNAM DATE _____

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP1 - SP5				2, 4, 6 to 14
SP1 - SP8				
SP2 - SP5				
SP2 - SP9				
SP3 - SP8				
SP3 - SP9				
SP5 - SP8				
SP5 - SP9				

NOTES:

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # P76 COUNTY # PUTNAM DATE _____

TABLE OF INPUT WIRING

TERM. NUMBER	FUNCTION	DET. NO.	DET. YPE	DET. AN OVER	REMARKS
1A, 1B					
2A, 2B	Ø2	2A	QUADRAPOLE		PRESENCE
3A, 3B	Ø3	3A	QUADRAPOLE		PRESENCE
4A, 4B	Ø3	4A	QUADRAPOLE		PRESENCE
5A, 5B					
6A, 6B					
7A, 7B					
8A, 8B					
9A, 9B					
10A, 10B					
11A, 11B					
12A, 12B	Ø2	12A	NORMAL		PRESENCE
13A, 13B	Ø3	13A	NORMAL		PRESENCE
14A, 14B	Ø3	14A	NORMAL		PRESENCE
15A, 15B					
16A, 16B					
17A, 17B					
18A, 18B					
19A, 19B					
20A, 20B					
21A, 21B					
22A, 22B					
23A, 23B					
24A, 24B					
25A, 25B					
26A, 26B					
27A, 27B					
28A, 28B					

DEPARTMENT OF TRANSPORTATION

TRAFFIC ENGINEERING & SAFETY DIVISION
TRAFFIC CONTROL SPECIFICATIONS

Study :
Contract :
PIN:
File :

P-83
SIGNAL NO(S)

Putnam
COUNTY

RSN 100

INTERSECTION Rte. 312 @ Internatonal Blvd.

☐ CITY ☐ VILLAGE ☒ TOWN OF Southeast

Department Order filed _____ as Section _____ Subdivision _____

Prior specifications hereby superseded ☒ None ☐ _____

Purpose : New Signal
Permit 8-05-1032

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) ☒ Ed Marsh
( ) ☐ _____

1/4/07
Date _____ Signature _____ RTE Title

Installation Date _____

Modification Date _____

SIGNAL FACE LAYOUT

1,2,4,5,6

3

7,8

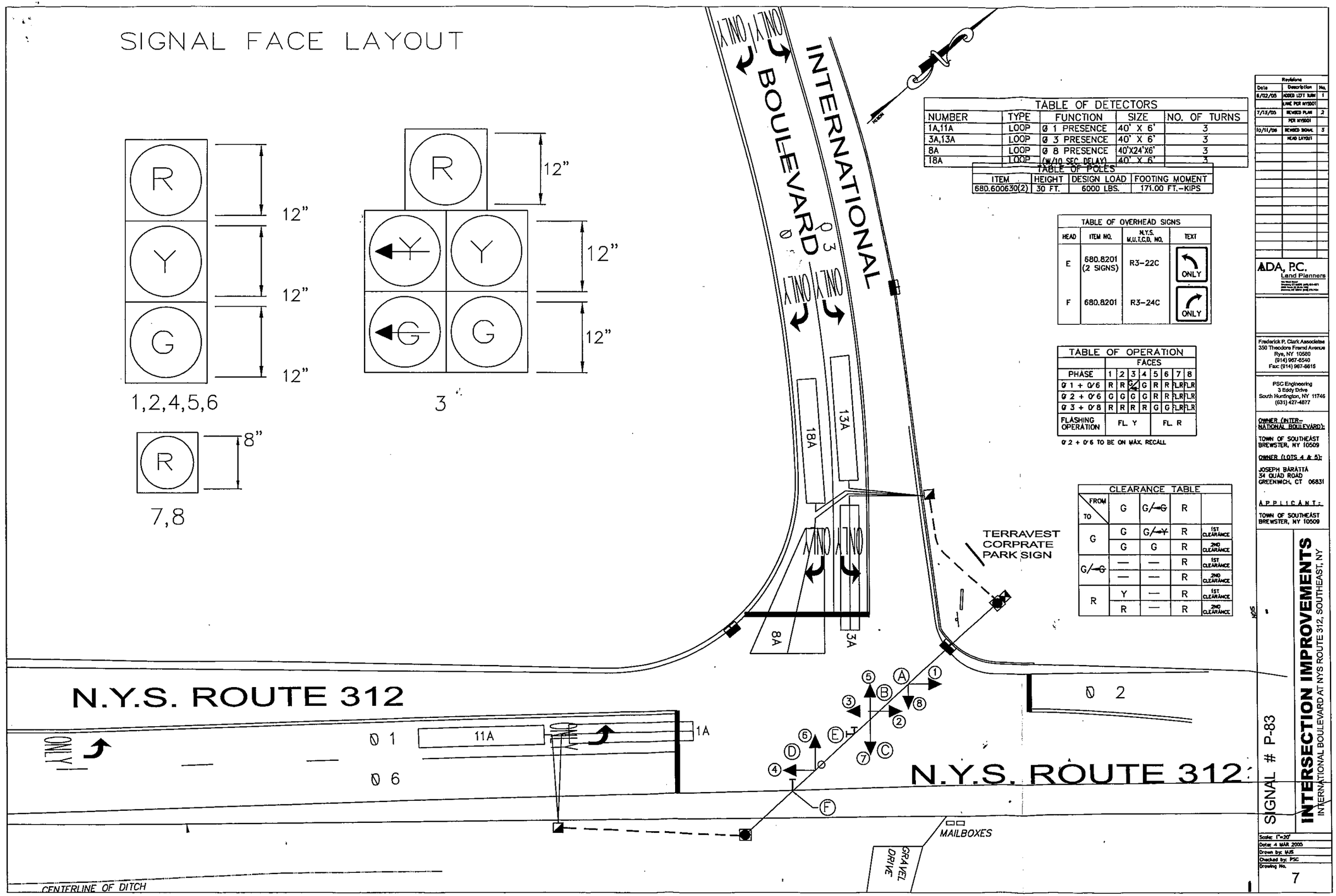


TABLE OF DETECTORS				
NUMBER	TYPE	FUNCTION	SIZE	NO. OF TURNS
1A,11A	LOOP	Ø 1 PRESENCE	40' X 6'	3
3A,13A	LOOP	Ø 3 PRESENCE	40' X 6'	3
8A	LOOP	Ø 8 PRESENCE	40'X24'X6'	3
18A	LOOP	(W/10 SEC. DELAY)	40' X 6'	3

TABLE OF POLES			
ITEM	HEIGHT	DESIGN LOAD	FOOTING MOMENT
680.600630(2)	30 FT.	6000 LBS.	171.00 FT.-KIPS

TABLE OF OVERHEAD SIGNS			
HEAD	ITEM NO.	N.Y.S. M,U,T,C,D, NO.	TEXT
E	680.8201 (2 SIGNS)	R3-22C	ONLY
F	680.8201	R3-24C	ONLY

TABLE OF OPERATION								
	FACES							
PHASE	1	2	3	4	5	6	7	8
Ø 1 + Ø 6	R	R	G/~~G~~	G	R	R	FL.R	FL.R
Ø 2 + Ø 6	G	G	G	G	R	R	FL.R	FL.R
Ø 3 + Ø 8	R	R	R	R	G	G	FL.R	FL.R
FLASHING OPERATION	FL. Y				FL. R			

Ø 2 + Ø 6 TO BE ON MAX. RECALL

CLEARANCE TABLE				
FROM / TO	G	G/~~G~~	R	
G	G	G/~~Y~~	R	1ST CLEARANCE
	G	G	R	2ND CLEARANCE
G/~~G~~	—	—	R	1ST CLEARANCE
	—	—	R	2ND CLEARANCE
R	Y	—	R	1ST CLEARANCE
	R	—	R	2ND CLEARANCE

Revisions		
Date	Description	No.
6/02/05	ADDED LEFT TURN	1
	LANE PER NYSDOT	
7/15/05	REVISED PLAN	2
	PER NYSDOT	
10/11/05	REVISED SIGNAL	3
	HEAD LAYOUT	

ADA, P.C.
Land Planners

Frederick P. Clark Associates
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3 Eddy Drive
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OWNER (INTER-NATIONAL BOULEVARD):

TOWN OF SOUTHEAST
BREWSTER, NY 10509

OWNER (LOTS 4 & 5):

JOSEPH BARATTA
34 QUAD ROAD
GREENWICH, CT 06831

APPLICANT:

TOWN OF SOUTHEAST
BREWSTER, NY 10509

SIGNAL # P-83

INTERSECTION IMPROVEMENTS
INTERNATIONAL BOULEVARD AT NYS ROUTE 312, SOUTHEAST, NY

Scale: 1"=20'
Date: 4 MAR 2005
Drawn by: MJS
Checked by: PSC
Drawing No.
7

STD8

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	3	15	5			15		
Gap, Ext	2	3	3			3		
Max 1	15	35	20			35		
Max 2								
Yel Clearance	4	4	4			4		
Red Clearance	2	2	2			2		
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	On	On	On			On		
Min Recall			On					
Max Recall		On				On		
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		On		On		On		On
Enable Simul Gap	On	On	On	On	On	On	On	On
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

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

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

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	85	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	65	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	15	45	25			60	25		13	Coor								
	2		MAX				MAX												
2	Coor	15	30	20			45	20		14	Coor								
	2		MAX				MAX												
3	Coor									15	Coor								
4	Coor									16	Coor								
5	Coor									17	Coor								
6	Coor									18	Coor								
7	Coor									19	Coor								
8	Coor									20	Coor								
9	Coor									21	Coor								
10	Coor									22	Coor								
11	Coor									23	Coor								
12	Coor									24	Coor								

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	On
2	1	GREEN	On
3	1	RED	On
4	1	RED	Off
5	2	RED	Off
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	OFF
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	45
Flash Red	0

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	ON
Start Flash(s)	0
Start AllRed(s)	0
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

ID: 4083 RT 312 @ International Blvd

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Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

1	Included Ø									NORMAL		9	Included Ø									NORMAL	
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	1.5	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
2	Included Ø									NORMAL		10	Included Ø									NORMAL	
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
3	Included Ø									NORMAL		11	Included Ø									NORMAL	
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
4	Included Ø									NORMAL		12	Included Ø									NORMAL	
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
5	Included Ø									NORMAL		13	Included Ø									NORMAL	
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
6	Included Ø									NORMAL		14	Included Ø									NORMAL	
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
7	Included Ø									NORMAL		15	Included Ø									NORMAL	
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
8	Included Ø									NORMAL		16	Included Ø									NORMAL	
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	3			6			2															
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	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+									On															
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		3				45	50	15
2									
3	3		3				45	50	15
4									
5									
6									
7									
8	3		3				45	50	15
9									
10									
11	1		3				45	50	15
12									
13	3		3				45	50	15
14									
15									
16									
17									
18	3		3				45	50	15
19									
20									
21									
22									
23									
24									
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	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
40						NORM		51						NORM		62						NORM	
41						NORM		52						NORM		63						NORM	
42						NORM		53						NORM		64						NORM	
43						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1			15	
2			15	
3			15	
4			15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

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

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max		
7	OFF				
8	OFF				
9	OFF				
10	OFF				

Unit Parameters [1.2.1]

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

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	OFF

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

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

Dwell Phases [3.2] and Overlaps+ [3.5]

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

Exit Phases [3.2]

Pre #	Exit Phase			
1				
2				
3				
4				
5				
6				

Preemption Options+ [3.6]

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

Alt# 1 Times Table [1.1.6.1.2]

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

Alt# 2 Times Table [1.1.6.1.2]

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

Alt# 3 Times Table [1.1.6.1.3]

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

Alt# 1 Options Table [1.1.6.2.1]

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

Alt# 1 Veh Parameters [5.5.1.1]

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

Alt# 1 Veh Options [5.5.1.2]

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

Alt# 1 Veh Parameters+ [5.5.1.3]

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

Alt# 1 Ped Parameters+ [5.5.1.4]

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

Alt# 2 Options Table [1.1.6.2.2]

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

Alt# 3 Options Table [1.1.6.2.3]

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

Alt# 4 Options Table [1.1.6.2.4]

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

Alt# 2 Veh Parameters [5.5.2.1]

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

Alt# 2 Veh Options [5.5.2.2]

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

Alt# 2 Veh Parameters+ [5.5.2.3]

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

Alt# 2 Ped Parameters+ [5.5.2.4]

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

Annual Schedule [4.3] Month of Year — Day of Week — Date — DayLink

	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	On	On	On	On	On	On	On	On	On	On	On	On		On	On	On	On	On		On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	1	
2	On	On	On	On	On	On	On	On	On	On	On	On	On						On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	2	
3																																																			1	
4																																																			1	
5																																																			1	
6																																																			1	
7																																																			1	
8																																																			1	
9																																																			1	
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15																																																			1	
16																																																			1	
17																																																			1	
18																																																			1	
19																																																			1	
20																																																			1	
21																																																			1	
22																																																			1	
23																																																			1	
24																																																			1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	6	0	1	9			
2	9	0	2	10			
3	14	30	1	11			
4	19	0	2	12			
5	21	0	99	13			
6	0	0	99	14			
7				15			
8				16			

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	8	0	2	9			
2	21	0	99	10			
3	0	0	99	11			
4				12			
5				13			
6				14			
7				15			
8				16			

Day Plan 3

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

Day Plan 4

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

Day Plan 5

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

Day Plan 6

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

Day Plan 7

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

Day Plan 8

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

Day Plan 9

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

Day Plan 10

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

Day Plan 11

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

Day Plan 12

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

Day Plan 13

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

Day Plan 14

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

Day Plan 15

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

Action Table [4.5]

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

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	189	Unused
I1-3	3	Veh Call 3
I1-4	189	Unused
I1-5	189	Unused
I1-6	189	Unused
I1-7	189	Unused
I1-8	8	Veh Call 8
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	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	18	Veh Call 18
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	179	Door Open
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	39	Ch15 Yellow
O5-6	63	Ch15 Green
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Result				Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY
I	0	=	I	----	0	I	----	0	I	----	0	DLY

Security Access Levels [8.2]

1	SWLOAD
2	SECURE
3	NONE
4	NONE
5	NONE
6	NONE
7	NONE
8	NONE
9	NONE
10	NONE
11	NONE
12	NONE
13	NONE
14	NONE
15	NONE
16	NONE
17	NONE
18	NONE
19	NONE
20	NONE
21	NONE
22	NONE
23	NONE
24	NONE
25	NONE
26	NONE
27	NONE
28	NONE
29	NONE
30	NONE
31	NONE
32	NONE
33	NONE
34	NONE
35	NONE
36	NONE
37	NONE
38	NONE
39	NONE
40	NONE
41	NONE
42	NONE
43	NONE
44	NONE
45	NONE
46	NONE
47	NONE
48	NONE
49	NONE
50	NONE
51	NONE
52	NONE
53	NONE
54	NONE
55	NONE
56	NONE
57	NONE
58	NONE
59	NONE
60	NONE
61	NONE
62	NONE
63	NONE
64	NONE

Com Parameters [6.1]

Station ID	4083
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	#N/A
Alt:	#N/A

2070 Port Parms [6.2]

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

2070 IP 1 Addressing [6.5]

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

2070 IP 2 Addressing [6.5]

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

2070 Port Binding Ports [6.6]

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

2070 Port Binding Functions [6.6]

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

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

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

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

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

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

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

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

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE ____ OF ____

SIGNAL # P-83 COUNTY # Putnam DATE 9/06

Rte/ 312 @ International Blvd.

SWITCH PACK	FUNCTION	INDICATIONS	FACE	TERMINAL WIRING BOARD		FACE	TERMINAL WIRING BOARD	
				TERMINAL	WIRE COLOR CODE		TERMINAL	WIRE COLOR CODE
1	Ø1	-----	3	SP 1 R	----------		SP 1 R	
		⇦		SP 1 Y	14 / 19C - B - O / R		SP 1 Y	
		←		SP 1 G	- BL / R		SP 1 G	
		Ground Wire		Grnd Bus	- W / R		Grnd Bus	
2	Ø2	Red	1	SP 2 R	14 / 10C - A - R	2	SP 2 R	14 / 19C - B - 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 / 19C - B - R / B	6	SP 3 R	14 / 10C - C - R
		Yellow		SP 3 Y	- O / B		SP 3 Y	- O
		Green		SP 3 G	- G / B		SP 3 G	- G
		Ground Wire		Grnd Bus	- W / B		Grnd Bus	- W
4				SP 4 R			SP 4 R	
				SP 4 Y			SP 4 Y	
				SP 4 G			SP 4 G	
		Ground Wire		Grnd Bus			Grnd Bus	
5				SP 5 R			SP 5 R	
				SP 5 Y			SP 5 Y	
				SP 5 G			SP 5 G	
		Ground Wire		Grnd Bus			Grnd Bus	
6	Ø6	Red	3	SP 6 R	14 / 19C - B - R / W	4	SP 6 R	14 / 10C - C - R / B
		Yellow		SP 6 Y	-BL / W		SP 6 Y	- O / B
		Green		SP 6 G	- G / W		SP 6 G	- G / B
		Ground Wire		Ground Wire	- B / W		Grnd Bus	- W / B
7				SP 7 R			SP 7 R	
				SP 7 Y			SP 7 Y	
				SP 7 G			SP 7 G	
		Ground Wire		Grnd Bus			Grnd Bus	
8				SP 8 R			SP 8 R	
				SP 8 Y			SP 8 Y	
				SP 8 G			SP 8 G	
		Ground Wire		Grnd Bus			Grnd Bus	
9	Flasher	Red	7	SP 9 R	14 / 19C - B - B / R	8	SP 9 R	14 / 10C - A - R / B
		------		SP 9 Y	-----		SP 9 Y	------
		------		SP 9 G	-----		SP 9 G	------
		Ground Wire		Grnd Bus	- W / R		Grnd Bus	- W / B
10				SP 10 R			SP 10 R	
				SP 10 Y			SP 10 Y	
				SP 10 G			SP 10 G	
		Ground Wire		Grnd Bus			Grnd Bus	
11				SP 11 R			SP 11 R	
				SP 11 Y			SP 11 Y	
				SP 11 G			SP 11 G	
		Ground Wire		Grnd Bus			Grnd Bus	
12				SP 12 R			SP 12 R	
				SP 12 Y			SP 12 Y	
				SP 12 G			SP 12 G	
		Ground Wire		Grnd Bus			Grnd Bus	
13				SP 13 R			SP 13 R	
				SP 13 Y			SP 13 Y	
				SP 13 G			SP 13 G	
		Ground Wire		Grnd Bus			Grnd Bus	
14				SP 14 R			SP 14 R	
				SP 14 Y			SP 14 Y	
				SP 14 G			SP14 G	
		Ground Wire		Grnd Bus			Grnd Bus	

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
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SIGNAL # P-83 COUNTY # PUTNAM DATE 9/06

Rte/ 312 @ International Blvd.

TABLE OF INPUT WIRING

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

TE 262-12 (7/91)

MODEL 179 SIGNAL OPERATION
PROGRAMMABLE FEATURES
SIGNAL OPERATION SPECIFICATION

TAPS _____
STUDY # _____
FILE # _____
PAGE _____ OF _____

SIGNAL # P-83 COUNTY # PUTNAM DATE 9/06

Rte/ 312 @ International Blvd.

CONFLICT / CURRENT MONITOR PROGRAMMING

CONFLICT MONITOR DIODES TO BE CUT			CONFLICT MONITOR YELLOW JUMPERS TO BE INSTALLED	CURRENT MONITOR DIODES TO BE CUT
SP 1 - SP 6				1,4,5,7,8-14
SP 2 - SP 6				

NOTES:

PART G

NYSDOT ACCESS HIGHWAY DESIGNATION PROCEDURE

NYSDOT provided the following Special Dimension Vehicle Access Highway designation procedure on 4/16/2018:

Since "the Applicant needs assurance that the approval of the portions of the roads will be granted prior to Site Plan Approval by the Town, as well as securing leases and financing and therefore, prior to constructing/reconstructing the 1.1miles of roads," we could approve the designation based on them submitting final plans that indicate that there will be lane widths l0 ft. wide or greater. We should make the approval contingent on the following:

1. *Developer notifies R8 when the road is completed.*
2. *R8 inspects the site to assure that the road was constructed according to the plan (i.e. two 12 foot lanes)*
3. *R8 notifies MO and it is entered into the database that the road is approved effective that day.*
4. *No paperwork should be sent to the Police and towns until # 3 occurs.*
5. *The Town should be consulted to make sure they are on-board with this preliminary approval, subject to meeting the contingencies. Ideally, the approval should coincide with the Town granting a CO (Certificate of Occupancy) to the developer. If you can get everybody on board early on, then the preliminary approval process can work.*

This protects DOT and assures the developer that the road has received "preliminary approval" and will receive final approval upon completion of the contingencies.

PART H

PHYSICAL INTERSECTION INVENTORY

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

INTERSECTION NO. 1

US 6 & NY 312 / NY 312 EXTENSION

DATE: 06/21/2018 — JMC PROJECT: 14012

FIGURE: PI-1 — SCALE: 1" = 100'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

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14012–TRAFFIC–FIG.dwg; INT–1.tab; PHYSICAL–INVENTORY.scr

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

INTERSECTION NO. 2

NY 312 & PROSPECT HILL ROAD

DATE: 06/21/2018 — JMC PROJECT: 14012

FIGURE: PI-2 — SCALE: 1" = 100'

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14012-TRAFFIC-FIG.dwg; INT-2.tab; PHYSICAL-INVENTORY.scr

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

INTERSECTION NO. 3

NY 312 & PUGSLEY ROAD

DATE: 06/21/2018 — JMC PROJECT: 14012

FIGURE: PI-3 — SCALE: 1" = 100'

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NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

INTERSECTION NO. 4

NY 312 & CAREMOUNT DRIVEWAY

DATE: 06/21/2018 — JMC PROJECT: 14012

FIGURE: PI-4 — SCALE: 1" = 100'

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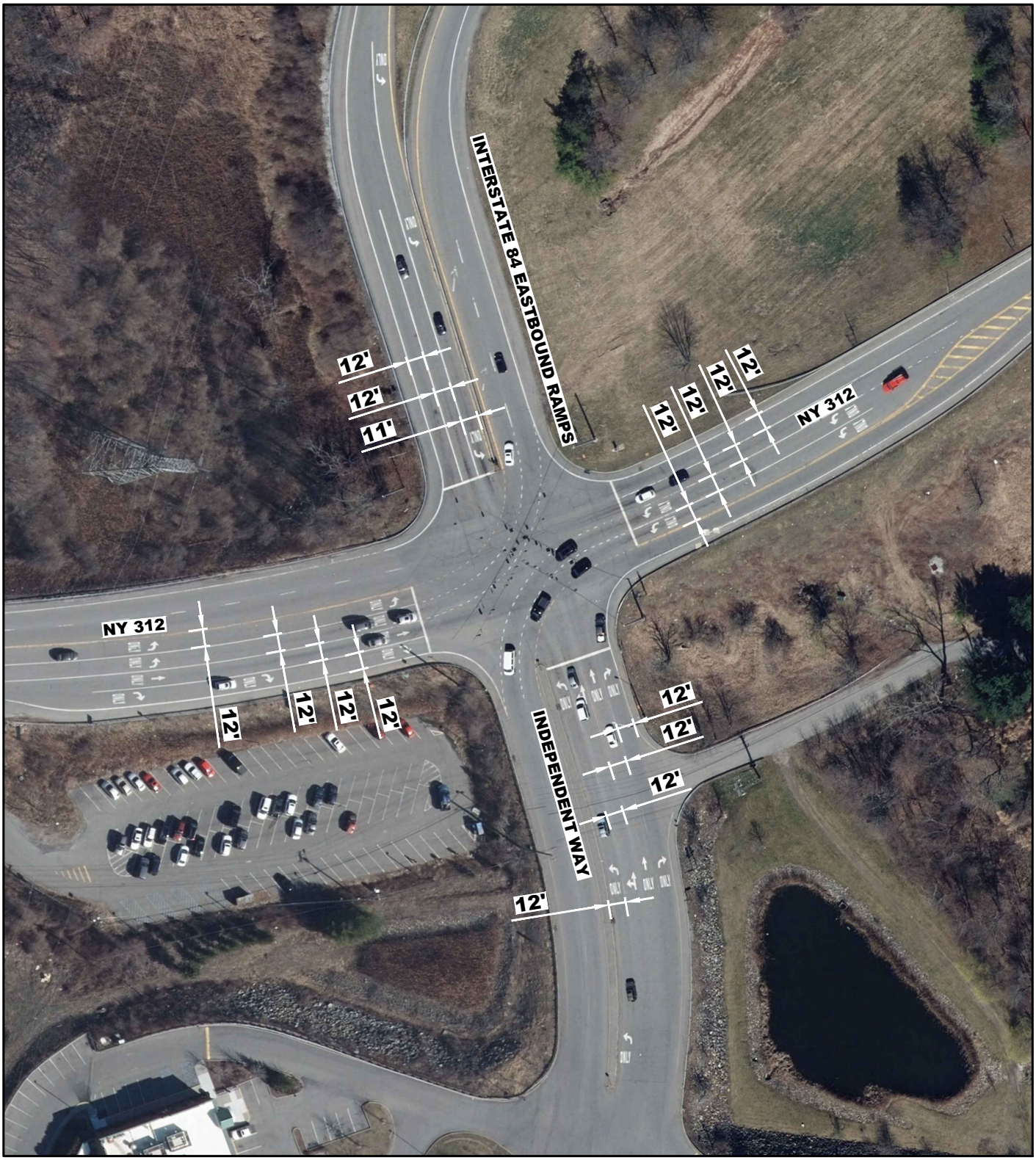
14012-TRAFFIC-FIG.dwg; INT-4.tab; PHYSICAL-INVENTORY.scr



NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

INTERSECTION NO. 5

NY 312 & INTERSTATE 84 EASTBOUND RAMPS / INDEPENDENT WAY

DATE: 06/21/2018 — JMC PROJECT: 14012

FIGURE: PI-5 — SCALE: 1" = 100'

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NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

INTERSECTION NO. 6

NY 312 & INTERSTATE 84 WESTBOUND RAMPS

DATE: 06/21/2018 — JMC PROJECT: 14012

FIGURE: PI-6 — SCALE: 1" = 100'

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14012-TRAFFIC-FIG.dwg; INT-6.tab; PHYSICAL-INVENTORY.scr

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

INTERSECTION NO. 7

NY 312 & INTERNATIONAL BOULEVARD / DRIVEWAY

DATE: 06/21/2018 — JMC PROJECT: 14012

FIGURE: PI-7 — SCALE: 1" = 100'

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